

File No. 210596 Committee Item No. 2
Board Item No. 9

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee Date July 12, 2021

Board of Supervisors Meeting Date July 27, 2021

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Completed by: Erica Major Date July 8, 2021

Completed by: Erica Major Date July 15, 2021

[Hunters View Phase 1 - Accepting Acacia Avenue, Catalina Street, and Portions of Fairfax Avenue, Ironwood Way, and Middle Point Road]

Ordinance accepting an irrevocable offer of public infrastructure and real property associated with Hunters View Phase 1 public infrastructure improvements, including Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and Middle Point Road (“HV1 Public Infrastructure”); declaring City property and additional property as shown on official Public Works maps as open public right-of-way; dedicating the HV1 Public Infrastructure to public use; designating such public infrastructure for street and roadway purposes; establishing official public right-of-way widths and street grades; amending Ordinance No. 1061 entitled “Regulating the Width of Sidewalks” to establish official sidewalk width on the abovementioned street areas; accepting the HV1 Public Infrastructure for City maintenance and liability purposes, subject to specified limitations; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; accepting a Public Works Order recommending various actions in regard to the public infrastructure improvements; and authorizing official acts in connection with this Ordinance, as defined herein.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

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

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1 Section 1. Background and Findings.

2 (a) This legislation is related to the development of the Hunters View HOPE Project, a
3 public housing transformation collaborative effort aimed at disrupting intergenerational
4 poverty, reducing social isolation, and creating vibrant mixed-income communities without
5 mass displacement of current residents (the "Project").

6 (b) The proposed acceptance of the public infrastructure improvements is within the
7 scope of the Final Environmental Impact Report ("FEIR") for the Hunters View Project (the
8 "Project") and an addendum dated January 16, 2020, both prepared pursuant to the California
9 Environmental Quality Act (California Public Resources Code Sections 21000 et seq.)
10 ("CEQA"). The Planning Commission certified the FEIR on June 12, 2008 by Motion No.
11 17617. The Planning Commission in Motion Nos. 17618 and 17621 adopted findings, as
12 required by CEQA, regarding the alternatives, mitigation measures, significant environmental
13 effects analyzed in the FEIR, a statement of overriding considerations for approval of the
14 Project, and a proposed mitigation monitoring and reporting program. The Planning
15 Commission on February 20, 2020, in Motion No. 20663, adopted the addendum and
16 additional findings as required under CEQA. Planning Commission Motion Nos. 17618,
17 17621, and 20663 are collectively referred to as the "Planning Commission CEQA Findings."
18 Copies of these motions are on file with the Clerk of the Board of Supervisors in File No.
19 210596 and incorporated herein by reference.

20 (c) The Board of Supervisors further finds that pursuant to the CEQA Guidelines
21 (California Code of Regulations Title 14, Sections 15000 et seq.), including Sections 15162
22 and 15164, that the actions contemplated herein are consistent with, and within the scope of,
23 the Project analyzed in the FEIR and addendum, and that (1) no substantial changes are
24 proposed in the Project and no substantial changes have occurred with respect to the
25 circumstances under which this Project will be undertaken that would require major revisions

1 to the FEIR due to the involvement of any new significant environmental effects or a
2 substantial increase in the severity of previously identified effects and (2) no new information
3 of substantial importance that was not known and could not have been known with the
4 exercise of reasonable diligence at the time the FEIR was certified as complete shows that
5 the Project will have any new significant effects not analyzed in the FEIR, or a substantial
6 increase in the severity of any effect previously examined, or that new mitigation measures or
7 alternatives previously found not to be feasible would in fact be feasible and would
8 substantially reduce one or more significant effects of the Project, or that mitigation measures
9 or alternatives which are considerably different from those analyzed in the FEIR would
10 substantially reduce one or more significant effects on the environment. The Board of
11 Supervisors adopts the Planning Commission CEQA Findings as its own.

12 (d) In a letter dated December 10, 2008, the City Planning Department found that the
13 acceptance of the public infrastructure and real property associated with Hunters View Phase
14 1, including Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way,
15 and Middle Point Road ("HV1 Public Infrastructure") and other actions set forth in this
16 ordinance are, on balance, in conformance with the General Plan and the eight priority
17 policies of Planning Code Section 101.1. For purposes of this legislation, the Board of
18 Supervisors adopts the Planning Commission General Plan and Planning Code Section 101.1
19 findings as its own and incorporates them herein by reference. A copy of the Planning
20 Department letter is on file with the Clerk of the Board of Supervisors in File No. 210596.

21 (e) In Public Works ("PW") Order No. 204824, dated May 6, 2021, including Map A-17-
22 182, dated May 6, 2021, and Drawing Q-20-1085, dated May 24, 2021, the City Engineer
23 certified and the Acting Public Works Director (the "PW Director") recommended that: (1) HV
24 PARTNERS 1, LP, a California limited partnership ("HV PARTNERS 1") and the HOUSING
25 AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO, a public body corporate

1 and politic ("SFHA"), have irrevocably offered the HV1 Public Infrastructure and real property,
2 respectively, to the City and County of San Francisco ("City") as set forth in the HV
3 PARTNERS 1 Irrevocable Offer of such HV1 Public Infrastructure, dated September 27, 2016,
4 and SFHA's Offer of Dedication (for the real property) dated January 13, 2011, and recorded
5 on February 15, 2011, as Document No. 2011-J135661 (collectively, "HV PARTNERS 1
6 Offer"); (2) Public Works inspected the HV1 Public Infrastructure and determined it to be
7 complete as of May 9, 2017; (3) the HV1 Public Infrastructure has been constructed in
8 accordance with the Plans and Specifications and all City codes, regulations, and standards
9 governing the HV1 Public Infrastructure; and (4) this HV1 Public Infrastructure is ready for its
10 intended use.

11 (f) The PW Director and City Engineer also recommended to the Board of Supervisors
12 that it declare the HV1 Public Infrastructure and associated property as shown on official
13 Public Works maps as open public right-of-way; dedicate the HV1 Public Infrastructure to
14 public use; designate such public infrastructure for street and roadway purposes; and accept it
15 for City maintenance and liability purposes. The PW Director and City Engineer
16 recommended that acceptance of the HV1 Public Infrastructure for maintenance and liability
17 purposes be subject to the following conditions: (1) the portions of streets being accepted for
18 street and roadway purposes are from back of sidewalk to back of sidewalk, unless specified
19 otherwise or as shown on the Plans and Specifications for the HV1 Public Infrastructure; (2)
20 acceptance of the HV1 Public Infrastructure for City maintenance and liability purposes is from
21 back of curb to back of curb, unless specified otherwise, and sidewalk maintenance is the
22 responsibility of the adjacent property owners in accordance with the Public Works Code; (3)
23 encroachments that are permitted, not permitted, or both, are excluded from acceptance; (4)
24 the acceptance of the streets does not obviate, amend, alter, or in any way affect existing
25 maintenance agreements between the City and parties to such agreements; (5) HV

1 PARTNERS 1 conditional assignment of all warranties and guaranties to the City related to
2 the construction of the HV1 Public Infrastructure and its warranty obligations under Street
3 Improvement Permit No. 11IE-0336, and (6) the acceptance shall be expressly conditioned on
4 the Project applicant obtaining an encroachment permit or other authorization from the City to
5 maintain encroachments in the public right-of-way that are the applicant's responsibility.
6 Copies of the PW Order and HV PARTNERS 1 Offer, including a grant deed for real property,
7 the PW Map A-17-182 and Drawing Q-20-1085 are on file with the Clerk of the Board of
8 Supervisors in File No. 210596 and are incorporated herein by reference.

9 (g) In Public Works Order No. 204824, the PW Director and City Engineer also
10 recommended establishment of public right-of-way widths, sidewalk widths, and street grades
11 on Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and
12 Middle Point Road in accordance with Map A-17-182 and Drawing Q-20-1085 in addition to
13 amending Board of Supervisors' Ordinance No. 1061 on sidewalk widths.

14
15 Section 2. Adoptions and Approvals.

16 (a) The Board of Supervisors adopts as its own the CEQA findings and the General
17 Plan and Planning Code Section 101.1 consistency findings in the Planning Department
18 Letter, as referenced in Section 1(b)-(d) of this ordinance, in connection with the acceptance
19 of the HV1 Public Infrastructure and other actions specified in this ordinance.

20 (b) The Board of Supervisors has reviewed and approves PW Order No. 204824,
21 including the City Engineer's certification and PW Director's recommendation, as referenced
22 in Section 1(e)-(g) of this ordinance, concerning the acceptance of the HV PARTNERS 1
23 Offer, HV1 Public Infrastructure, and other actions set forth in the Public Works Order.

24 ///

1 Section 3. Acceptance of Public Infrastructure and Assumption of Maintenance and
2 Liability Responsibilities.

3 (a) Pursuant to California Streets and Highways Code Section 1806 and San
4 Francisco Administrative Code Sections 1.51 et seq., and Public Works Order No. 204824,
5 the Board of Supervisors hereby accepts the HV PARTNERS 1 Offer and dedicates the HV1
6 Public Infrastructure for public use.

7 (b) The HV PARTNERS 1 Offer also included real property for right-of-way purposes
8 underlying Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way,
9 and Middle Point Road, which is evidenced by a grant deed from SFHA for this property. The
10 Board of Supervisors hereby accepts the grant deed and authorizes the Director of Real
11 Property to execute and record said deed.

12 (c) The Board of Supervisors hereby approves PW Map A-17-182, declares the areas
13 shown hatched on said Map A-17-182 as open public right-of-way, and designates these
14 areas for street and roadway purposes.

15 (d) The Board of Supervisors hereby accepts the HV1 Public Infrastructure for City
16 maintenance and liability purposes, subject to the conditions listed in subsections (e) and (f),
17 below.

18 (e) The HV1 Public Infrastructure accepted pursuant to subsections (a)-(d), above, is
19 subject to the following conditions: (1) the portions of streets being accepted for street and
20 roadway purposes are constructed from back of sidewalk to back of sidewalk, unless specified
21 otherwise or as shown on the Plans and Specifications for the HV1 Public Infrastructure; (2)
22 acceptance of the HV1 Public Infrastructure for City maintenance and liability purposes is from
23 back of curb to back of curb, unless specified otherwise, and sidewalk maintenance is the
24 responsibility of adjacent property owners in accordance with the Public Works Code; (3)
25 encroachments that are permitted, not permitted, or both, are excluded from acceptance; (4)

1 the acceptance of the streets does not obviate, amend, alter, or in any way affect existing
2 maintenance agreements between the City and parties to such agreements; and (5) the
3 acceptance is expressly conditioned on the Project applicant obtaining an encroachment
4 permit or other authorization from the City to maintain encroachments in the public right-of-
5 way that are the applicant's responsibility.

6 (f) The Board of Supervisors hereby acknowledges HV PARTNERS 1 conditional
7 assignment of all warranties and guaranties to the City related to the construction of the HV1
8 Public Infrastructure and that its acceptance of this HV1 Public Infrastructure is subject to HV
9 PARTNERS 1 warranty obligations under Street Improvement Permit No. 11IE-0336.

10
11 Section 4. Establishment of Public Right-of-Way Widths, Sidewalk Widths, and Street
12 Grades.

13 (a) In accordance with PW Order No. 204824, the Board of Supervisors hereby
14 establishes the official public right-of-way widths for Acacia Avenue, Catalina Street, and
15 portions of Fairfax Avenue, Ironwood Way, and Middle Point Road as shown on PW Map A-
16 17-182.

17 (b) In accordance with PW Order No. 204824, Board of Supervisors Ordinance No.
18 1061, entitled "Regulating the Width of Sidewalks," a copy of which is in the Clerk of the Board
19 of Supervisors Book of General Ordinances, in effect May 11, 1910, is hereby amended by
20 adding thereto a new section to read as follows:

21 Section 1621. The width of sidewalks on Acacia Avenue, Catalina Street, and portions of
22 Fairfax Avenue, Ironwood Way, and Middle Point Road shall be modified as shown on the Public
23 Works Drawing Q-20-1085, dated May 24, 2021.

24 (c) The sidewalk widths established pursuant to subsection (b), above, for Acacia
25 Avenue, Catalina Street, and those portions of Fairfax Avenue, Ironwood Way, and Middle

Point Road do not obviate, amend, alter, or in any other way affect the maintenance obligations of the adjacent property owners as set forth in the Public Works Code.

(d) Notwithstanding California Streets and Highways Code Sections 800 et seq., the Board of Supervisors, in accordance with San Francisco Administrative Code Sections 1.51 et seq., chooses to follow its own procedures for the establishment of street grades. The Board of Supervisors hereby establishes the street grades for Acacia Avenue, Catalina Street, and those portions of Fairfax Avenue, Ironwood Way, and Middle Point Road as set forth in the PW Drawing Q-20-1085.

(e) The Board of Supervisors hereby directs Public Works to revise the Official Public Right-of-Way, Sidewalk Width, and Street Grade maps in accordance with this ordinance.

Section 5. Authorization for Implementation. The Mayor, Clerk of the Board of Supervisors, Director of Real Estate, and PW Director are hereby authorized and directed to take any and all actions which they or the City Attorney may deem necessary or advisable in order to effectuate the purpose and intent of this ordinance, including, but not limited to, the filing of the ordinance and the PW Map A-17-182 and Drawing Q-20-1085 in the Official Records of the City and County of San Francisco.

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1 Section 6. Effective Date. This ordinance shall become effective 30 days after
2 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
3 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
4 of Supervisors overrides the Mayor's veto of the ordinance.

5
6 APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

7
8 By: /s/ John D. Malamut
JOHN D. MALAMUT
9 Deputy City Attorney

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LEGISLATIVE DIGEST

[Hunters View Phase 1 - Accepting Acacia Avenue, Catalina Street, and Portions of Fairfax Avenue, Ironwood Way, and Middle Point Road]

Ordinance accepting an irrevocable offer of public infrastructure and real property associated with Hunters View Phase 1 public infrastructure improvements, including Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and Middle Point Road (“HV1 Public Infrastructure”); declaring City property and additional property as shown on official Public Works maps as open public right-of-way; dedicating the HV1 Public Infrastructure to public use; designating such public infrastructure for street and roadway purposes; establishing official public right-of-way widths and street grades; amending Ordinance No. 1061 entitled “Regulating the Width of Sidewalks” to establish official sidewalk width on the abovementioned street areas; accepting the HV1 Public Infrastructure for City maintenance and liability purposes, subject to specified limitations; adopting findings under the California Environmental Quality Act; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; accepting a Public Works Order recommending various actions in regard to the public infrastructure improvements; and authorizing official acts in connection with this Ordinance, as defined herein.

Existing Law

The Board of Supervisors passed Ordinance No. 201-08 on August 12, 2008, which approved the Hunters View HOPE Project. This Ordinance and related Hunters View legislation established a process by which the project developer would construct specified public infrastructure and dedicate said infrastructure to the City. Upon dedication, the City would initiate the local and State law procedures to establish the areas as open public right-of-way, accept the areas for City maintenance and liability purposes, subject to certain limitations, and take related actions. In addition, Board of Supervisors’ Ordinance No. 1061 established the official sidewalk widths throughout San Francisco. Ordinance No. 1061 is uncoded, but can be located in the Clerk of the Board of Supervisors Book of General Ordinances, in effect May 11, 1910, which is on file with the Clerk of the Board of Supervisors.

Amendments to Current Law

This legislation would accept offers of dedication for public infrastructure and real property for new public right-of-way on Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and Middle Point Road; declare said right-of-way open to the public; dedicate the infrastructure to public use and designate it for street and roadway purposes; accept the infrastructure for maintenance and liability purposes, subject to limitations. The Ordinance also would establish official right-of-way as shown on Map A-17-182; establish official street

grades and sidewalk widths as shown on Drawing Q-20-1085; and amend Board of Supervisors Ordinance No. 1061 on sidewalk widths consistent with this Drawing. These legislative acts all would be in accordance with the procedures established for the Hunters View HOPE Project and applicable local and State law. This Ordinance would make certain findings related to the legislation, including environmental findings and findings that the legislation is consistent with the Hunters View Project the General Plan, and the priority policy findings of the Planning Code Section 101.1.

Background Information

This legislation would help facilitate the development of the Hunters View HOPE Project, a public housing transformation collaborative effort aimed at disrupting intergenerational poverty, reducing social isolation, and creating vibrant mixed-income communities without mass displacement of current residents.

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

Public Works Order No: 204824

Recommending the formal acceptance of an irrevocable offer of public infrastructure and real property associated with Hunters View Phase 1 public infrastructure improvements, including Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and Middle Point Road (“HV1 Public Infrastructure”); dedicating the HV1 Public Infrastructure for public use; designating City property and additional property as shown on official Public Works maps as open public right-of-way for street and roadway purposes; ; accepting the HV1 Public Infrastructure for City maintenance and liability purposes, subject to specified limitations; establishing official public right-of-way widths and street grades; and amending Ordinance No. 1061 entitled “Regulating the Width of Sidewalks” to establish official sidewalk width on the abovementioned street areas.

WHEREAS, HV PARTNERS 1, LP, a California limited partnership (“HV PARTNERS 1”) and the HOUSING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO, a public body corporate and politic (“SFHA”), have irrevocably offered the HV1 Public Infrastructure and real property, respectively, to the City and County of San Francisco (“City”) as set forth in the HV PARTNERS 1 Irrevocable Offer of such HV1 Public Infrastructure, dated _____, 2021, and SFHA’s Offer of Dedication (for real property) dated January 13, 2011, and recorded on February 15, 2011, as Document No. 2011-J135661 and updated on _____, 2021 (collectively, “HV PARTNERS 1 Offer”); and

WHEREAS, The HV PARTNERS 1 Offer also included real property for right-of-way purposes underlying Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and Middle Point Road, which will be evidenced by a grant deed from SFHA for this property; and

WHEREAS, On May 9, 2017, Public Works inspected the HV1 Public Infrastructure and the City Engineer determined it to be complete in accordance with the Plans and Specifications and all City codes, regulations, and standards governing the HV1 Public Infrastructure and ready for its intended use; and

WHEREAS, The Acting Public Works Director (hereinafter the “Public Works Director” or “Director”) recommends and the City Engineer certifies to the Board of Supervisors that the HV1 Public Infrastructure as shown on Map A-17-182, dated May 6, 2021 and Drawing Q-20-1085, dated May 24, 2021, be dedicated to public use, and designated as open public right-of-way for street and roadway purposes. Public Works recommends that the Board of Supervisors accept the HV1 Public Infrastructure for City maintenance and liability purposes in accordance with Streets and Highways Code Sections 1806 and San Francisco Administrative Code 1.51 et seq. and subject to the exceptions specified herein; and

WHEREAS, Map A-17-182 shows the official public right-of-way widths for Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and Middle Point Road and sidewalk widths established as shown on Map A-17-182 do not obviate, amend, alter, or in any other way affect the maintenance obligations of the adjacent property owners as set forth in the Public Works Code; and

WHEREAS, Drawing Q-20-1085 shows the street grades for Acacia Avenue, Catalina Street, and those portions of Fairfax Avenue, Ironwood Way, and Middle Point Road; and

WHEREAS, On December 10, 2008, the Department of City Planning determined that the acceptance of the public infrastructure and real property associated with the HV1 Public Infrastructure and associated actions are, on balance, in conformity with the General Plan and Planning Code Section 101.1; and

WHEREAS, The proposed street acceptance for City maintenance and liability and other actions related to the HV1 Public Infrastructure within the scope of the Final Environmental Impact Report (“FEIR”) for the Hunters View Project (the “Project”) and an addendum dated January 16, 2020, both prepared pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (“CEQA”). The Planning Commission certified the FEIR on June 12, 2008 by Motion No. 17617. The Planning Commission in by Motion Nos. 17618 and 17621 adopted findings, as required by CEQA, regarding the alternatives, mitigation measures, significant environmental effects analyzed in the FEIR, a statement of overriding considerations for approval of the Project, and a proposed mitigation monitoring and reporting program. The Planning Commission on February 20, 2020, in Motion No. 20663, adopted the addendum and additional findings as required under CEQA. Planning Commission Motion Nos. 17618, 17621, and 20663 are collectively referred to as the “Planning Commission CEQA Findings,” and

WHEREAS, The Board of Supervisors further finds that pursuant to the CEQA Guidelines (California Code of Regulations Title 14, Sections 15000 et seq.), including Sections 15162 and 15164, that the actions contemplated herein are consistent with, and within the scope of, the Project analyzed in the FEIR and addendum, and that (1) no substantial changes are proposed in the Project and no substantial changes have occurred with respect to the circumstances under which this Project will be undertaken that would require major revisions to the FEIR due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified effects and (2) no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the FEIR was certified as complete shows that the Project will have any new significant effects not analyzed in the FEIR, or a substantial increase in the severity of any effect previously examined, or that new mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or that mitigation measures or alternatives which are considerably different from those analyzed in the FEIR would substantially reduce one or more significant effects on the environment; and

NOW THEREFORE BE IT ORDERED THAT,

The Director approves all of the following documents either attached hereto or referenced herein:

1. Ordinance to accept the HV1 Public Infrastructure and Real Property for City maintenance and liability purposes
2. Map A-17-182
3. Map Q-20-1085
4. Offer of Dedication including a Grant Deed for Real Property

5. Offer of Improvements for the HV1 Public Infrastructure

The Director recommends that the Board of Supervisors approve the legislation to accept the HV PARTNERS 1 Offer. Hereinafter, the Director's recommendation also includes the City Engineer's certification of actions under the City Engineer's authority.

The Director further recommends that the Board of Supervisors approve the legislation to dedicate HV1 Public Infrastructure to public use, designate it as open public right-of-way for street and roadway purposes, and accept it for City maintenance and liability purposes subject to the following:

1. The portions of streets being designated as open public right of way for street and roadway purposes are from back of sidewalk to back of sidewalk, unless specified otherwise or as shown on the Plans and Specifications for the HV1 Public Infrastructure;
2. Acceptance of the HV1 Public Infrastructure for City maintenance and liability purposes is from back of curb to back of curb, unless specified otherwise, and sidewalk maintenance is the responsibility of the adjacent property owners in accordance with the Public Works Code;
3. Encroachments that are permitted, not permitted, or both, are excluded from acceptance;
4. The acceptance of the streets does not obviate, amend, alter, or in any way affect existing maintenance agreements between the City and parties to such agreements;
5. HV PARTNERS 1 conditional assignment of all warranties and guaranties to the City related to the construction of the HV1 Public Infrastructure and its warranty obligations under Street Improvement Permit No. 11IE-0336; and
6. The acceptance shall be expressly conditioned on the Project applicant obtaining an encroachment permit or other authorization from the City to maintain encroachments in the public right-of-way that are the applicant's responsibility.

The Director recommends that the Board of Supervisors approve the legislation accepting the grant deed from SFHA and authorizing the Director of Real Property to execute and record said deed.

The Director recommends that the Board of Supervisors approve the legislation establishing public right-of-way widths, sidewalk widths, and street grades on Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and Middle Point Road in accordance with Map No. A-17-182 and Drawing No. Q-20-1085. Notwithstanding California Streets and Highways Code Sections 800 et seq., and in accordance with San Francisco Administrative Code Sections 1.51 et seq. the Director recommends that the Board of Supervisors elect to follow its own procedures for the establishment of street grades.

The Director recommends that the Board of Supervisors approve the legislation to amend Board of Supervisors Ordinance No. 1061, entitled "Regulating the Width of Sidewalks," a copy of which is in the Clerk of the Board of Supervisors Book of General Ordinances, in effect May 11, 1910, by adding thereto a new section to read as follows: Section 1621. The width of sidewalks on Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and Middle Point Road shall be modified as shown on the Public Works Drawing Q-20-1085, dated May 24, 2021.

The Director recommends that the Board of Supervisors approve the legislation and direct Public Works to revise the Official Public Right-of-Way, Sidewalk Width, and Street Grade maps in accordance with the legislation.

X DocuSigned by:
John Thomas
Thomas, John
Manager, ITF

X DocuSigned by:
Patrick Rivera
Rivera, Patrick
Bureau Manager

X DocuSigned by:
Albert Ko
Ko, Albert J
City Engineer

X DocuSigned by:
Alaric Degrafinried
Degrafinried, Alaric
Acting Director

**RECORDING REQUESTED BY AND
WHEN RECORDED, MAIL TO:**

City and County of San Francisco
25 Van Ness Avenue, Suite 400
San Francisco, CA 94102
Attention: Director of Property

No fee for recording pursuant to Government
Code Section 27383

APN: Block 4624, Lots 37 through 43

OFFER OF IMPROVEMENTS

HV PARTNERS 1, LP, a California limited partnership (“**HV Partners 1**”), does hereby irrevocably offer to the CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation (the “**City**”), and its successors and assigns, all of the right-of-way improvements and underground public utility facilities constructed or installed by or on behalf of HV Partners 1 pursuant to Street Improvement Permit # 111E-0336, dated June 7, 2011, issued thereunder, and the improvement plans and specifications described therein, but excepting therefrom those portions of the facilities which are identified on the “As-built” drawings delivered to and on file with the City as PG&E service conduits and vaults, AT&T service conduits, and various existing City service conduits.

The improvements are located on the real property in the City and County of San Francisco, State of California, as shown on Exhibit “A”, attached hereto and made a part hereof.

With respect to this offer of improvements, it is understood and agreed that: (i) upon acceptance of this offer of public improvements, the City shall own and be responsible for the maintenance of the public facilities and improvements, subject to the maintenance obligation of fronting property owners or other permittees pursuant to the Public Works Code, including, but not limited to, Public Works Code Sections 706 and 786, and (ii) the City and its successors and assigns shall incur no liability or obligation whatsoever hereunder with respect to such offer of public improvements, and shall not assume any responsibility for the offered improvements, unless and until such offer has been formally accepted by the Director of Public Works or the Board of Supervisors and subject to any exception that may be provided in a separate instrument, such as a permit under Public Works Code Section 786, or other local law.

(Signatures on following page).

The provisions hereof shall inure to the benefit of and be binding upon the heirs, successors, assigns and personal representatives of the respective parties hereto.

IN WITNESS WHEREOF, the undersigned has executed this instrument this ____ day of _____, 2016.

GRANTOR:

HV PARTNERS 1, LP,
a California limited partnership

By: HUNTERS POINT AFFORDABLE
HOUSING, INC.,
a California nonprofit public benefit
corporation,
its managing general partner

By: _____
Regina Coleman
President

By: JSCo HUNTERS VIEW LLC,
a California limited liability company,
its co-general partner

By: JOHN STEWART COMPANY,
a California corporation,
its managing member

By: _____
Jack D. Gardner
President

By: HV AMANI LLC,
a California limited liability company,
its co-general partner

By: DEVINE & GONG, INC.,
a California corporation,
its managing member

By: _____
Chan U Lee
President

HV PARTNERS 1, LP ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of _____

On _____ before me, _____
(here insert name and title of officer), personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument
the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____ (seal)

HV PARTNERS 1, LP ACKNOWLEDGEMENT

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State of California

County of _____

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(here insert name and title of officer), personally appeared _____,
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subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument
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Signature: _____ (seal)

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State of California

County of _____

On _____ before me, _____
(here insert name and title of officer), personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument
the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

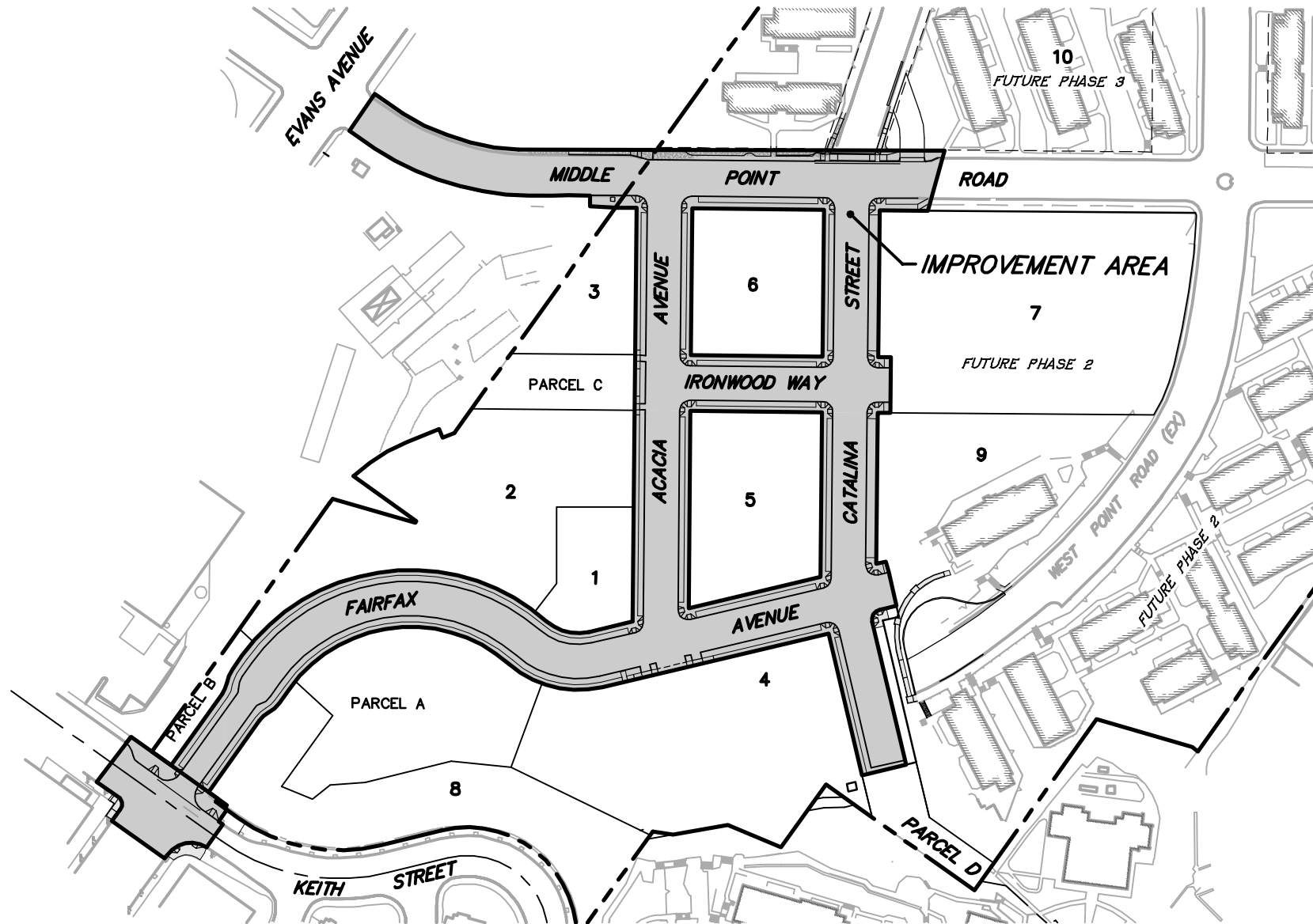
I certify under PENALTY OF PERJURY under the laws of the State of California that the
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____ (seal)

EXHIBIT A

[PLAT FOR STREET IMPROVEMENT AREA]



CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS

15 THIRD STREET, SANTA ROSA, CA 95401
TEL (707) 542-6451 FAX (707) 542-5212



1" = 150'

EXHIBIT "A"
HUNTERS VIEW PH 1
PUBLIC IMPROVEMENTS
SAN FRANCISCO, CALIFORNIA

OCTOBER 2013

PROJECT No. 2007030.A2.01

SHEET 1 OF 1

**RECORDING REQUESTED BY AND
WHEN RECORDED, MAIL TO:**

City and County of San Francisco
25 Van Ness Avenue, Suite 400
San Francisco, CA 94102
Attention: Director of Property

No fee for recording pursuant to Government
Code Section 27383

APN: Block 4624, Lots 37-43
Public Street Parcels

(SPACE ABOVE THIS LINE IS FOR RECORDER USE)

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, HOUSING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO, a public body corporate and politic ("Grantor"), being the fee title owner of record of the herein described property, hereby grants to CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation ("Grantee") for public street, roadway and public utility purposes, all right, fee title and interest in the real property situated in the City and County of San Francisco, State of California described in Exhibit "A", attached hereto and made a party hereof.

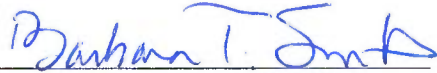
This Grant Deed is provided in connection with, and for the purpose of evidencing the acceptance by Grantee of that certain Offer of Dedication dated January 13, 2011, which was recorded on February 15, 2011, as Document No. 2011-J135661-00, Official Records of the City and County of San Francisco ("Offer"). Upon Grantee's Acceptance of this Grant Deed and recording hereof, all rights set forth in the Offer are hereby accepted in full by Grantee, and Grantor's obligation as to the Offer is satisfied in all respects.

(Signatures on following page).

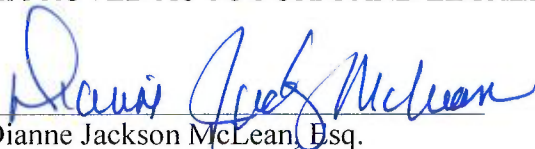
IN WITNESS WHEREOF, the undersigned has executed this instrument this _____ day of _____, 2016.

GRANTOR:

HOUSING AUTHORITY OF THE CITY AND
COUNTY OF SAN FRANCISCO,
A public body corporate and politic

By: 
Barbara T. Smith, Acting Executive Director

APPROVED AS TO FORM AND LEGALITY:


Dianne Jackson McLean, Esq.
Goldfarb & Lipman LLP
Special Legal Counsel to Authority

CERTIFICATE OF ACCEPTANCE
Government Code Section 27281

This is to certify that the interest in the real property conveyed by the grant deed dated _____, 2016 from the HOUSING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO, a public body corporate and politic ("Grantor"), to CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation, existing under the laws of the State of California ("Grantee"), is hereby accepted by the undersigned officer on behalf of Grantee, pursuant to the authority conferred by a resolution of Grantee, adopted on _____, and Grantee consents to recordation thereof by its duly authorized officer.

IN WITNESS WHEREOF, I have hereunder set my hand this ____ day of _____, 2016.

GRANTEE:

CITY AND COUNTY OF SAN FRANCISCO,
A municipal corporation

By: _____

JOHN UPDIKE
Director of Property

APPROVED LEGAL DESCRIPTION:

By: _____

Bruce R. Storrs
City and County Surveyor

AGENCY ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of San Francisco

On 10/12/16 before me, Florence C Cheng, notary public
(here insert name and title of officer), personally appeared Barbara T Smith,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument
the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

(seal)

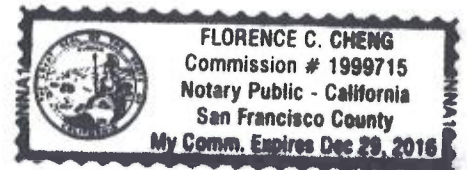


EXHIBIT A

LEGAL DESCRIPTION OF THE REAL PROPERTY

The land referred to herein is situated in the State of California, County of San Francisco, and is described as follows:

Lots 11, 12, 13, 14, 15, 16 and 17 as shown on Final Map No. 5461 filed for record in the Office of the Recorder of the County of San Francisco, State of California, on December 23, 2010, in Book DD of Survey Maps, pages 90-97.

Bill of Sale

For good and valuable consideration of \$0.00, HV Partners 1, L.P., a California Limited Partnership ("Seller"), does hereby sell, transfer and convey to AT&T California ("Buyer"), title to those portions of the facilities which are the identified as Buyer's facilities on the "as built" drawings attached hereto as Schedule 1 ("Personal Property"), subject to the terms and provisions hereof.

Seller has executed this Bill of Sale and bargained, sold, transferred, conveyed and assigned the Personal Property and Buyer has accepted this Bill of Sale and is purchasing the Personal Property: **AS IS AND WHEREEVER LOCATED, WITH ALL FAULTS AND WITHOUT ANY REPRESENTATIONS OR WARRANTIES OF WHATSOEVER NATURE, EXPRESS, IMPLIED OR STATUTORY, EXCEPT AS EXPRESSLY SET FORTH HEREIN BELOW, IT BEING THE INTENTION OF THE SELLER AND BUYER TO EXPRESSLY NEGATE AND EXCLUDE ALL WARRANTIES WHATSOEVER, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.**

Seller hereby assigns all warranties and guaranties relating to the construction of the Personal Property that were given by the independent contractor hired by Seller to construct the Personal Property. As used herein the term "**Correction Period**" shall mean one (1) year after "**Final Completion**" (as hereinafter defined). Seller shall, to Buyer's reasonable satisfaction, and provided that such work is not the subject of a warranty or guaranty assigned by Seller to Buyer, re-execute or otherwise remedy any defects in the Personal Property due to faulty workmanship that become apparent during the Correction Period. As used herein, the term "**Final Completion**" shall mean May 9, 2017.

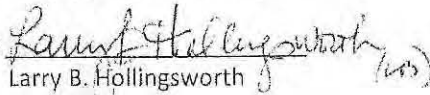
Dated this 21st day of June, 2019.

Signatures on following page.

SELLER

HV PARTNERS 1, LP,
a California limited partnership

By: HUNTERS POINT AFFORDABLE HOUSING, INC.,
a California nonprofit public benefit
corporation,
its managing general partner

By: 
Larry B. Hollingsworth
President

By: JSCo HUNTERS VIEW LLC,
a California limited liability company,
its co-general partner

By: JOHN STEWART COMPANY,
a California corporation,
its managing member

By: 
Jack D. Gardner
President

By: HV AMANI LLC,
a California limited liability company,
its co-general partner

By: DEVINE & GONG, INC.,
a California corporation,
its managing member

By: 
Chan O Lee
President

SCHEDULE 1

As Built Plans entitled:

Hunters View Phase I Joint Trench Plans
Sheets E-1 through E-21

Prepared by: NBA Engineering, Inc.

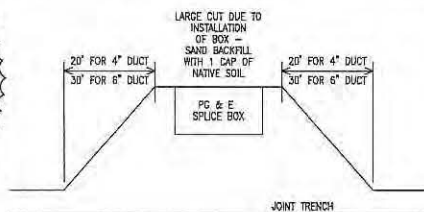
DRAWING INDEX	
E-1	LEGEND, ABBREVIATIONS, DRAWING INDEX, AND GENERAL NOTES
E-2	JOINT TRENCH PLAN
E-3	JOINT TRENCH PLAN
E-4	JOINT TRENCH PLAN
E-5	JOINT TRENCH CONDUIT SCHEDULE
E-6	JOINT TRENCH DETAILS
E-7	JOINT TRENCH DETAILS
E-8	JOINT TRENCH DETAILS
E-9	JOINT TRENCH DETAILS
E-10	JOINT TRENCH DETAILS
E-11	JOINT TRENCH DETAILS
E-12	JOINT TRENCH DETAILS
E-13	JOINT TRENCH DETAILS
E-14	JOINT TRENCH DETAILS
E-15	JOINT TRENCH DETAILS
E-16	JOINT TRENCH DETAILS
E-17	JOINT TRENCH DETAILS
E-18	ELECTRICAL LIGHTING CONDUIT LAYOUT
E-19	COMMON AREA POWER CONDUIT LAYOUT
E-20	DTIS CONDUIT LAYOUT
E-21	COMCAST CONDUIT LAYOUT

ABBREVIATIONS	
AIC	INTERRUPTING CAPACITY
CMC	COMCAST CONDUIT 4" OR 2"
CB	CIRCUIT BREAKER
(E)	EXISTING
FBO	FURNISHED BY OTHERS
FU	FUSE: DUAL-ELEMENT, TIME DELAY
CFCT	GROUND FAULT CIRCUIT INTERRUPT
GND	GROUND
HP	HORSE POWER
IG	ISOLATED GROUND
K	kcmil (300K = 300 kcmil)
KCMIL	THOUSAND CIRCULAR MILL
KV	KILOVOLTS
LTG	LIGHTING
LV	LOW VOLTAGE
MAX	MAXIMUM
MCB	MAIN CIRCUIT BREAKER
M	MANHOLE
(N)	NEW
NEUT	NEUTRAL
N.C.	NORMALLY CLOSED
N.O.	NORMALLY OPEN
NC	NOT IN CONTRACT
P/F	POLICE/FIRE CONDUIT (TTS) 4"
PB	PULL BOX
P	PRIMARY CONDUIT 4", OR 6"
PNL	PANEL
(R)	EXISTING TO BE REMOVED
S	SECONDARY CONDUIT 3"
SP	SPARE
SL	STREET LIGHT CONDUIT 1 1/2" GRS
T	AT&T CONDUIT 4" OR 2"
TBD	TO BE DETERMINED
TEL	TELEPHONE
TYP	TYPICAL
UG	UNDER GROUND
UNO	UNLESS OTHERWISE NOTED
V	VOLTS
W	WATTS
WP	WEATHER PROOF (NEMA 3R)
XFMR	TRANSFORMER

LEGEND	
	SURFACE MOUNT TRANSFORMER 12KV-120/240V,1PHASE,3W
	SURFACE MOUNT TRANSFORMER 12KV-120/220V,3PHASE,4W
	PRIMARY UNDERGROUND EQUIPMENT ENCLOSURE, TYPE I, 3' x 5' x 4' 6"
	PRIMARY UNDERGROUND EQUIPMENT ENCLOSURE TYPE III, 4'-6" x 6'-6" x 6'-0"
	ELECTRICAL STREET LIGHT TYPE I PULL BOX 25 1/4" x 15 3/4" x 12"
	PO&E TIE IN SPUCE BOX TYPE I 30" x 17" x 25"
	TIE-IN STREET LIGHT SPUCE BOX TYPE III (35 1/4" x 22 1/4" x 12"-10) EXTENSION
	POLICE AND FIRE ALARM PULL BOX (DTIS - PULLBOX) 36" x 24" x 18" CRISTY CAST WITH CONCRETE COVER AND DTIS INSIGNA
	FIRE ALARM PULLBOX WITH PULL STANCHION
	AT&T PULL BOX
	COMCAST PULL BOX
	GROUND ROD - 3/4", 12' LONG ON PRIMARY UNDERGROUND EQUIPMENT ENCLOSURE GROUND ROD - 5/8", 10' LONG ON SECONDARY UNDERGROUND EQUIPMENT ENCLOSURE
	METERING PEDESTAL
	AT&T SWITCH BOARD MAIN DISTRIBUTION
	IN-LINE FUSE
	UTILITY CABINET
	PROPOSED TRENCH ROUTE
	EXISTING GAS LINE
	MATCH LINE
T1	17"x30"x26" W/POLYMER COVER
T2	24"x36"x42" W/POLYMER COVER
T3	30"x48"x36" W/POLYMER COVER
T4	30"x80"x36" W/POLYMER COVER
T5	36"x80"x48" WITH STEEL HANG OVER

GENERAL NOTES:

- A. ALL ELECTRICAL WORK SHALL COMPLY WITH THE CURRENT APPROVED EDITION OF THE NATIONAL ELECTRICAL CODE AS AMENDED BY LOCAL ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE ELECTRICAL CODE REQUIREMENTS WITH THE AUTHORITY HAVING JURISDICTION.
- B. THE CONTRACTOR, PRIOR TO BIDDING, SHALL VISIT THE JOB SITE TO BE FAMILIARIZED WITH THE EXISTING UTILITIES INSTALLATIONS, CONDITIONS, AND SYSTEMS RELATED TO THE SCOPE OF WORK.
- C. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, FEES AND EQUIPMENT SPECIFIED, INDICATED OR IMPLIED IN THESE DOCUMENTS TO ACCOMPLISH THE CONSTRUCTION IN A PROFESSIONAL, WORKMANLIKE MANNER. ANY DISCREPANCIES BETWEEN THE CONSTRUCTION TASKS INDICATED AND LOCAL CODES AND/OR ORDINANCES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE GENERAL CONTRACTOR FOR RESOLUTION BEFORE PROCEEDING WITH THE WORK AT ISSUE.
- D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL REQUIRED ELECTRICAL PERMITS AND INSPECTIONS.
- E. THE CONTRACTOR SHALL REVIEW AND COORDINATE WITH OTHER DISCIPLINES DRAWINGS RELATED TO THE PROJECT FOR OTHER WORK TO BE PROVIDED.
- F. ANY WORK INSTALLED INCORRECTLY, OR BEFORE APPROVAL HAS BEEN OFFICIALLY GRANTED FOR THOSE ITEMS AT ISSUE, SHALL BE CORRECTED BY THE ELECTRICAL CONTRACTOR AT NO CHARGE TO CLIENT.
- G. ALL MATERIALS AND EQUIPMENT FURNISHED BY THE CONTRACTOR SHALL BE NEW AND COMPLETELY SERVICEABLE UNLESS OTHERWISE SPECIFIED.
- H. CONTRACTOR SHALL BE COMPLETELY FAMILIAR WITH EXISTING CONDITIONS BEFORE STARTING NEW WORK. VERIFY FINAL PLACEMENT AND CONNECTION REQUIREMENTS PRIOR TO ROUTING-IN EQUIPMENT.
- I. FINAL ACCEPTANCE OF WORK IN PLACE SHALL BE SUBJECT TO APPROVAL BY OWNER'S REPRESENTATIVE AND ENGINEER. INSTALLATION APPROVAL SHALL BE BASED ON APPROVED SUBMITTAL, SHOP DRAWINGS AND LOCAL INSPECTOR.
- J. ALL WORK SHOWN ON DRAWINGS IS IN PART SCHEMATIC, INTENDED TO CONVEY SCOPE OF WORK AND GENERAL LAYOUT. CONDUIT ROUTING SHOWN IS ESSENTIALLY DIAGRAMMATIC. CONTRACTOR IS REQUIRED TO SUBMIT SHOP DRAWINGS FOR CONDUIT ROUTING IN THE JOINT TRENCH TO THE ENGINEER AND GET THE APPROVAL, PRIOR TO INSTALLATION.
- K. ALL JOINT TRENCH CONDUIT SHALL COMPLY WITH PG&E GREEN BOOK 2010 STANDARD 554.53.
- L. CONTRACTOR SHALL INSTALL 3/4"x12" GROUND RODS IN ALL PRIMARY SUBSURFACE ENCLOSURES AND 5/8"x10" GROUND RODS IN ALL SECONDARY SUBSURFACE ENCLOSURES. THE RESISTANCE AT THE GROUND ROD SHALL MEET ARTICLE 250.56 NEC.
- M. ALL CONDUITS SYSTEMS SHALL BE PROVEN BY USING MANDELS.
- N. ALL CONDUITS SHALL ENTER AND LEAVE ON THE SIDES OF THE PRIMARY ENCLOSURES.
- O. PRIMARY AND SECONDARY CONCRETE ENCLOSURES SHOULD NOT BE INSTALLED IN ANY DRIVEWAY AREA(S).
- P. WEDGE REDUCERS ARE REQUIRED IF THE CONDUIT KNOCKOUTS ARE .6" AND THE CONDUITS ARE 4".
- Q. THE PUE WILL BE SECURED BY OWNER.



TRENCHING AGENT

PROPER DEPTH OF TRENCH AND SUBSTRUCTURES ARE IMPERATIVE TO THE DESIGN OF YOUR UTILITY DISTRIBUTION SYSTEM.

IF A VARIANCE IS NECESSARY PLEASE NOTIFY PG&E SO THAT OUR INSPECTOR OR ENGINEERING DEPARTMENT CAN APPROVE AND INITIAL THOSE SECTIONS OF TRENCH AND/OR SUBSTRUCTURES WHICH DO NOT COMPLY WITH THE ORIGINAL DESIGN. THIS MUST BE DONE PRIOR TO INSTALLATION OF ANY SUBSTRUCTURES.

THE TRENCHING AGENT WILL BE HELD RESPONSIBLE FOR ANY UNAPPROVED DESIGN CHANGES IN TRENCH OR SUBSTRUCTURE DEPTH OR CONFIGURATION.

THIS DOES NOT SUPERCEDE, BUT IS IN ADDITION TO ANY OF THE NORMAL TRENCH INSPECTIONS YOUR PROJECT MAY REQUIRE.

MARIO MELENDEZ 1-415-695-3518
SAN FRANCISCO
PG&E GAS ADE

[illegible]

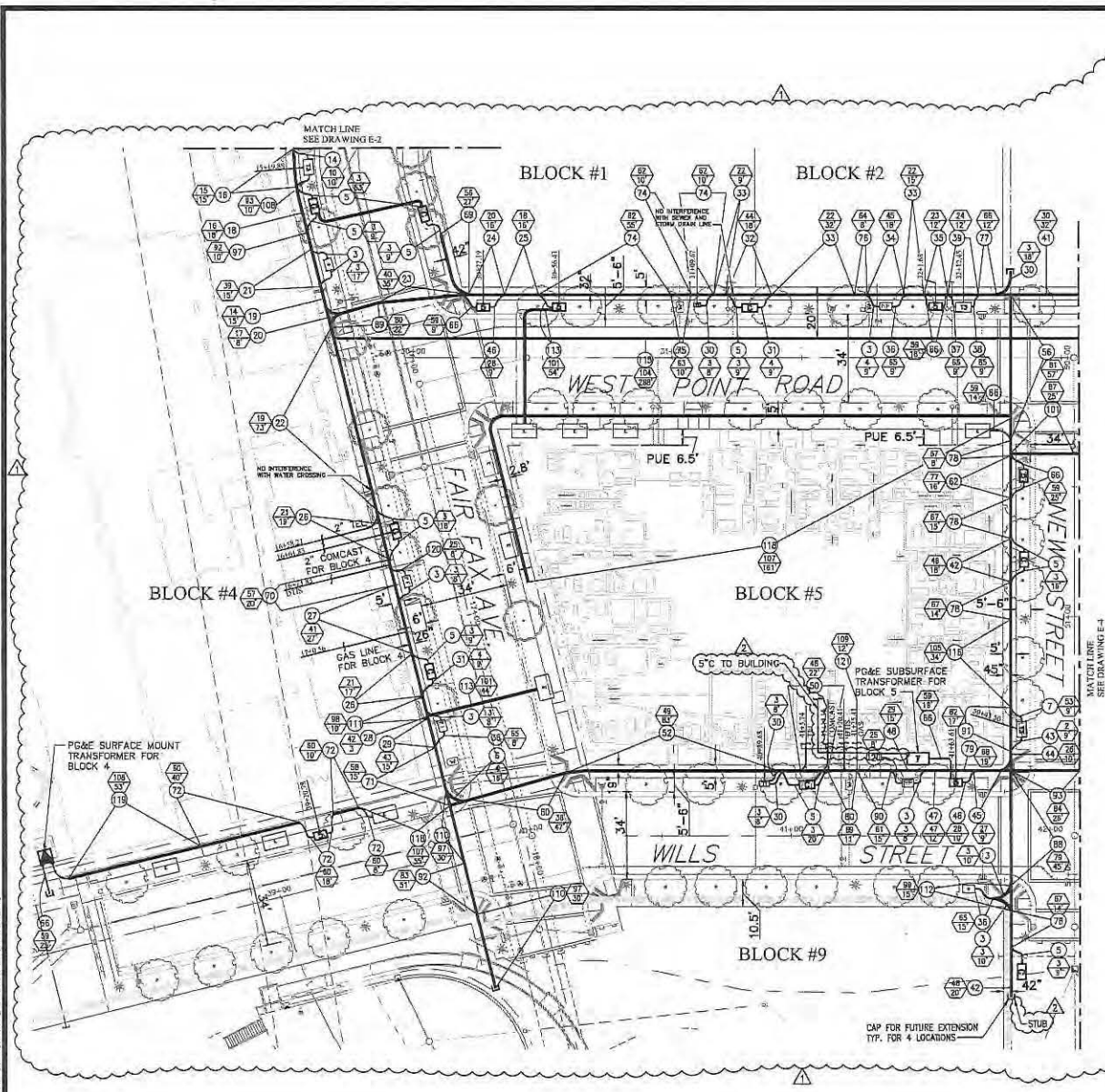
DATE	SEPT 09, 2011
JOB NO.	2007030.A1
DRAWING NUMBER	

E-1

NBA
ENGINEERING INC.
San Francisco - Oakland - Orange County
197 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CA. 94109
TEL (415) 202-8840
FAX (415) 202-8838

1/2" = 1' SCALE
 1/4" = 1' SCALE
 1/8" = 1' SCALE
 1/16" = 1' SCALE
 1/32" = 1' SCALE
 1/64" = 1' SCALE
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1/2" = 1' SCALE. ALL DIMENSIONS IN FEET. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE TO THE CENTER OF THE TRENCH. SEE DRAWING E-1 FOR GENERAL NOTES AND LEGEND.



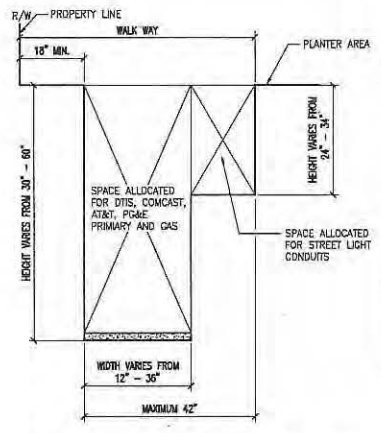
- NOTES**
1. REFER TO E-1 FOR GENERAL NOTES AND LEGEND.
 2. FOR JOINT TRENCH DETAIL SEE DRAWINGS E-6 THROUGH E-17.
 3. FOR JOINT TRENCH CONDUIT SCHEDULE SEE DRAWING E-3.
 4. FOR LOCATION OF COMMON AREA CONDUIT LAYOUT, COMCAST ELECTRICAL POWER, LOCATION AND SIZE OF ASSOCIATED FULL BOXES SEE DRAWING E-19.
 5. FOR LOCATION OF SERVICE TO STREET LIGHTS AND STREET LIGHTS CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED FULL BOXES SEE DWG E-18.
 6. FOR DIS CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED FULL BOXES SEE DRAWING E-20.
 7. FOR COMCAST CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED FULL BOXES SEE DRAWING E-21.
 8. FOR AT&T CONDUIT LAYOUT AND SIZE OF FULL BOXES SEE AT&T DRAWING.
 9. FOR GAS CONDUIT LAYOUT SEE PG&E GAS DRAWING.
 10. FOR ELECTRICAL POWER CONDUIT LAYOUT SEE PG&E ELECTRICAL CONDUIT LAYOUT DRAWING.
 11. FOR METERING PEDIESTAL AND PANEL 'A' SEE DRAWING E-19.
 12. WHERE THERE IS AN EXISTING CONFLICT BETWEEN PG&E AND AT&T MINIMUM CLEARANCE, THE MOST RESTRICTIVE CLEARANCE APPLIES.

MINIMUM CLEARANCE AND COVER

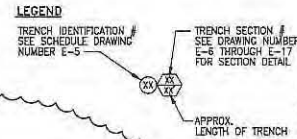
	E1	E3	CHV	ELE	7P	GS	COVER
ELC. PRIMARY	-	3'	12'	12'	12'	12'	36" - 36" STREET
ELC. SECONDARY	2'	-	12'	12'	12'	8"	18" - 24" STREET
CHV	12'	12'	-	1'	1'	12'	18"
TELEPHONE	12'	12'	1'	-	1'	12'	24" - 36" STREET
PAVEMENT	12'	12'	1'	-	12'	24"	36" - 36" STREET
GS	12'	6"	12'	12'	-	24"	

MINIMUM BEND RADIUS

CONDUIT DIAMETER	VERTICAL RADIUS	HORIZONTAL RADIUS
3"	24"	36"
4"	36"	36"
5"	36"	60"
6"	60"	60"



JOINT TRENCH CONFIGURATION
SCALE: N.T.S.
SCALE: 1"=20'



REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	ISS	
2	7-2012	AG-BALT	

ENGINEERING INC.
San Francisco - Oakland - San Diego
San Jose - San Francisco - San Diego
San Jose - San Francisco - San Diego
TEL: (415) 702-8800
FAX: (415) 702-8800

DESIGNED BY: A.T.
CHECKED BY: F.S.H.
DATE: _____

ORDERED BY: _____
ORDERED BY: _____
DATE: _____

HUNTERS VIEW
PLANNING AND DESIGN
SAN FRANCISCO, CALIFORNIA

JOINT TRENCH PLAN

DATE: SEPT 09, 2011
JOB NO.: 2007033.01
DRAWING NUMBER: E-3

[illegible]

JOINT TRENCH CONDUIT SCHEDULE																	
TRENCH CONDUIT GENERAL NOTE #1	# OF 1" PRIMARY CONDUIT	# OF 1 1/2" PRIMARY CONDUIT	# OF 2" PRIMARY CONDUIT	# OF 3" SECONDARY CONDUIT	# OF 3" SECONDARY SPARE CONDUIT	# OF 1-1/2" FIBER OPTIC CONDUIT	# OF FIBER OPTIC CONDUIT	# OF 1" FIBER OPTIC CONDUIT	# OF 1 1/2" FIBER OPTIC CONDUIT	# OF 2" FIBER OPTIC CONDUIT	# OF 3" FIBER OPTIC CONDUIT	BEWARE SHOULDERING ON PG-214 SEE OVER #	TRENCH SHOULDERING ON PG-214 SEE OVER #	APPROXIMATE LENGTH OF THE TRENCH IN FT.			
61	2	-	-	-	-	-	-	3	-	1	1	-	57	55'13"	59		
62	-	-	-	-	-	-	-	-	-	1	1	2	-	77	31'12"	187	
63	-	-	-	-	-	-	-	4	-	-	-	-	-	78	42'11"	9	
64	-	2	2	-	-	-	1	-	1	1	1	2	-	79	54'50"	37	
65	-	2	2	-	-	-	1	-	1	-	-	2	-	80	53'22"	12	
66	-	1	1	-	-	-	-	-	-	-	-	-	-	81	37'12"	153	
67	-	1	1	-	-	-	-	4	-	1	1	2	-	84	48'32"	3	
68	-	1	1	-	-	-	-	4	-	1	1	2	-	86	53'22"	95	
69	-	-	-	-	-	-	-	-	-	1	1	-	-	88	31'12"	27	
70	-	-	-	-	-	-	1	-	1	-	1	2	-	87	53'22"	20	
71	-	1	1	-	-	-	1	-	1	2	2	4	-	88	72'30"	15	
72	-	1	1	-	-	-	-	-	-	-	-	-	-	89	36'11"	70	
73	-	-	-	-	-	-	-	1	1	-	-	-	-	91	31'12"	9	
74	-	1	1	-	-	-	-	-	1	1	2	-	-	92	53'22"	75	
75	-	1	1	-	-	-	-	3	-	1	1	2	-	93	72'32"	10	
76	-	1	1	-	-	-	-	3	1	2	2	2	-	94	72'32"	8	
77	-	1	1	-	-	-	-	3	2	2	2	4	-	95	89'24"	12	
78	-	1	1	-	-	-	-	1	-	1	1	2	-	97	53'15"	51	
79	-	-	-	-	-	-	1	-	1	1	1	2	-	98	41'30"	19	
80	-	-	-	-	-	-	1	-	1	1	1	2	-	99	73'25"	11	
81	-	1	1	-	-	-	-	2	1	1	1	2	-	70	72'30"	35	
82	-	-	-	-	-	-	-	2	1	1	1	2	-	71	36'11"	12	
83	-	-	-	-	-	-	-	2	-	1	1	2	-	73	48'24"	15	
84	-	-	-	-	-	-	-	2	-	1	1	-	-	74	36'11"	93	
85	-	2	2	-	-	-	1	-	1	1	1	2	-	75	76'32"	30	
86	-	-	-	-	-	-	-	-	-	-	2	-	-	76	31'12"	122	
87	2	-	-	-	-	-	-	2	-	1	1	-	-	78	56'22"	18	
88	-	1	1	-	-	-	-	1	-	1	1	2	-	79	51'48"	41	
89	-	1	1	-	-	-	-	3	-	-	-	2	-	80	57'30"	22	
90	-	-	-	-	-	-	1	-	1	1	1	1	1	81	52'30"	13	
91	-	1	1	-	-	-	-	-	1	1	1	2	-	82	53'12"	17	
92	-	1	1	-	-	-	1	-	1	1	1	2	-	83	55'58"	51	
93	-	-	-	-	-	-	1	-	1	-	1	2	-	84	51'30"	80	
94	-	1	1	-	-	-	-	-	2	1	1	1	2	-	85	71'20"	39
95	-	2	2	-	-	-	1	-	1	1	1	1	2	1	86	54'54"	16

1. DETAIL REFERENCE NUMBER WITH STAR NOTATION IS SIMILAR OR VERY CLOSE TO SAME REFERENCE NUMBER WITHOUT STAR.
2. FOR JOINT TRENCH IDENTIFICATION NUMBER REFER TO DRAWINGS E-2, E-3, E-4 AND E-18.
3. FOR JOINT TRENCH DETAIL REFER TO DRAWINGS E-6 THROUGH E-17.

[illegible]

NBA
ENGINEERING INC.
San Francisco - Oakland - Orego County
1917 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CA. 94109
TEL: (415) 202-9840
FAX: (415) 202-9836

DRAWN BY
D.Y.



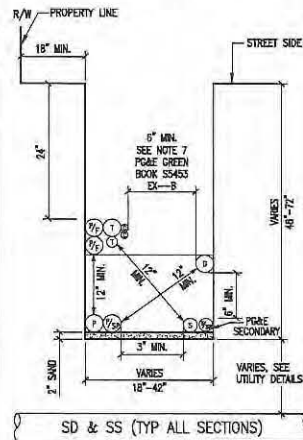
DESIGNED BY
F.G.H.

HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA

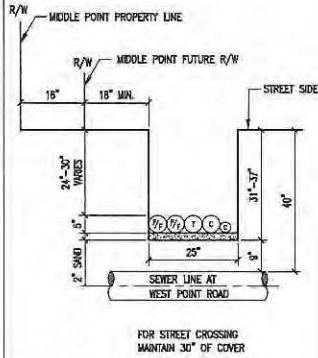
JOINT TRENCH CONDUIT SCHEDULE

DATE	SEPT 09, 20
JOB NO.	2007030.A
DRAWING NUMBER	

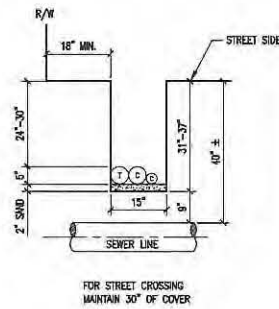
E-5



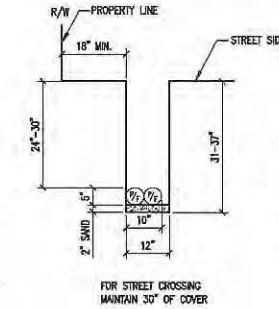
1A TYPICAL JOINT TRENCH DETAIL
N.T.S.



1 JOINT TRENCH DETAIL
N.T.S.



2 JOINT TRENCH DETAIL
N.T.S.



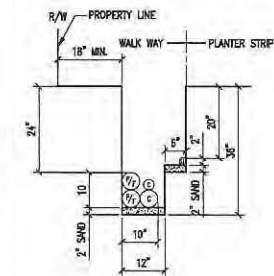
3 JOINT TRENCH DETAIL
N.T.S.

GENERAL NOTES:

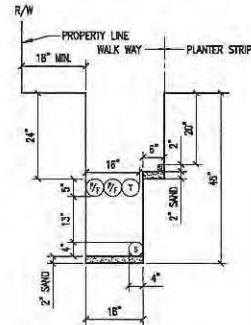
1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 8\"/>

LEGEND:

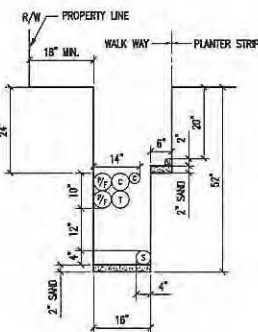
- P = PRIMARY CONDUIT 4\"/>



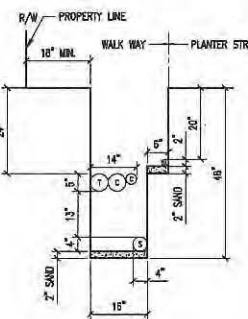
4 JOINT TRENCH DETAIL
N.T.S.



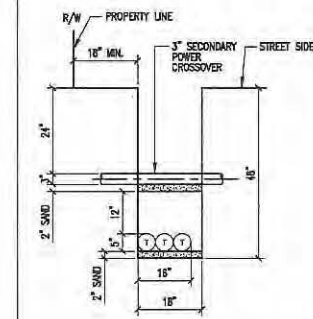
5 JOINT TRENCH DETAIL
N.T.S.



6 JOINT TRENCH DETAIL
N.T.S.



7 JOINT TRENCH DETAIL
N.T.S.



8 JOINT TRENCH DETAIL
N.T.S.

REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11		

NBA
ENGINEERING INC.
San Francisco - Oakland - Long Beach
San Jose - San Diego - Los Angeles
San Francisco, CA 94103
TEL: (415) 202-8840
FAX: (415) 202-8858

DRAWN BY
A.T.



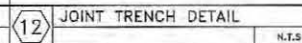
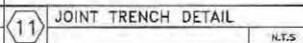
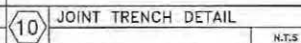
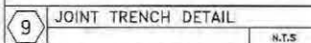
DESIGNED BY
F.C.

CHECKED BY

HUNTERS VIEW
PLANNING & ENGINEERING
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

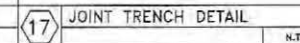
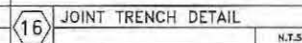
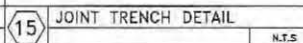
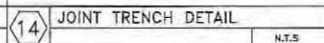
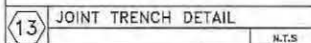
DATE
SEPT 08, 2011
JOB NO.
2007030.A1
DRAWING NUMBER

E-6

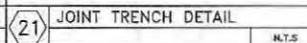
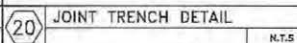
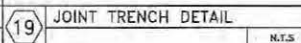
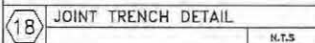


1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING UNDER WATER LINE SHALL BE INSTALLED MINIMUM 6" BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT
6. REFER TO E-20 FOR DISJUNCTION LAYOUT
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT
8. REFER TO AT&T DRAWING FOR TELEPHONE CONDUIT LAYOUT
9. REFER TO P&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT

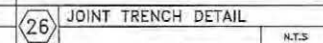
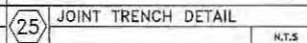
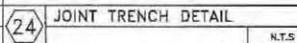
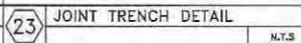
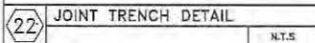
P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3"
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"

[illegible]

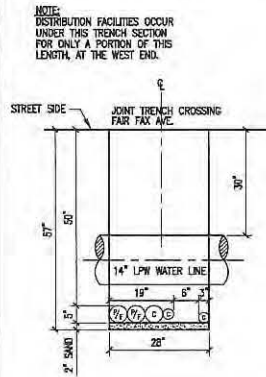
E-7



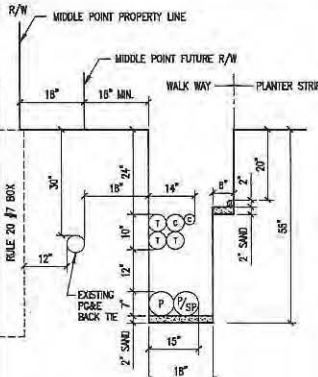
- | | | |
|------|---|-----------------------------------|
| P | = | PRIMARY CONDUIT 4" OR 6" |
| P/SP | = | PRIMARY SPARE CONDUIT 4" OR 6" |
| S | = | SECONDARY CONDUIT 3" |
| S/SP | = | SECONDARY SPARE CONDUIT 3" |
| SL | = | STREET LIGHT CONDUIT 1.5" |
| T | = | AT&T CONDUIT 4" OR 2" |
| C | = | COMCAST CONDUIT 4" OR 2" |
| P/F | = | POLICE AND FIRE (DTIS) CONDUIT 4" |
| G | = | GAS CONDUIT 4" OR 2" |

E-8

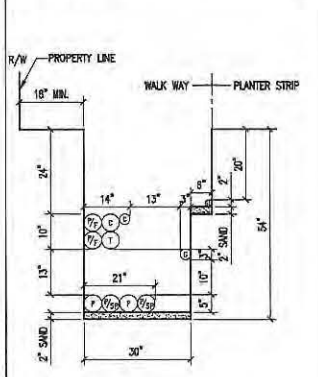
NOTE:
DISTRIBUTION FACILITIES OCCUR
UNDER THIS TRENCH SECTION
FOR ONLY A PORTION OF THIS
LENGTH, AT THE WEST END.



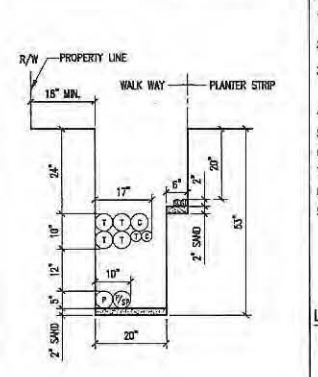
36 JOINT TRENCH DETAIL
N.T.S.



37 JOINT TRENCH DETAIL
N.T.S.



38 JOINT TRENCH DETAIL
N.T.S.



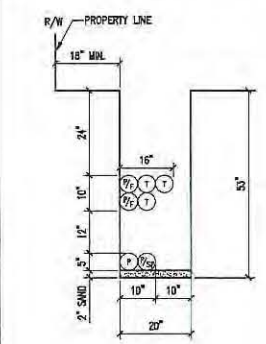
39 JOINT TRENCH DETAIL
N.T.S.

GENERAL NOTES:

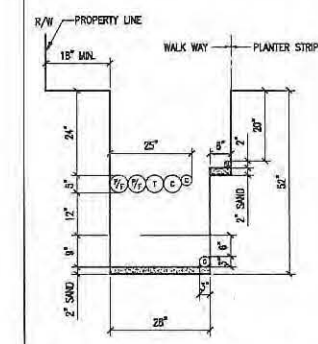
1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 6\"
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR DTS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWINGS FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PC&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

LEGEND:

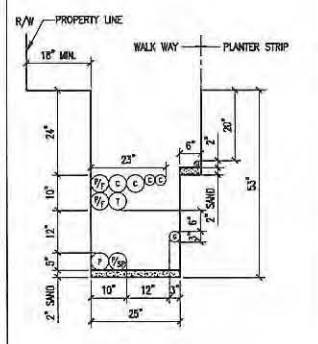
- P = PRIMARY CONDUIT 4\"
- P/SP = PRIMARY SPARE CONDUIT 4\"
- S = SECONDARY CONDUIT 3\"
- S/SP = SECONDARY SPARE CONDUIT 3\"
- SL = STREET LIGHT CONDUIT 1.5\"
- T = AT&T CONDUIT 4\"
- C = COMCAST CONDUIT 4\"
- P/F = POLICE AND FIRE (UTS) CONDUIT 4\"
- G = GAS CONDUIT 4\"



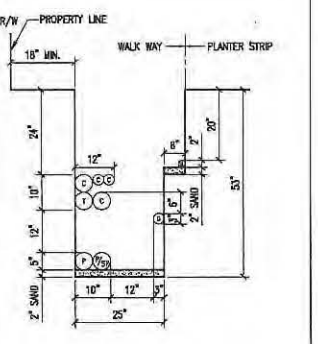
40 JOINT TRENCH DETAIL
N.T.S.



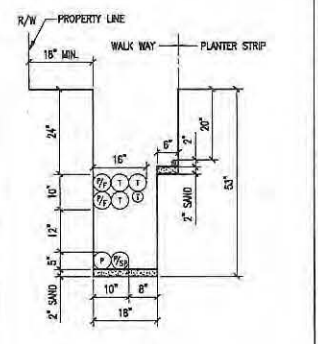
41 JOINT TRENCH DETAIL
N.T.S.



42 JOINT TRENCH DETAIL
N.T.S.



43 JOINT TRENCH DETAIL
N.T.S.



44 JOINT TRENCH DETAIL
N.T.S.

REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	ISS	

ENGINEERING INC.
San Francisco - Oakland - Menlo Park - San Jose
887 HAYWARD AVENUE, 2ND FLOOR
SAN JOSE, CALIF. 95128
TEL (415) 202-1840
FAX (415) 202-9338

SEAL
Professional Engineer
State of California
No. 100000
Exp. 12/31/2011

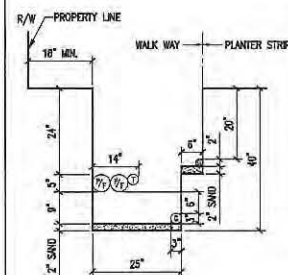
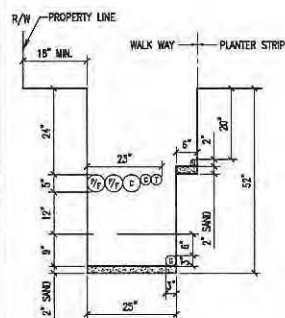
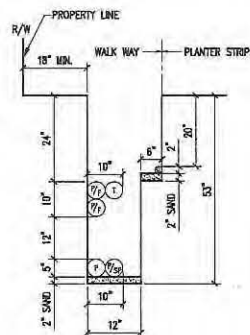
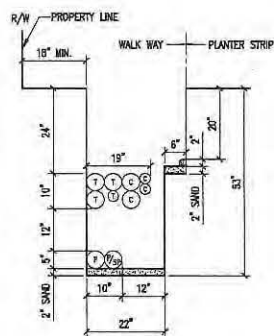
DESIGNED BY
A.L.

CHECKED BY
J.C.H.

DATE

HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

E-10

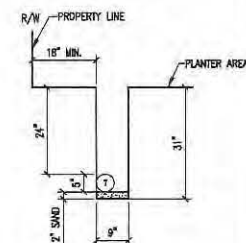
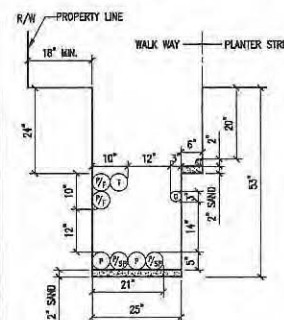
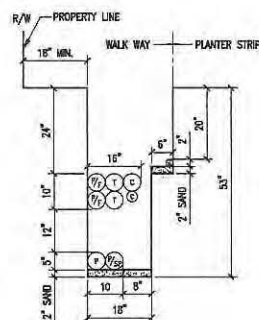
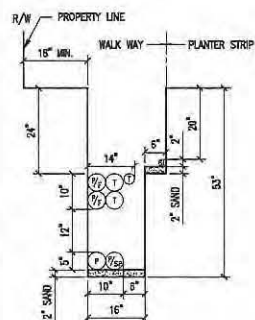
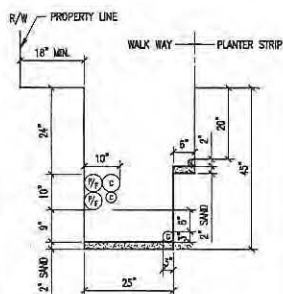


GENERAL NOTES:

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT CLEARANCE AND LOCATION.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 6" BELOW WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR RDS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWING FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

LEGEND:

P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
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S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (UTS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



REVISIONS

[illegible]

NBA
ENGINEERING INC.
San Francisco - Oakland - Group Family
997 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CA. 94109
TEL: (415) 202-9840

DRAWN BY

0

ISSUED BY

DE

HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA

1

11

100

DATE _____

SEPT 09, 201

JOB NO.
2007030.A

DRAFTING NUMBER

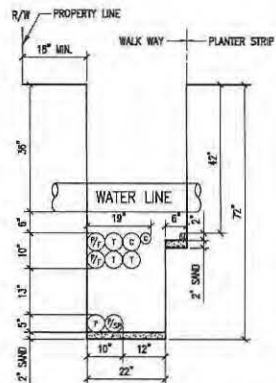
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E-11



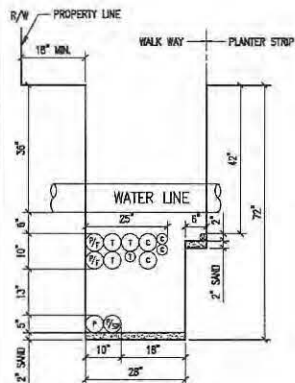
P = PRIMARY CONDUIT 4" OR 6"
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E-12



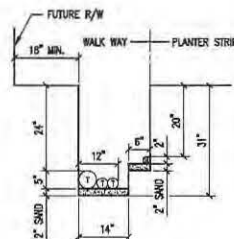
63 JOINT TRENCH DETAIL

N.T.S.



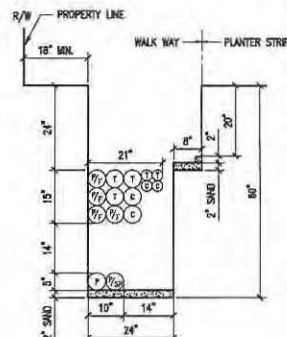
64 JOINT TRENCH DETAIL

N.T.S.



65 JOINT TRENCH DETAIL

N.T.S.



66 JOINT TRENCH DETAIL

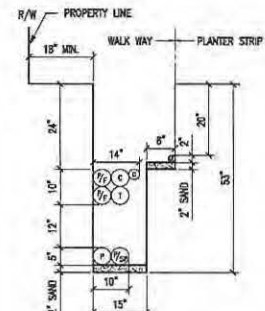
N.T.S.

GENERAL NOTES:

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 6" BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR DITS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
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9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

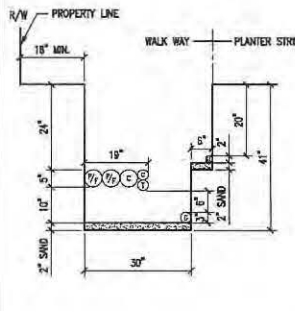
LEGEND:

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- S = SECONDARY CONDUIT 3"
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- T = AT&T CONDUIT 4" OR 2"
- C = COMCAST CONDUIT 4" OR 2"
- P/F = POLICE AND FIRE (DITS) CONDUIT 4"
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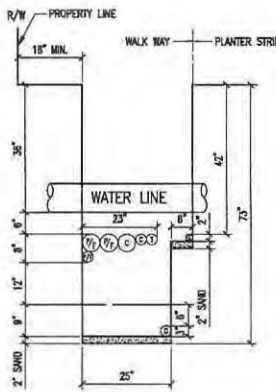
67 JOINT TRENCH DETAIL

N.T.S.



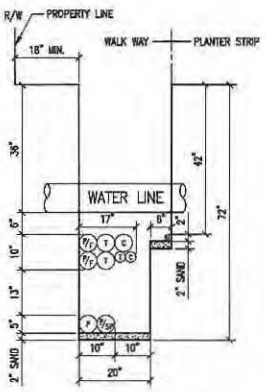
68 JOINT TRENCH DETAIL

N.T.S.



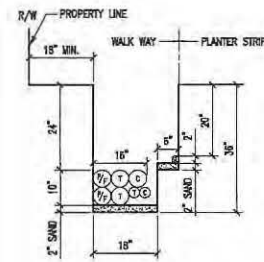
69 JOINT TRENCH DETAIL

N.T.S.



70 JOINT TRENCH DETAIL

N.T.S.



71 JOINT TRENCH DETAIL

N.T.S.

REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	ISS	

DATE: SEPT 09, 2011
 JOB NO.: 2007030.A1
 DRAWING NUMBER:

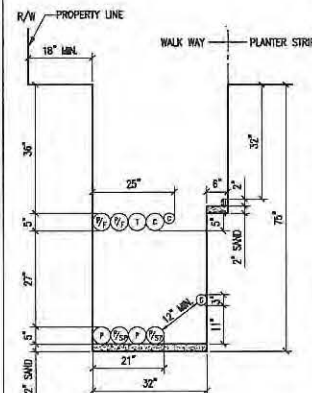
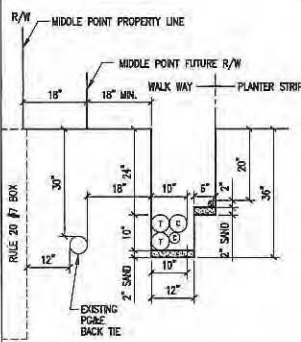
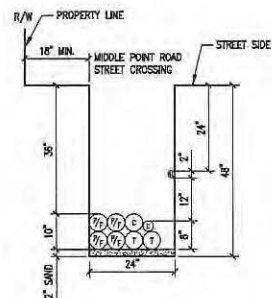
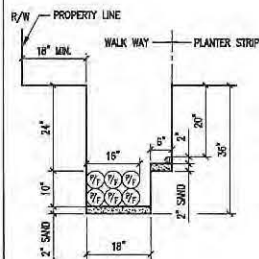
E-13

ENGINEERING INC.
 154/0001 154/0001 P&I 154/0001 Hunters View, San Francisco, CA 94104
 154/0001 154/0001 P&I 154/0001 Hunters View, San Francisco, CA 94104
 154/0001 154/0001 P&I 154/0001 Hunters View, San Francisco, CA 94104



DESIGNED BY: [Blank]
 FOR: [Blank]
 CHECKED BY: [Blank]

HUNTERS VIEW
 PLANT FACILITY
 SAN FRANCISCO, CALIFORNIA
 JOINT TRENCH DETAILS

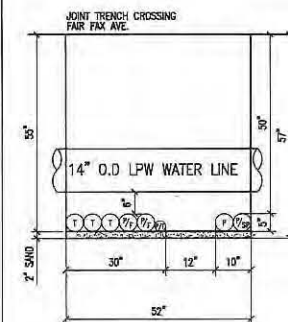
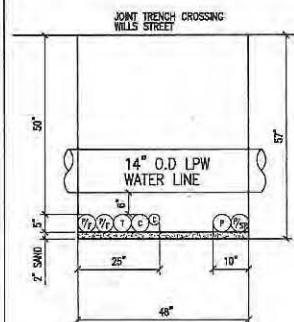
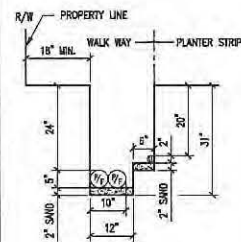
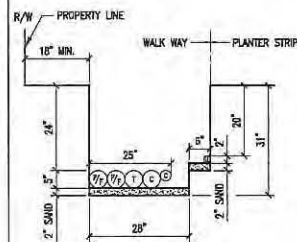
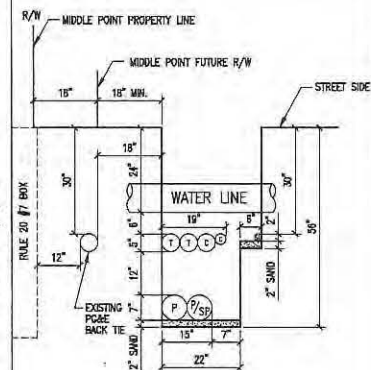


GENERAL NOTES:

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION INSTALLMENTS IN JOINT TRENCH CONDUIT SHALL BE LOCATED AT LEAST 18 INCHES BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR DISK CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWING FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

LEGEND:

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P/F = POLICE AND FIRE (DTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



REVISIONS

[illegible]

NBA
ENGINEERING, INC.
San Francisco - Oakland - Orange County
97 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CA. 94103
TEL: (415) 202-9840

DRIVEN BY

1



RECEIVED BY

DEAS

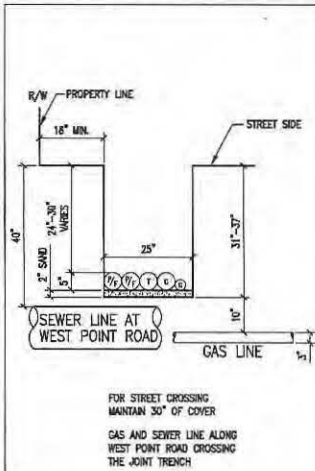
HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

SAN FRANCISCO, CALIFORNIA

JOINT TRENCH DETAILS

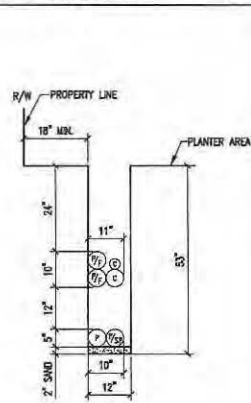
DATE	SEPT 09, 2011
JOB NO.	2007030.A1
DRAWING NUMBER	

E-14



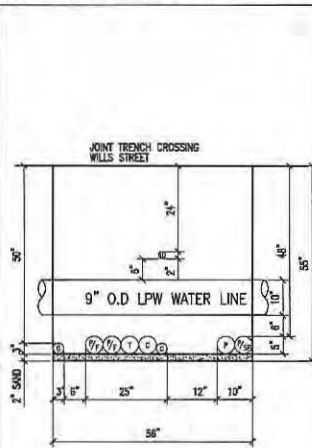
81 JOINT TRENCH DETAIL

N.T.S.



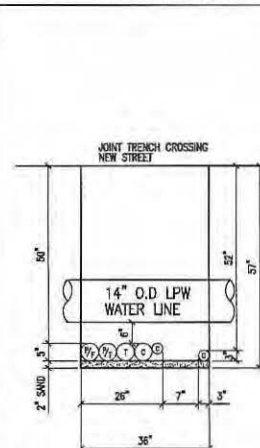
82 JOINT TRENCH DETAIL

N.T.S.



83 JOINT TRENCH DETAIL

N.T.S.



84 JOINT TRENCH DETAIL

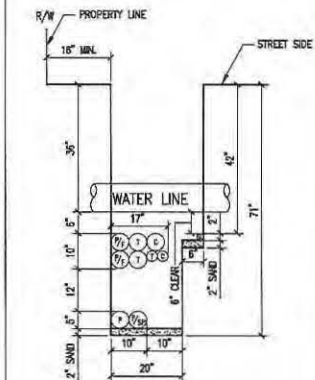
N.T.S.

GENERAL NOTES:

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 8" BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR DITS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWING FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

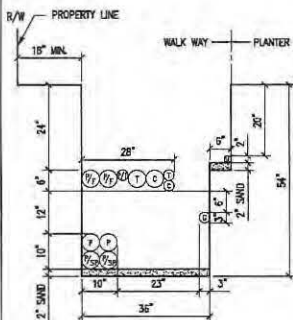
LEGEND:

- P = PRIMARY CONDUIT 4" OR 6"
- P/SP = PRIMARY SPARE CONDUIT 4" OR 5"
- S = SECONDARY CONDUIT 3"
- S/SP = SECONDARY SPARE CONDUIT 3"
- SL = STREET LIGHT CONDUIT 1.5"
- T = AT&T CONDUIT 4" OR 2"
- C = COMCAST CONDUIT 4" OR 2"
- P/F = POLICE AND FIRE (DITS) CONDUIT 4"
- G = GAS CONDUIT 4" OR 2"



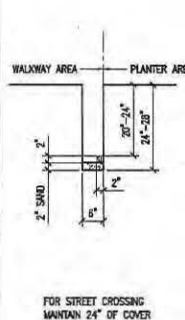
85 JOINT TRENCH DETAIL

N.T.S.



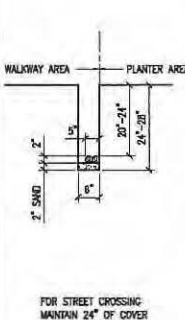
86 JOINT TRENCH DETAIL

N.T.S.



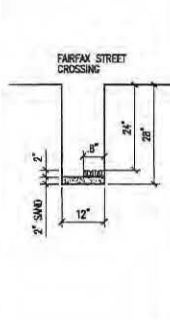
87 JOINT TRENCH DETAIL

N.T.S.



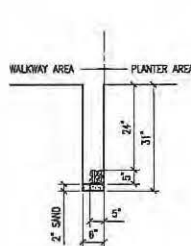
88 JOINT TRENCH DETAIL

N.T.S.



89 JOINT TRENCH DETAIL

N.T.S.



90 JOINT TRENCH DETAIL

N.T.S.

REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	REV	

NBA
ENGINEERING, INC.
3440 Divisadero - Suite 200 - San Francisco, CA 94114
TEL: (415) 775-5555
FAX: (415) 775-5555

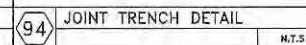
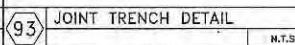
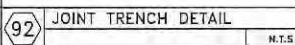
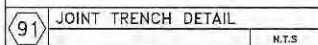


DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DATE: [Date]

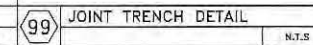
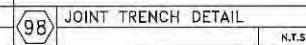
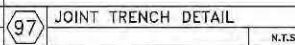
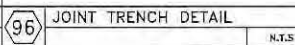
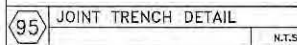
HUNTERS VIEW
PHASE I METEOROLOGICAL
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

DATE: SEPT 09, 2011
JOB NO.: 2007030.A1
DRAWING NUMBER:

E-15



- P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3"
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"

Downloaded by [Carter - Italy]

DRAWING NOTES

1. PG&E TRANSFORMER.
2. EXTEND THE STREET LIGHT CONDUIT TO THE LIMIT OF CONSTRUCTION AND CAP FOR FUTURE USE.
3. TIE-IN STREET LIGHT, SPUR BOX.
4. ALL STREET LIGHTING CONDUITS ARE 1-1/2" (GRS) GALVANIZED STEEL CONDUIT.
5. FOR STREET LIGHT LOCATION, REFER TO CIVIL DRAWING.
6. ALL STREET LIGHT WIRES SHALL BE 2 #8 THW.
7. THE SINGLE LINE DIAGRAM FOR THE STREET LIGHT CIRCUIT ON THIS DRAWING IS SCHEMATIC. REFER TO SDPW 87.201 AND SDPW 87.203 FOR GROUNDING AND FUSE REQUIREMENTS.

LEGEND

- * STREET LIGHT WITH TYPE I PULL BOX (25"X12"X12").
- PG&E TRANSFORMER.
- ELECTRICAL PULL BOX TYPE II (30"X22"X28").
- STREET LIGHT BOX TYPE I (25"X12"X12").
- PG&E SPUR BOX TYPE II (30"X17"X20").

TRENCH IDENTIFICATION # SEE SCHEDULE DRAWING NUMBER E-2

TRENCH SECTION # SEE SCHEDULE DRAWING E-6 THROUGH E-17 FOR SECTION DETAIL.

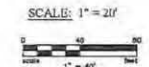
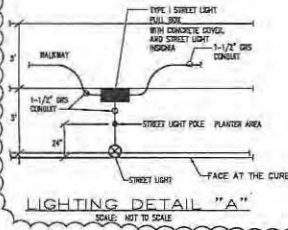
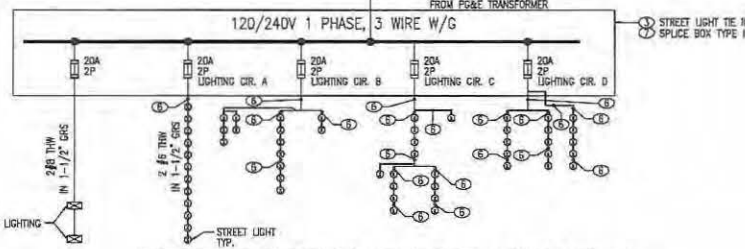
APPROX. LENGTH OF TRENCH

STREET LIGHT GENERAL NOTES

1. STREET LIGHT POLES SHALL BE CENTERED 24" FROM FACE OF CURB.
2. STREET LIGHTS BASED ON BDE/DPW STANDARD PLAN 87.212.
3. PULL BOXES ARE REQUIRED ON BOTH SIDES OF EACH STREET CROSSING.
4. PULL BOXES SHALL BE PRECAST AND FOR BDE/DPW STANDARD PLAN 87.201.
5. ELECTRICAL INFO SHOWN ON THIS PLAN IS FOR BIDDING PURPOSE ONLY. REFER TO DRAWING E-3 FOR CONDUIT SCHEDULE.

SINGLE LINE DIAGRAM FOR STREET LIGHT CIRCUIT

N.T.S.



REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	ISS	
2	7-2011	AS-BUILT	

DESIGNED BY
FOR

DRAWN BY
A.T.

CHECKED BY

DATE

DATE
SEPT 09, 2011

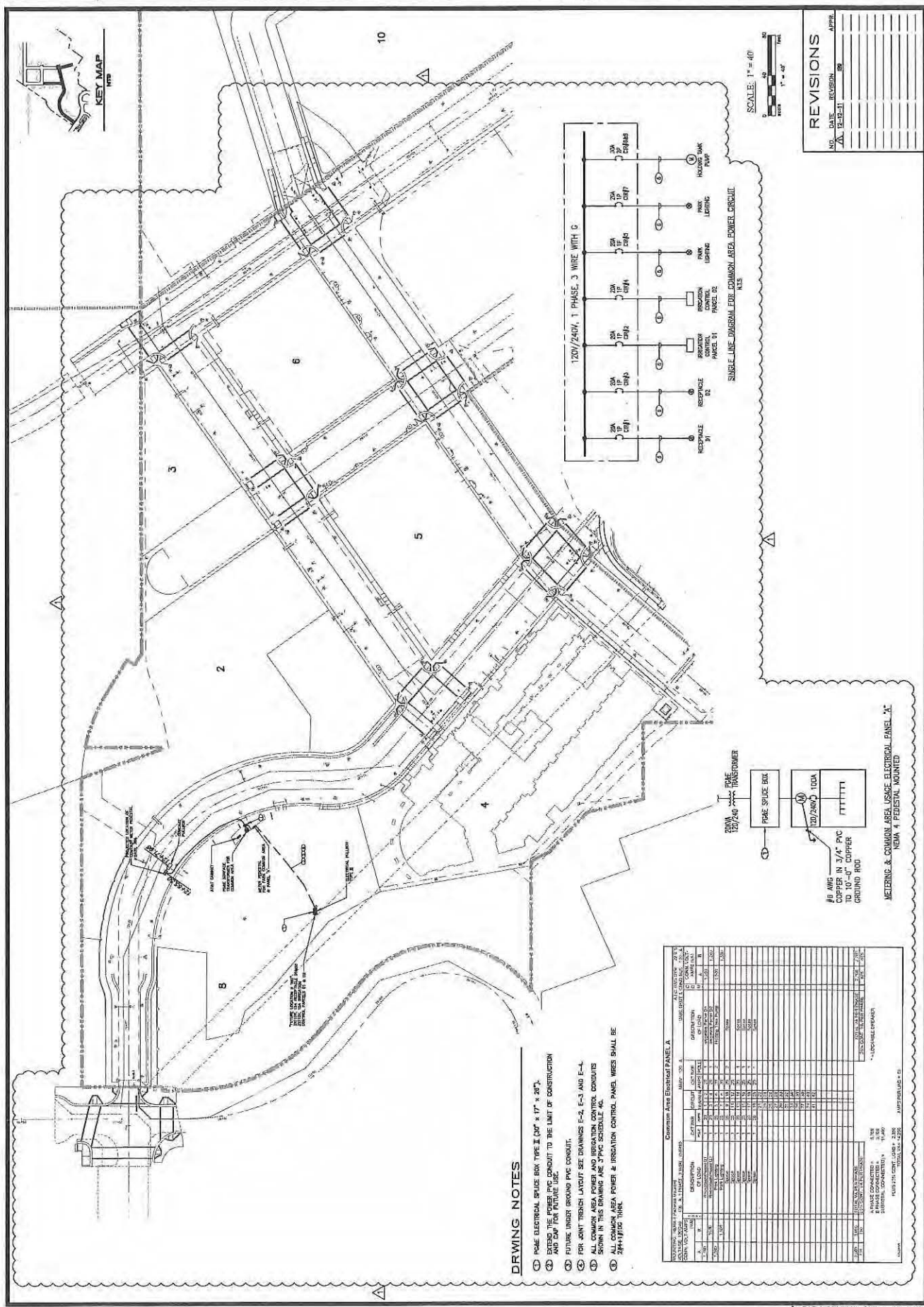
JOB NO.
2007030.A1

DRAWING NUMBER
E-18

HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA

ELECTRICAL LIGHTING CONDUIT LAYOUT

NBA
ENGINEERING INC.
3000 - 1st St. Suite 200
San Francisco, CA 94103
TEL: 415.774.1111
FAX: 415.774.1111



DRAWING NOTES

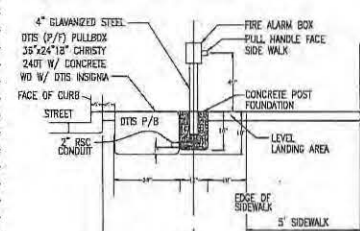
- 1. PUMP ELECTRICAL SERVICE BOX TYPE II (24" x 17" x 24").
- 2. EXTEND THE POWER PVC CONDUIT TO THE LIMIT OF CONSTRUCTION AND CAP FOR FUTURE USE.
- 3. FUTURE UNDER GROUND PVC CONDUIT.
- 4. FOR JOINT TRENCH LAYOUT SEE DRAWINGS E-2, E-3 AND E-4.
- 5. ALL COMMON AREA POWER AND IRRIGATION CONTROL CONDUITS SHOWN IN THIS DRAWING ARE 2" PVC SCHEDULE 40.
- 6. ALL COMMON AREA POWER & IRRIGATION CONTROL PANEL WIRING SHALL BE 300V/600V TYPE.

Common Area Electrical Panel A									
NO.	DESCRIPTION	AMPERES	VOLTS	PHASES	WIRING	TERMINALS	WIRING	TERMINALS	WIRING
1	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V
2	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V
3	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V
4	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V
5	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V
6	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V
7	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V
8	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V
9	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V
10	120V/240V, 1 phase, 3 wire	100	120/240	3	300V/600V	10	300V/600V	10	300V/600V

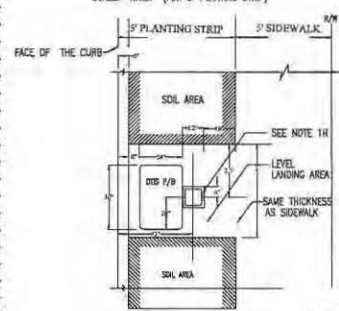
METERING & COMMON AREA USE ELECTRICAL PANEL "A"
NEW 4 PISTON MOUNTED



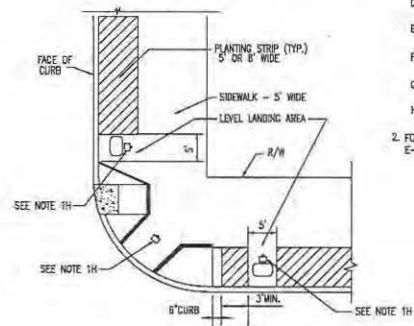
DTIS WILL PROVIDE THE 4-INCH GALVANIZED PIPE AT CONTRACTORS EXPENSE AND CONTRACTORS SHALL INSTALL THE PIPE. DTIS SHALL SUPPLY AND INSTALL THE FIRE ALARM BOX AT CONTRACTORS EXPENSE. THE FEES MUST BE PAID IN ADVANCE BY DTIS PROVIDING THE 4-INCH GALVANIZED PIPE FOR THE STAND AND SETTING THE ALARM BOX.



DTIS PULL STATION - ELEVATION
SCALE: N.T.S. (FOR 5' PLANTING STRIP)



DTIS PULL STATION - PLAN
SCALE: N.T.S. (FOR 5' PLANTING STRIP)



DTIS PULL STATION
ADJACENT TO CURB RAMPS
SCALE: N.T.S. (TYP. NEXT TO EITHER TYPE OF C.R.)

NOTES:

1. MATERIAL FURNISHED AND INSTALLED BY CONTRACTOR.
 - A. ALL 4" PVC SHALL BE SCHEDULE 80 CONDUIT BETWEEN PULL BOXES IN JOINT TRENCH.
 - B. 2" GALVANIZED RIGID STEEL CONDUIT BETWEEN FIRE ALARM BOX AND NEAREST P/F PULL BOX.
 - C. #10 ORANGE CODED TRACER WIRE ALONG EACH GROUP OF CONDUITS.
 - D. PULL BOXES SHALL BE CRISTY C40 T 36"x24"x18" WITH CONCRETE LIDS AND DTIS INSIGNA.
 - E. INSTALL DTIS FURNISHED FIRE ALARM BOXES AND 4" GALVANIZED POST.
 - F. A 12"x12"x18" FOUNDATION WILL BE REQUIRED FOR INSTALLATION OF 4" GALVANIZED POST.
 - G. PROVIDE AND INSTALL PULL ROPE IN ALL 4" PVC CONDUITS.
 - H. EXACT LOCATION OF THE PULL STATION SHALL BE APPROVED BY THE CITY.
2. FOR JOINT TRENCH CONDUIT REFER TO DRAWING E-2, E-3 AND E-4.

DTIS CONDUIT LAYOUT
SCALE: 1"=50'

LEGEND

- 36" x 24" x 18" PULL BOX WITH SEALED BOTTOM CONCRETE REINFORCED SLAB AND POLICE & FIRE PULL STATION (SEE DETAIL THIS DRAWING)
- 36" x 24" x 18" PULL BOX WITH SEALED BOTTOM CONCRETE REINFORCED SLAB
- 2 X 4" PVC SCHEDULE 80 FUTURE
- 2 X 4" PVC SCHEDULE 80 PHASE A

REVISIONS

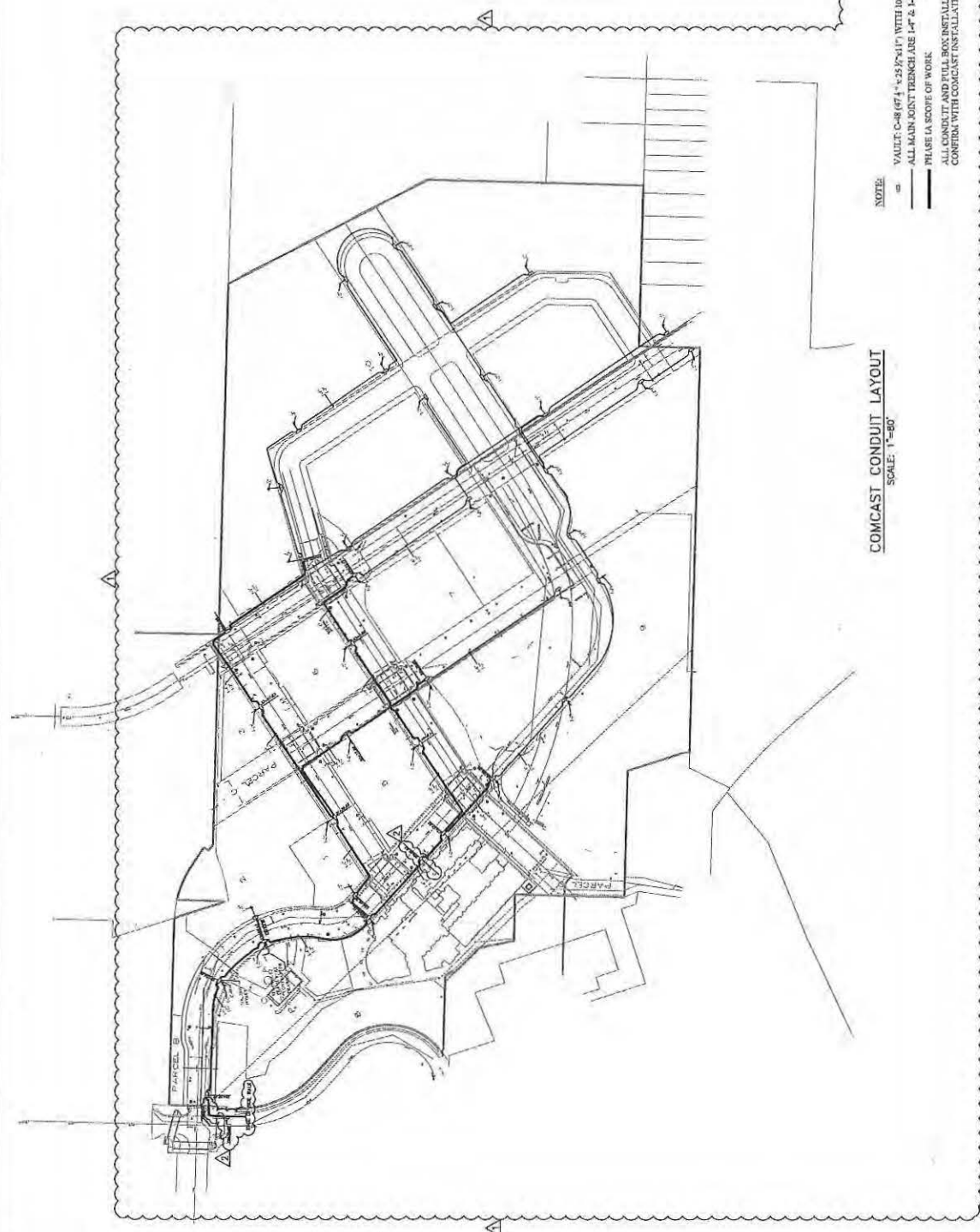
NO.	DATE	REVISION	APPR.
1	12-12-11	BR	
2	7-2013	AS-BUILT	

NBA
ENGINEERING, INC.
San Francisco - Oakland - San Jose
San Francisco, CA 94103
TEL: (415) 775-1800
FAX: (415) 775-1801

DRAWN BY: A.T.
CHECKED BY: FCH
DESIGNED BY: FCH
DATE: 12-12-11

HUNTERS VIEW
PHASE 1, 1000 CALIFORNIA
SAN FRANCISCO, CALIFORNIA
DTIS CONDUIT LAYOUT

DATE: SEPT 09, 2011
JOB NO.: 2007030.A1
DRAWING NUMBER



COMCAST CONDUIT LAYOUT
SCALE: 1"=80'

CONDUIT
SCALE: 1"=80'

NOTE:

- VAULT: C-48 (47" x 25 7/8" x 41") WITH 10" EXTENSION
ALL MAIN JOINT TRENCH ARE 1'-6" & 1'-7", UNLESS OTHERWISE NOTED

REVISIONS

[illegible]

E-21

Bill of Sale

For good and valuable consideration of \$0.00, HV Partners 1, L.P., a California Limited Partnership ("Seller"), does hereby sell, transfer and convey to Comcast Cable Communications, Inc ("Buyer"), title to those portions of the facilities which are identified as Buyer's facilities on the "as built" drawings attached hereto as Schedule 1 ("Personal Property"), subject to the terms and provisions hereof.

Seller has executed this Bill of Sale and bargained, sold, transferred, conveyed and assigned the Personal Property and Buyer has accepted this Bill of Sale and is purchasing the Personal Property: **AS IS AND WHEREEVER LOCATED, WITH ALL FAULTS AND WITHOUT ANY REPRESENTATIONS OR WARRANTIES OF WHATSOEVER NATURE, EXPRESS, IMPLIED OR STATUTORY, EXCEPT AS EXPRESSLY SET FORTH HEREIN BELOW, IT BEING THE INTENTION OF THE SELLER AND BUYER TO EXPRESSLY NEGATE AND EXCLUDE ALL WARRANTIES WHATSOEVER, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.**

Seller hereby assigns all warranties and guaranties relating to the construction of the Personal Property that were given by the independent contractor hired by Seller to construct the Personal Property. As used herein the term "**Correction Period**" shall mean one (1) year after "**Final Completion**" (as hereinafter defined). Seller shall, to Buyer's reasonable satisfaction, and provided that such work is not the subject of a warranty or guaranty assigned by Seller to Buyer, re-execute or otherwise remedy any defects in the Personal Property due to faulty workmanship that become apparent during the Correction Period. As used herein, the term "**Final Completion**" shall mean May 9, 2017.

Dated this 21st day of June, 2019.

Signatures on following page.

SELLER

HV PARTNERS 1, LP,
a California limited partnership

By: HUNTERS POINT AFFORDABLE HOUSING, INC.,
a California nonprofit public benefit
corporation,
its managing general partner

By: Larry B. Hollingsworth (ind)
Larry B. Hollingsworth
President

By: JSCo HUNTERS VIEW LLC,
a California limited liability company,
its co-general partner

By: JOHN STEWART COMPANY,
a California corporation,
its managing member

By: Jack D. Gardner
Jack D. Gardner
President

By: HV AMANI LLC,
a California limited liability company,
its co-general partner

By: DEVINE & GONG, INC.,
a California corporation,
its managing member

By: Chan U Lee
Chan U Lee
President

SCHEDULE 1

As Built Plans entitled:

Hunters View Phase I Joint Trench Plans
Sheets E-1 through E-21

Prepared by: NBA Engineering, Inc.

DRAWING INDEX

E-1	LEGEND, ABBREVIATIONS, DRAWING INDEX, AND GENERAL NOTES
E-2	JOINT TRENCH PLAN
E-3	JOINT TRENCH PLAN
E-4	JOINT TRENCH PLAN
E-5	JOINT TRENCH CONDUIT SCHEDULE
E-6	JOINT TRENCH DETAILS
E-7	JOINT TRENCH DETAILS
E-8	JOINT TRENCH DETAILS
E-9	JOINT TRENCH DETAILS
E-10	JOINT TRENCH DETAILS
E-11	JOINT TRENCH DETAILS
E-12	JOINT TRENCH DETAILS
E-13	JOINT TRENCH DETAILS
E-14	JOINT TRENCH DETAILS
E-15	JOINT TRENCH DETAILS
E-16	JOINT TRENCH DETAILS
E-17	JOINT TRENCH DETAILS
E-18	ELECTRICAL LIGHTING CONDUIT LAYOUT
E-19	COMMON AREA POWER CONDUIT LAYOUT
E-20	DTIS CONDUIT LAYOUT
E-21	COMCAST CONDUIT LAYOUT

ABBREVIATIONS

AIC	INTERRUPTING CAPACITY
C	COMCAST CONDUIT 4" OR 2"
CB	CIRCUIT BREAKER
(E)	EXISTING
FBO	FURNISHED BY OTHERS
FV	FUSE: DUAL-ELEMENT, TIME DELAY
GFCI	GROUND FAULT CIRCUIT INTERRUPT
GND	GROUND
HP	HORSE POWER
IG	ISOLATED GROUND
K	kcmil (300K = 300 kcmil)
KCMIL	THOUSAND CIRCULAR MILL
KV	KILOVOLTS
LTC	LIGHTING
LV	LOW VOLTAGE
MAX	MAXIMUM
MCB	MAIN CIRCUIT BREAKER
M	MANHOLE
(N)	NEW
NEUT	NEUTRAL
N.C.	NORMALLY CLOSED
N.O.	NORMALLY OPEN
NIC	NOT IN CONTRACT
P/F	POLICE/FIRE CONDUIT (DTIS) 4"
PB	PULL BOX
P	PRIMARY CONDUIT 4", OR 6"
PNL	PANEL
(R)	EXISTING TO BE REMOVED
S	SECONDARY CONDUIT 3"
SP	SPARE
SL	STREET LIGHT CONDUIT 1 1/2" DRS
T	AT&T CONDUIT 4" OR 2"
TBD	TO BE DETERMINED
TEL	TELEPHONE
TYP	TYPICAL
UG	UNDER GROUND
UN	UNLESS OTHERWISE NOTED
V	VOLTS
W	WATTS
WP	WEATHER PROOF (NEMA 3R)
XPMR	TRANSFORMER

SUBSTRUCTURE VERIFICATION

TRENCHING AGENT

PROPER DEPTH OF TRENCH AND SUBSTRUCTURES ARE IMPERATIVE TO THE DESIGN OF OUR UTILITY DISTRIBUTION SYSTEM.

IF A VARIANCE IS NECESSARY PLEASE NOTIFY PG&E SO THAT OUR INSPECTOR OR ENGINEERING DEPARTMENT CAN APPROVE AND INITIAL THOSE SECTIONS OF TRENCH AND/OR SUBSTRUCTURES WHICH DO NOT COMPLY WITH THE ORIGINAL DESIGN. THIS MUST BE DONE PRIOR TO INSTALLATION OF ANY SUBSTRUCTURES.

THE TRENCHING AGENT WILL BE HELD RESPONSIBLE FOR ANY UNAPPROVED DESIGN CHANGES IN TRENCH OR SUBSTRUCTURE DEPTH OR CONFIGURATION.

THIS DOES NOT SUPERCEDE, BUT IS IN ADDITION TO ANY OF THE NORMAL TRENCH INSPECTIONS YOUR PROJECT MAY REQUIRE.

DESIGN CHANGE COMPONENT
ANY CHANGES TO THIS DESIGN
MUST BE APPROVED BY

MARIO MLENDEZ 1-415-695-3318
SAN FRANCISCO
PG&E GAS ADE

LEGEND

④	SURFACE MOUNT TRANSFORMER 12KV-120/240V, 1PHASE, 3W
④	SURFACE MOUNT TRANSFORMER 12KV-120/208V, 3PHASE, 4W
13	PRIMARY UNDERGROUND EQUIPMENT ENCLOSURE, TYP I, 3' x 5' x 4' 8"
7	PRIMARY UNDERGROUND EQUIPMENT ENCLOSURE TYPE II, 4'-8" x 6'-6" x 6'-0"
■	ELECTRICAL STREET LIGHT TYPE I PULL BOX 25 1/4" x 15 3/4" x 12"
PG&E	PG&E TIE IN SPUR BOX TYPE II 30" x 17" x 25"
■	TIE-IN STREET LIGHT SPUR BOX TYPE II 30 1/4" x 22 1/4" x 12" x 10" EXTENSION
DTIS	POLICE AND FIRE ALARM PULL BOX (DTIS - PULLBOX) 36" x 24" x 18" CRISTY CABOT WITH CONCRETE COVER AND DTIS INSGNIA
■	FIRE ALARM PULLBOX WITH PULL STANCHION
AT&T	AT&T PULL BOX
COMCAST	COMCAST PULL BOX
↓	GROUND ROD - 3/4" x 12' LONG ON PRIMARY UNDERGROUND EQUIPMENT ENCLOSURE GROUND ROD - 5/8" x 10' LONG ON SECONDARY UNDERGROUND EQUIPMENT ENCLOSURE
■	METERING PEDISTAL
■	AT&T SWITCH BOARD MAIN DISTRIBUTION
—	INLINE FUSE
□	UTILITY CABINET
—	PROPOSED TRENCH ROUTE
—	EXISTING GAS LINE
—	MATCH LINE
T1	17"x30"x25" #1/POLYMER COVER
T2	24"x36"x42" #1/POLYMER COVER
T3	30"x48"x36" #1/POLYMER COVER
T4	30"x60"x36" #1/POLYMER COVER
T5	36"x60"x48" WITH STEEL HANG OVER

GENERAL NOTES:

- ALL ELECTRICAL WORK SHALL COMPLY WITH THE CURRENT APPROVED EDITION OF THE NATIONAL ELECTRICAL CODE, AS AMENDED BY LOCAL ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE ELECTRICAL CODE REQUIREMENTS WITH THE AUTHORITY HAVING JURISDICTION.
- THE CONTRACTOR, PRIOR TO BIDDING, SHALL VISIT THE JOB SITE TO BE FAMILIARIZED WITH THE EXISTING UTILITIES INSTALLATIONS, CONDITIONS, AND SYSTEMS RELATED TO THE SCOPE OF WORK.
- THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, FEES AND EQUIPMENT SPECIFIED, INDICATED OR IMPLIED IN THESE DOCUMENTS TO ACCOMPLISH THE CONSTRUCTION IN A PROFESSIONAL, WORKMANLIKE MANNER. ANY DISCREPANCIES BETWEEN THE CONSTRUCTION TASKS INDICATED AND LOCAL CODES AND/OR ORDINANCES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE GENERAL CONTRACTOR FOR RESOLUTION BEFORE PROCEEDING WITH THE WORK AT ISSUE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL REQUIRED ELECTRICAL PERMITS AND INSPECTIONS.
- THE CONTRACTOR SHALL REVIEW AND COORDINATE WITH OTHER DISCIPLINES DRAWINGS RELATED TO THE PROJECT FOR OTHER WORK TO BE PROVIDED.
- ANY WORK INSTALLED INCORRECTLY, OR BEFORE APPROVAL HAS BEEN OFFICIALLY GRANTED FOR THOSE ITEMS AT ISSUE, SHALL BE CORRECTED BY THE ELECTRICAL CONTRACTOR AT NO CHARGE TO CLIENT.
- ALL MATERIALS AND EQUIPMENT FURNISHED BY THE CONTRACTOR SHALL BE NEW AND COMPLETELY SERVICEABLE UNLESS OTHERWISE SPECIFIED.
- CONTRACTOR SHALL BE COMPLETELY FAMILIAR WITH EXISTING CONDITIONS BEFORE STARTING NEW WORK. VERIFY FINAL PLACEMENT AND CONNECTION REQUIREMENTS PRIOR TO ROUGHING-IN EQUIPMENT.
- FINAL ACCEPTANCE OF WORK IN PLACE SHALL BE SUBJECT TO APPROVAL BY OWNER'S REPRESENTATIVE AND ENGINEER. INSTALLATION APPROVAL SHALL BE BASED ON APPROVED SUBMITTAL, SHOP DRAWINGS AND LOCAL INSPECTION.
- ALL WORK SHOWN ON DRAWINGS IS IN PART SCHEMATIC, INTENDED TO CONVEY SCOPE OF WORK AND GENERAL LAYOUT. CONDUIT ROUTING SHOWN IS ESSENTIALLY DIAGRAMMATIC. CONTRACTOR IS REQUIRED TO SUBMIT SHOP DRAWINGS FOR CONDUIT ROUTING IN THE JOINT TRENCH TO THE ENGINEER AND GET THE APPROVAL PRIOR TO INSTALLATION.
- ALL JOINT TRENCH CONDUIT SHALL COMPLY WITH PG&E GREEN BOOK 2010 STANDARD 55453.
- CONTRACTOR SHALL INSTALL 3/4"x12" GROUND RODS IN ALL PRIMARY SUBSURFACE ENCLOSURES AND 5/8"x10" GROUND RODS IN ALL SECONDARY SUBSURFACE ENCLOSURES. THE RESISTANCE AT THE GROUND ROD SHALL MEET ARTICLE 250.56 NEC.
- ALL CONDUITS SYSTEMS SHALL BE PROVEN BY USING HANDRELS.
- ALL CONDUITS SHALL ENTER AND LEAVE ON THE SIDES OF THE PRIMARY ENCLOSURES.
- PRIMARY AND SECONDARY CONCRETE ENCLOSURES SHOULD NOT BE INSTALLED IN ANY DRIVEWAY AREA(S).
- WEDGE REDUCERS ARE REQUIRED IF THE CONDUIT KNOCKOUTS ARE 6" AND THE CONDUITS ARE 4".
- THE PUE WILL BE SECURED BY OWNER.

REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	ISS	

NBA
ENGINEERING INC.
San Francisco - Oakland - San Diego
San Jose - San Francisco - San Diego
TEL: (415) 702-1840
FAX: (415) 555-2559

DRAWN BY
A.T.

DATE

DESIGNED BY
F.C.H.

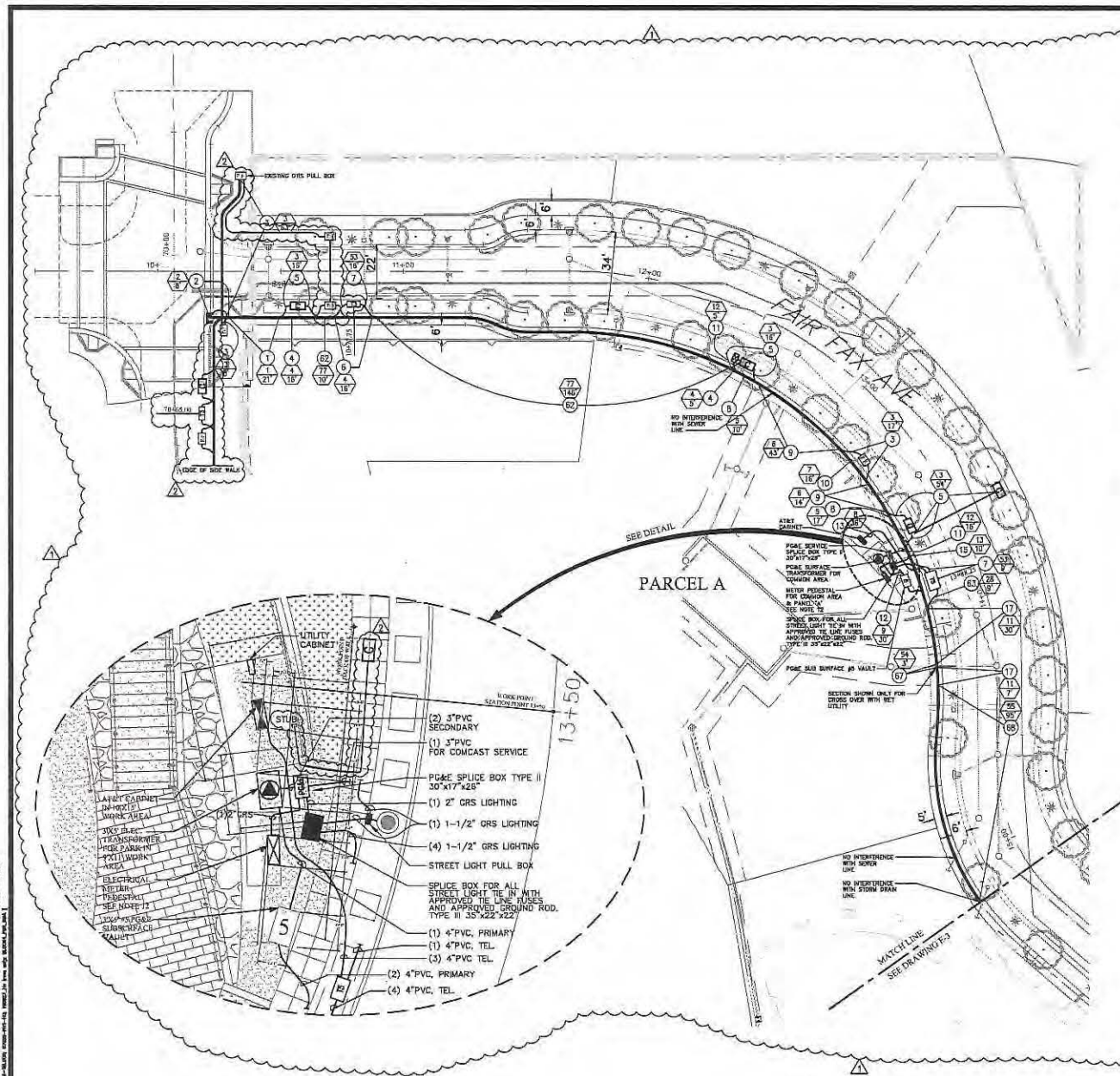
CHECKED BY

HUNTERS VIEW
A.T. & S. ENGINEERING
SAN FRANCISCO, CALIFORNIA

DRAWING INDEX, ABBREVIATION AND LEGEND

DATE: SEPT 08, 2011
JOB NO.: 2007030.A1
DRAWING NUMBER

E-1



- NOTES**
1. REFER TO E-1 FOR GENERAL NOTES AND LEGEND.
 2. FOR JOINT TRENCH DETAIL SEE DRAWINGS E-6 THROUGH E-17.
 3. FOR JOINT TRENCH CONDUIT SCHEDULE SEE DRAWINGS E-5.
 4. FOR LOCATION OF COMMON AREA CONDUIT LAYOUT, COMCAST ELECTRICAL POWER, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DRAWING E-19.
 5. FOR LOCATION OF SERVICE TO STREET LIGHTS AND STREET LIGHTS CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DWG E-18.
 6. FOR DTS CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DRAWING E-20.
 7. FOR COMCAST CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DRAWING E-21.
 8. FOR AT&T CONDUIT LAYOUT AND SIZE OF PULL BOXES SEE AT&T DRAWING.
 9. FOR GAS CONDUIT LAYOUT SEE PG&E GAS DRAWING.
 10. FOR ELECTRICAL POWER CONDUIT LAYOUT SEE PG&E ELECTRICAL CONDUIT LAYOUT DRAWING.
 11. FOR METERING PEDESTAL AND PANEL 'A' SEE DRAWING E-15.
 12. ELECTRICAL METER PEDESTAL SHALL BE INSTALLED BY PARK CONTRACTOR AND IS NOT PART OF THIS CONTRACT.
 13. WHERE THERE IS AN EXISTING CONFLICT BETWEEN PG&E AND AT&T MINIMUM CLEARANCE, THE MOST RESTRICTIVE CLEARANCE APPLIES.

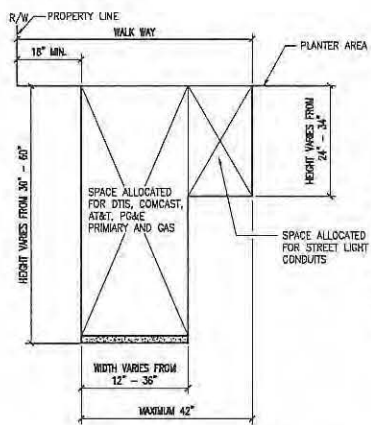


MINIMUM CLEARANCE AND COVER

	CP	CS	CON	TEL	T/P	PG	2" GAS	2" GAS
ELEC. PRIMARY	1"	12"	12"	12"	12"	12"	30" - 36" STREET	
ELEC. SECONDARY	1"	12"	12"	12"	12"	12"	18" - 24" STREET	
CON	12"	12"	1"	1"	12"	12"	24" - 30" STREET	
TELEPHONE	12"	12"	1"	1"	12"	12"	24" - 30" STREET	
FIRE/POLE	12"	12"	1"	1"	12"	12"	24" - 30" STREET	
GAS	12"	12"	12"	12"	12"	12"	24"	

MINIMUM BEND RADIUS

CONDUIT DIAMETER	VERTICAL BEND	HORIZONTAL BEND
3"	24"	36"
4"	36"	36"
5"	36"	60"
6"	60"	60"

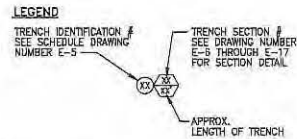


JOINT TRENCH CONFIGURATION

SCALE: N.T.S.

SCALE: 1"=20'

0' 20' 40'



REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-31	ISS	
2	7-2012	AS-BUILT	

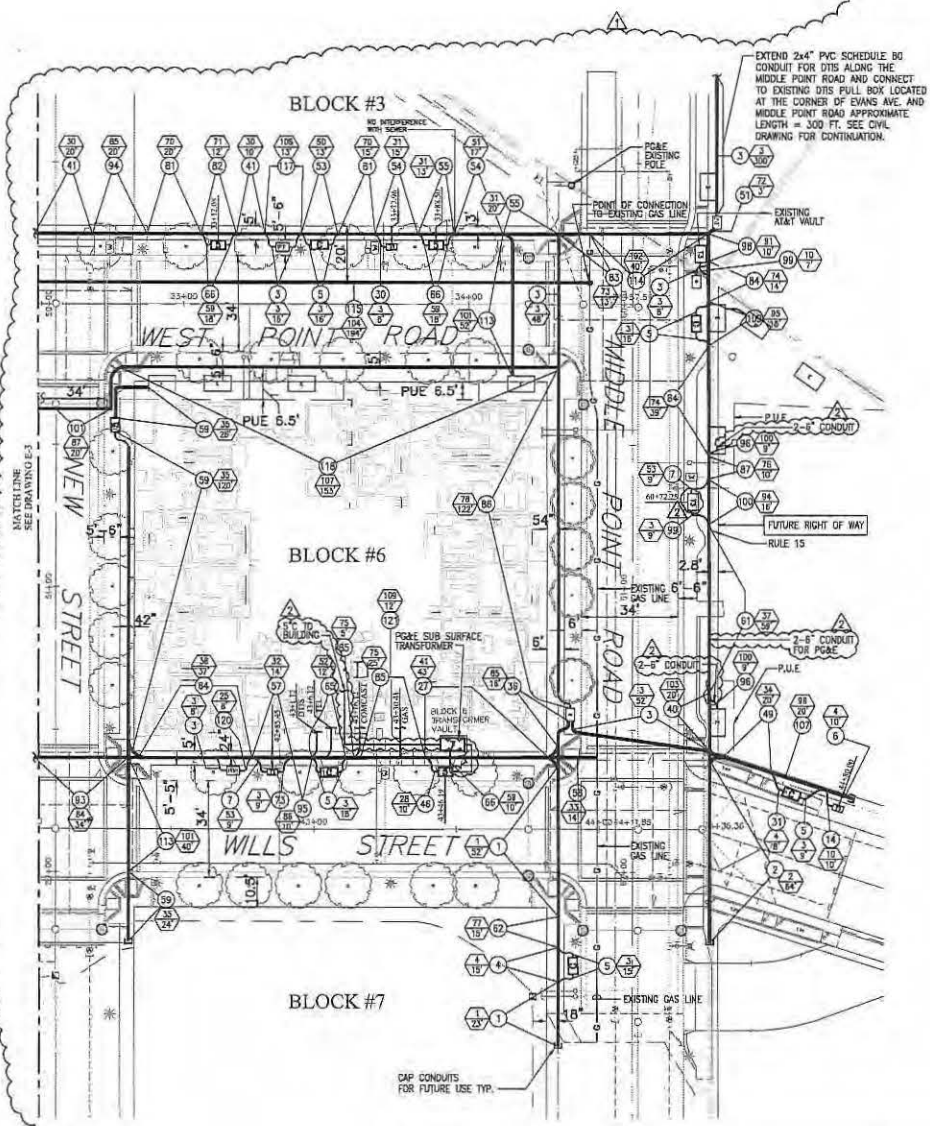
NBA ENGINEERING INC.
 3000 - 1st St - Suite 200
 San Francisco, CA 94103
 TEL: (415) 774-1000
 FAX: (415) 774-1001



HUNTERS VIEW
 PHASE 1 INFRASTRUCTURE
 SAN FRANCISCO, CALIFORNIA
JOINT TRENCH PLAN

DATE: SEPT 09, 2011
 JOB NO.: 2003030.A1
 DRAWING NUMBER:

ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.



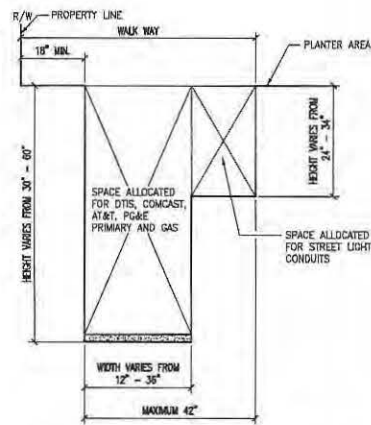
NOTES

1. REFER TO E-1 FOR GENERAL NOTES AND LEGEND.
2. FOR JOINT TRENCH DETAIL SEE DRAWING E-6 THROUGH E-17.
3. FOR JOINT TRENCH CONDUIT SCHEDULE SEE DRAWING E-5.
4. FOR LOCATION OF COMMON AREA CONDUIT LAYOUT, COMCAST ELECTRICAL POWER, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DRAWING E-19.
5. FOR LOCATION OF SERVICE TO STREET LIGHTS AND STREET LIGHTS CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DWG E-18.
6. FOR DTIS CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DRAWING E-20.
7. FOR COMCAST CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DRAWING E-21.
8. FOR AT&T CONDUIT LAYOUT AND SIZE OF PULL BOXES SEE AT&T DRAWING.
9. FOR GAS CONDUIT LAYOUT SEE PG&E GAS DRAWING.
10. FOR ELECTRICAL POWER CONDUIT LAYOUT SEE PG&E ELECTRICAL CONDUIT LAYOUT DRAWING.
11. FOR METERING PEDestal AND PANEL, 'A' SEE DRAWING E-19.
12. WHERE THERE IS AN EXISTING CONFLICT BETWEEN PG&E AND AT&T MINIMUM CLEARANCE, THE MOST RESTRICTIVE CLEARANCE APPLIES.



MINIMUM CLEARANCE AND COVER					
	EP	ES	CH	TELL	COVER
BLDG. PRIMARY	-	5'	12'	12'	12'
BLDG. SECONDARY	-	5'	12'	12'	12'
CITY	12'	12'	1'	1'	12'
TELEPHONE	12'	12'	1'	1'	12'
POWER	12'	12'	1'	1'	12'
GAS	12'	12'	12'	12'	12'

MINIMUM BEND RADIUS		
CONDUIT DIAMETER	VERTICAL BEND	HORIZONTAL BEND
3"	24"	36"
4"	36"	36"
5"	36"	60"
6"	60"	60"



JOINT TRENCH CONFIGURATION
SCALE: N.T.S.

SCALE: 1"=20'
0' 20' 40'

LEGEND

- TRENCH IDENTIFICATION # SEE SCHEDULE DRAWING NUMBER E-5
- TRENCH SECTION # SEE DRAWING NUMBER E-5 THROUGH E-17 FOR SECTION DETAIL
- APPROX. LENGTH OF TRENCH

REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	BS	
2	7-2013	AS-BUILT	

NBA
ENGINEERING, INC.
1000 MARKET STREET, SUITE 1000
SAN FRANCISCO, CA 94102
TEL: (415) 202-8150
FAX: (415) 202-8151



HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH PLAN

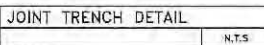
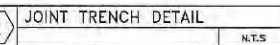
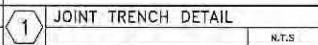
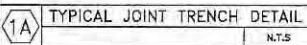
DATE: SEPT 09, 2011
JOB NO.: 2007030.A1
DRAWING NUMBER:
E-4

GENERAL NOTE
1. DETAIL REFERENCE NUMBER WITH STAR NOTATION
2. FOR JOINT TRENCH IDENTIFICATION NUMBER REFER
TO DRAWINGS E-6, E-4, AND E-5.
3. FOR JOINT TRENCH DETAIL REFER TO DRAWINGS E-6
THROUGH E-7.

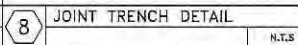
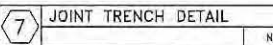
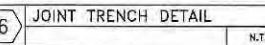
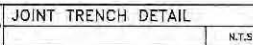
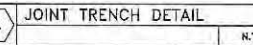
REVISIONS

NO.	DATE	REVISION	APPD.
1	12-12-11	ISSUED	

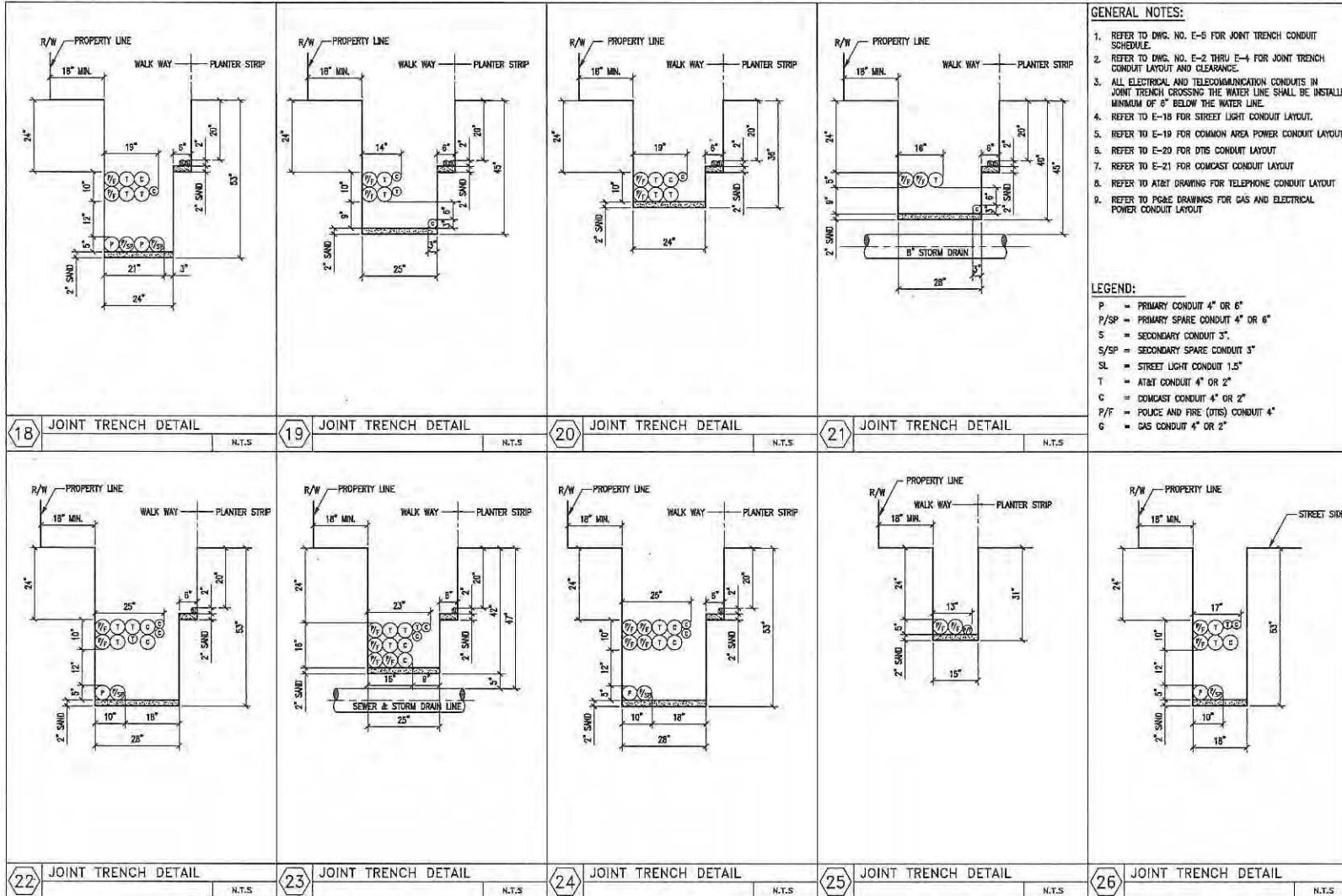
JOINT TRENCH CONDUIT SCHEDULE																									TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID		TRENCH ID	
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- P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3".
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (OTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



DATE	SEPT 09, 2011
JOB NO.	2007030.A1
DRAWING NUMBER	E-6



- GENERAL NOTES:**
1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
 2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
 3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 6\"
 4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
 5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
 6. REFER TO E-20 FOR DTIS CONDUIT LAYOUT.
 7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
 8. REFER TO AT&T DRAWINGS FOR TELEPHONE CONDUIT LAYOUT.
 9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

- LEGEND:**
- P = PRIMARY CONDUIT 4\"
 - P/SP = PRIMARY SPARE CONDUIT 4\"
 - S = SECONDARY CONDUIT 3\"
 - S/SP = SECONDARY SPARE CONDUIT 3\"
 - SL = STREET LIGHT CONDUIT 1.5\"
 - T = AT&T CONDUIT 4\"
 - C = COMCAST CONDUIT 4\"
 - P/F = POLICE AND FIRE (DTIS) CONDUIT 4\"
 - G = GAS CONDUIT 4\"

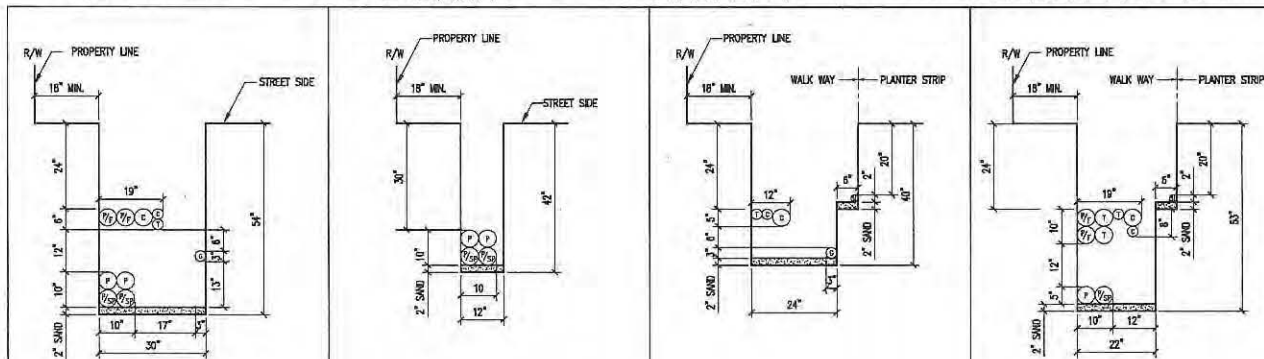
REVISIONS			
NO.	DATE	REVISION	APPROV.
1	12-12-11	ISS	

ENGINEERING, INC.
2000 CALIFORNIA STREET, SUITE 200
SAN FRANCISCO, CA 94109
TEL: (415) 202-1000
FAX: (415) 202-1001

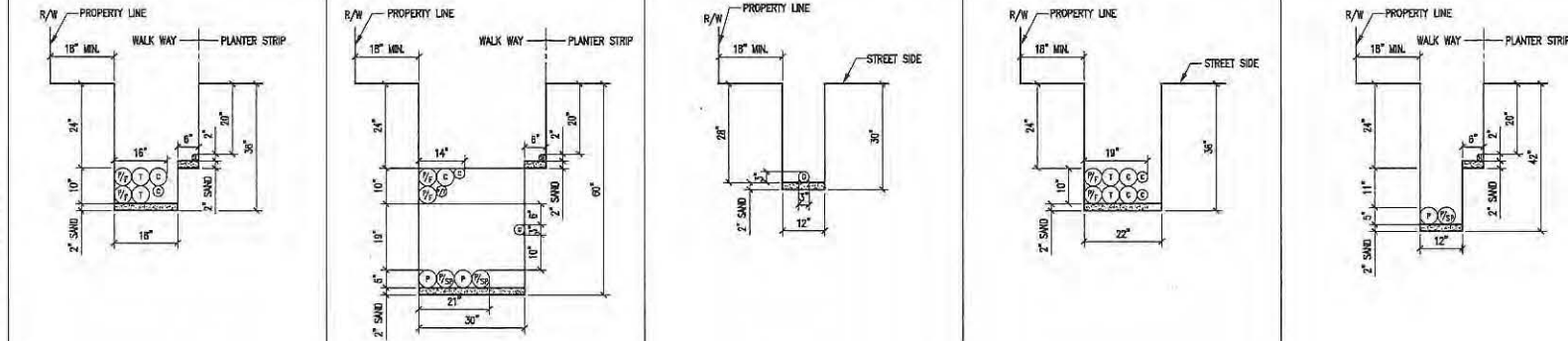
DESIGNED BY: [Name]
CHECKED BY: [Name]
DATE: [Date]

HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

DATE: SEPT 09, 2011
JOB NO.: 2007030.01
DRAWING NUMBER: E-8



27 JOINT TRENCH DETAIL N.T.S. 28 JOINT TRENCH DETAIL N.T.S. 29 JOINT TRENCH DETAIL N.T.S. 30 JOINT TRENCH DETAIL N.T.S.



31 JOINT TRENCH DETAIL N.T.S. 32 JOINT TRENCH DETAIL N.T.S. 33 JOINT TRENCH DETAIL N.T.S. 34 JOINT TRENCH DETAIL N.T.S. 35 JOINT TRENCH DETAIL N.T.S.

- GENERAL NOTES:**
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 2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
 3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 6\"/>

- LEGEND:**
- P = PRIMARY CONDUIT 4\"/>

NO.	DATE	REVISION	APPR.
1	12-12-11	REV	

NBA ENGINEERING INC.
 10000 Wilshire Blvd., Suite 1000
 Los Angeles, CA 90024
 TEL: (310) 207-3030 FAX: (310) 207-3031

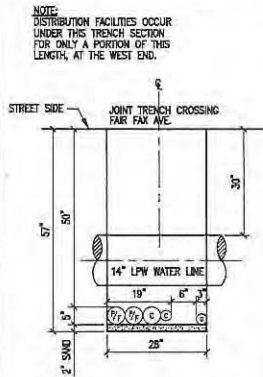


DESIGNED BY: A.T.
 CHECKED BY: DATE:

HUNTERS VIEW
 PHASE 1 INFRASTRUCTURE
 SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

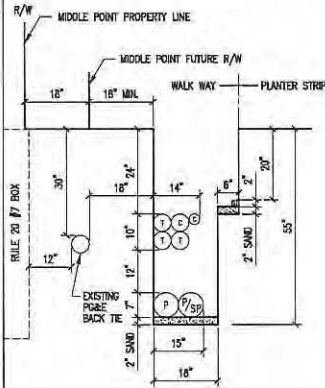
DATE: SEPT 09, 2011
 JOB NO.: 2010030.A1
 DRAWING NUMBER: E-9

NOTE:
DISTRIBUTION FACILITIES OCCUR
UNDER THIS TRENCH SECTION
FOR ONLY A PORTION OF THIS
LENGTH, AT THE WEST END.



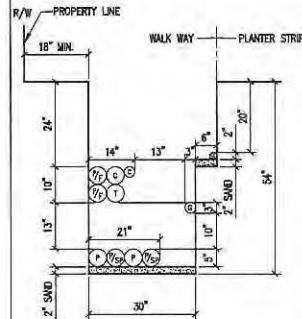
36 JOINT TRENCH DETAIL

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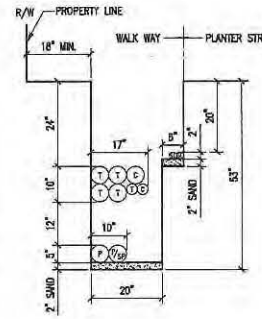
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N.T.S.



38 JOINT TRENCH DETAIL

N.T.S.



39 JOINT TRENCH DETAIL

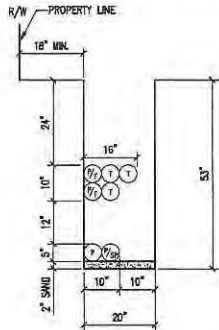
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GENERAL NOTES:

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2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
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5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR OTIS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWINGS FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

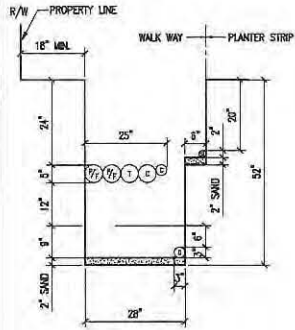
LEGEND:

- P = PRIMARY CONDUIT 4\"
- P/SP = PRIMARY SPARE CONDUIT 4\"
- S = SECONDARY CONDUIT 3\"
- S/SP = SECONDARY SPARE CONDUIT 3\"
- SL = STREET LIGHT CONDUIT 1.5\"
- T = AT&T CONDUIT 4\"
- C = COMCAST CONDUIT 4\"
- P/F = POLICE AND FIRE (DTIS) CONDUIT 4\"
- G = GAS CONDUIT 4\"



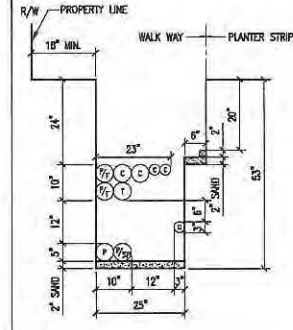
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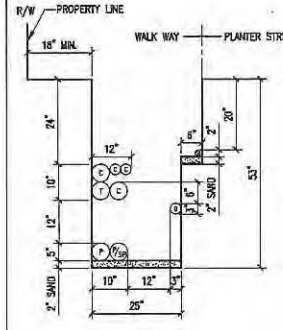
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N.T.S.



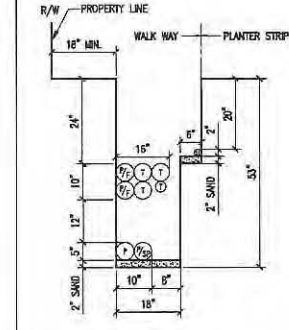
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N.T.S.



43 JOINT TRENCH DETAIL

N.T.S.



44 JOINT TRENCH DETAIL

N.T.S.

REVISIONS

NO.	DATE	REVISION	APPRO.
1	12-12-11	ISS	

NBA
ENGINEERING, INC.
1000 CALIFORNIA STREET, SUITE 100
SAN FRANCISCO, CA 94109
TEL: (415) 774-1000
FAX: (415) 774-1001

DRAWN BY
A.T.

DATE



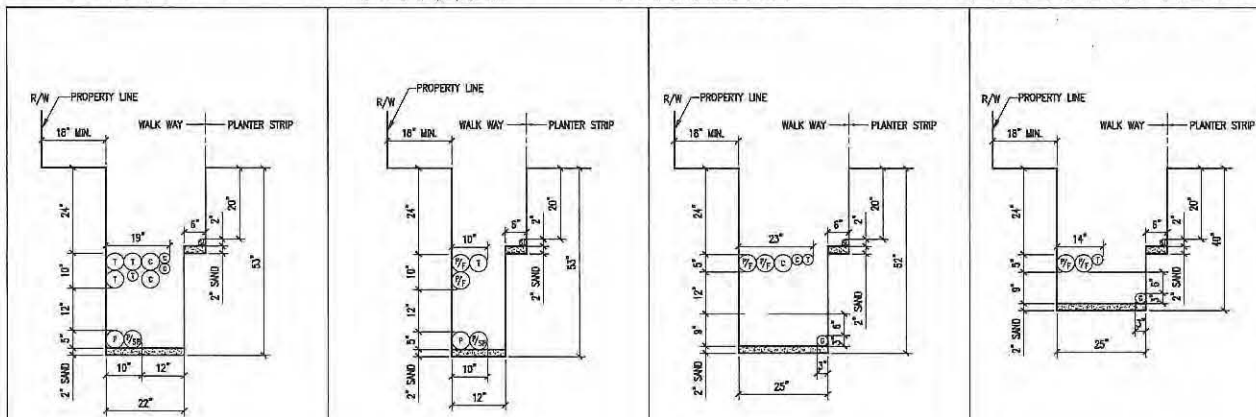
CHECKED BY
A.T.

DESIGNED BY

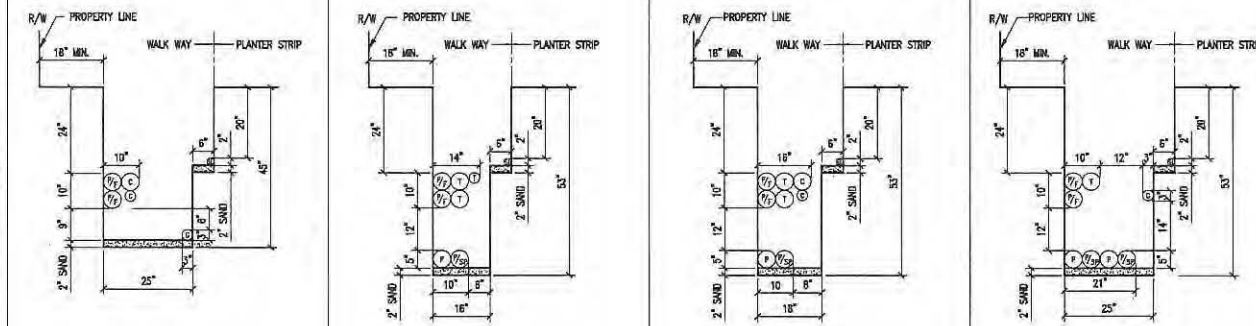
HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

DATE
SEPT 09, 2011
JOB NO.
2007030-41
DRAWING NUMBER

E-10



45 JOINT TRENCH DETAIL N.T.S. 46 JOINT TRENCH DETAIL N.T.S. 47 JOINT TRENCH DETAIL N.T.S. 48 JOINT TRENCH DETAIL N.T.S.



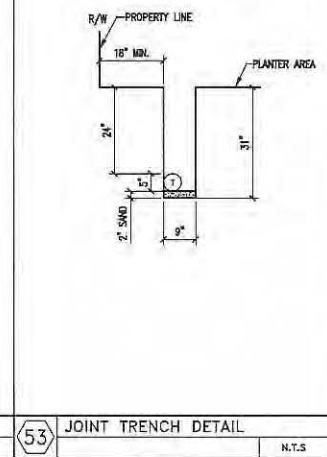
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GENERAL NOTES:

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 6" BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR DTS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWINGS FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

LEGEND:

P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3"
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DTS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



53 JOINT TRENCH DETAIL N.T.S.

NO.	DATE	REVISION	APPR.
1	12-12-11	001	

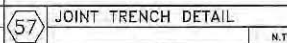
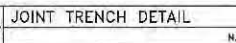
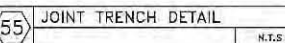
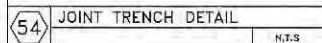
HUNTERS VIEW
 PHASE 1 INFRASTRUCTURE
 SAN FRANCISCO, CALIFORNIA

JOINT TRENCH DETAILS

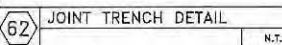
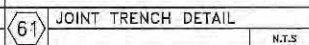
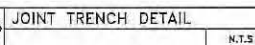
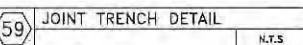
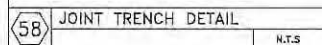
DESIGNED BY: J.S.T.
 CHECKED BY: J.S.T.

DATE: SEPT 09, 2011
 JOB NO: 2007030 A1
 DRAWING NUMBER: E-11

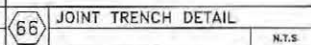
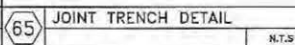
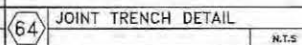
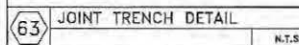
ENGINEERING INC.
 887 HYS STREET, SECOND FLOOR
 SAN FRANCISCO, CA 94108
 (415) 392-8844
 FAX (415) 392-8838



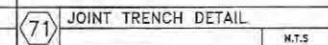
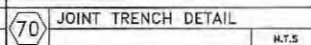
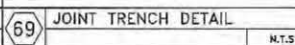
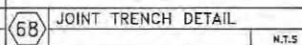
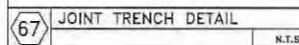
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SL = STREET LIGHT CONDUIT 1.5"
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C = COMCAST CONDUIT 4" OR 2"
P/F = GAS AND FIRE (DTIS) CONDUIT 4"
G = POLICE CONDUIT 4" OR 2"

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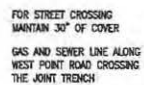
DATE	SEPT 09, 2011
JOB NO.	2007030.A1
DRAWING NUMBER	E-12



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S = SECONDARY CONDUIT 3".
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"

E-13





81 JOINT TRENCH DETAIL

N.T.S



N.T.5



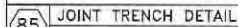
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N.T.S.

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2, THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE RED LINE SHALL BE INSTALLED MAXIMUM OF 8" BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR ITS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO A18T DRAWING FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PAGE DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

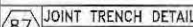
P = PRIMARY CONDUIT 4" OR 6"
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P/F = POLICE AND FIRE (DTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



N.T.S



N.T.5



	N.T.S.
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	N.T.
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	N.T.S.
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N.T.S.

[illegible]

E-15

NBA
ENGINEERING INC.
San Francisco - Oakland - Orange County
297 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CA. 94109
TEL: (415) 203-9840
FAX: (415) 203-9330

AD INVENTOR
A.T.

11

11

DESIGNED BY
FCH.

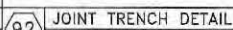
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N.T.S



N.T.S

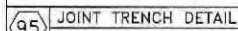


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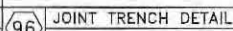


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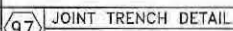
- P = PRIMARY CONDUIT 4" OR 6"
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G = GAS CONDUIT 4" OR 2"



N.T.S



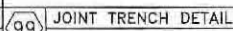
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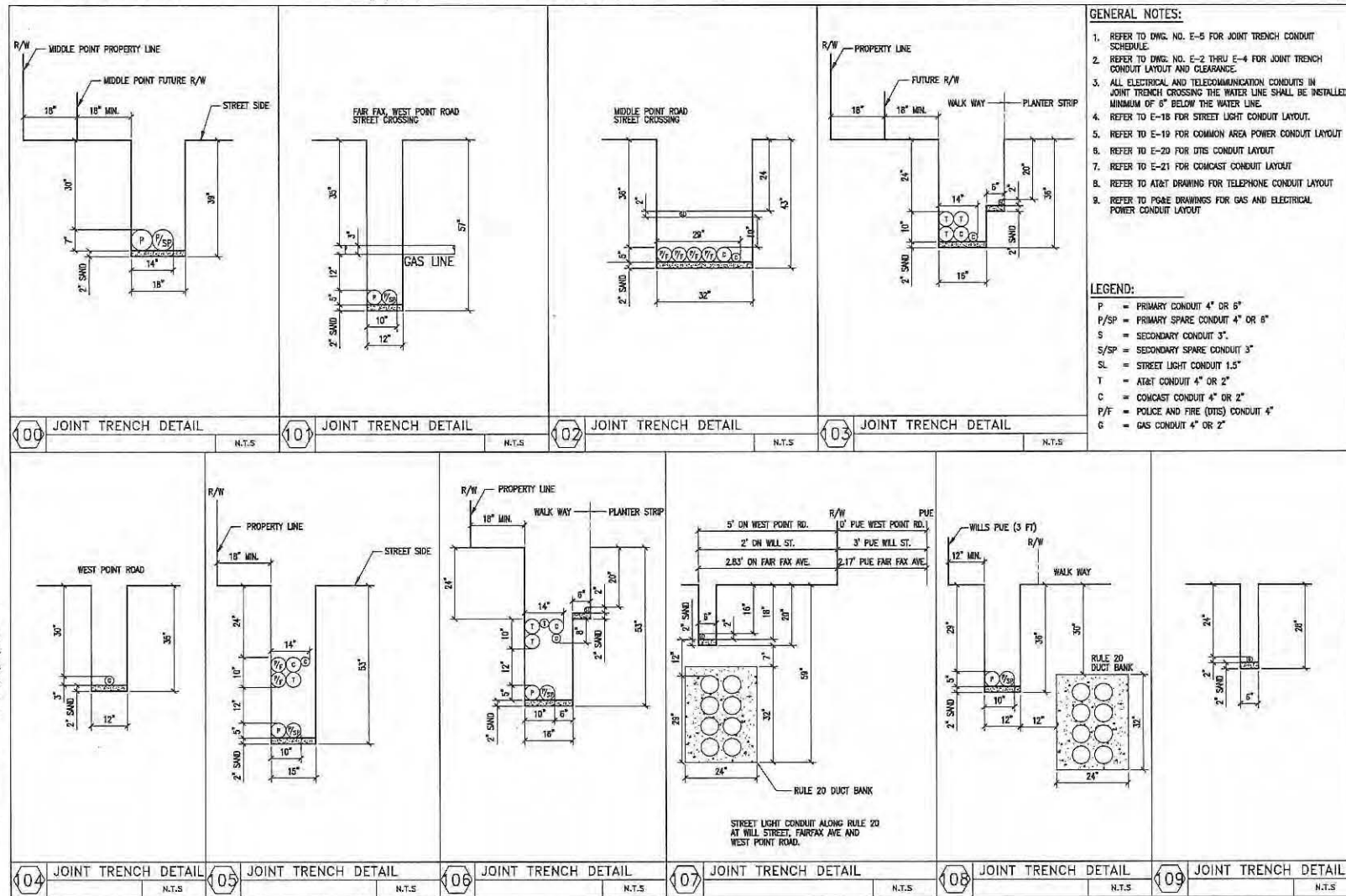


N.T.



N.T.S.

E-16



GENERAL NOTES:

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7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWING FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO POBE DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

LEGEND:

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- P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
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- S/SP = SECONDARY SPARE CONDUIT 3"
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- C = COMCAST CONDUIT 4" OR 2"
- P/F = POLICE AND FIRE (OTIS) CONDUIT 4"
- G = GAS CONDUIT 4" OR 2"

REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	ISS	

DATE: SEPT 09, 2011
JOB NO.: 2007030.A1
DRAWING NUMBER:

E-17

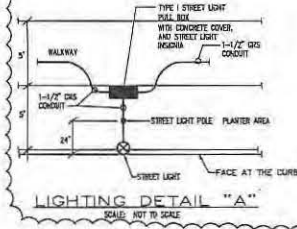
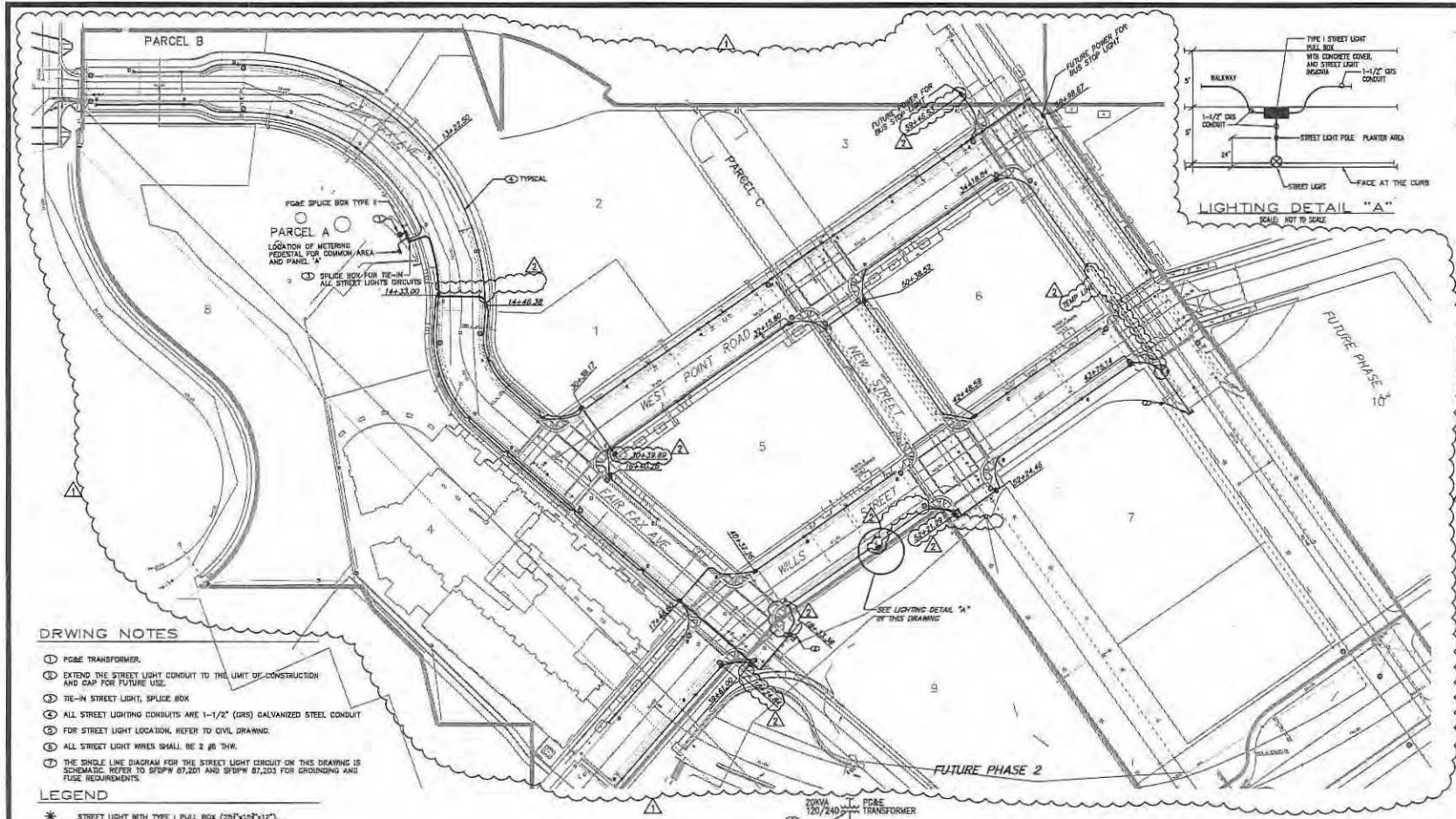
NBA
ENGINEERING INC.
San Francisco, California
1897 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CA 94109
TEL: (415) 262-1840
FAX: (415) 262-9355



DESIGNED BY: JCA
CHECKED BY: JCA
DATE:

HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

1. HUNTERS VIEW PLANS ARE THE PROPERTY OF HUNTERS VIEW PLANS, INC. AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.

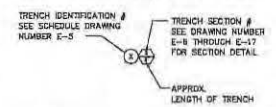


DRAWING NOTES

1. PG&E TRANSFORMER.
2. EXTEND THE STREET LIGHT CONDUIT TO THE LIMIT OF CONSTRUCTION AND CAP FOR FUTURE USE.
3. TIE-IN STREET LIGHT, SPLICE BOX.
4. ALL STREET LIGHTING CONDUITS ARE 1-1/2" (GRS) GALVANIZED STEEL CONDUIT.
5. FOR STREET LIGHT LOCATION, REFER TO CIVIL DRAWING.
6. ALL STREET LIGHT WIRES SHALL BE 2 #6 THW.
7. THE SINGLE LINE DIAGRAM FOR THE STREET LIGHT CIRCUIT ON THIS DRAWING IS SCHEMATIC. REFER TO SFDPM 87,201 AND SFDPM 87,203 FOR GROUNDING AND FUSE REQUIREMENTS.

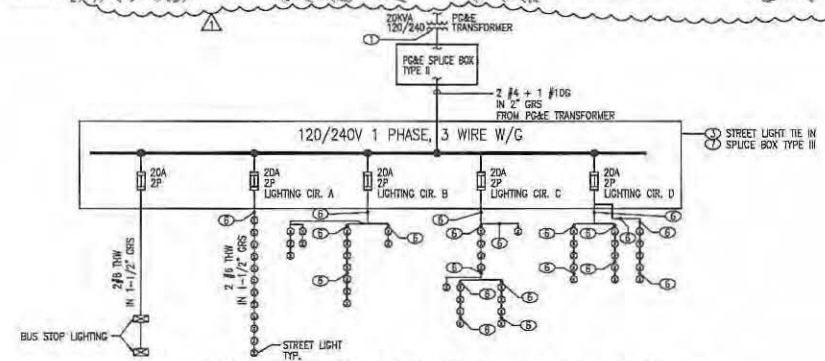
LEGEND

- * STREET LIGHT WITH TYPE I PULL BOX (20"x10"x12").
- PG&E TRANSFORMER.
- ELECTRICAL PULL BOX TYPE II (20"x22"x22").
- STREET LIGHT BOX TYPE I (20"x10"x12").
- PG&E SPLICE BOX TYPE II (20"x17"x20").

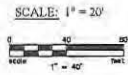


STREET LIGHT GENERAL NOTES

1. STREET LIGHT POLES SHALL BE CENTERED 24" FROM FACE OF CURB.
2. STREET LIGHTS BASED ON BOE/DPW STANDARD PLAN 87,212.
3. PULL BOXES ARE REQUIRED ON BOTH SIDES OF EACH STREET CROSSING.
4. PULL BOXES SHALL BE PRECAST AND PER BOE/DPW STANDARD PLAN 87,201.
5. ELECTRICAL INFO SHOWN ON THIS PLAN IS FOR BIDDING PURPOSE ONLY. REFER TO DRAWING E-8 FOR CONDUIT SCHEDULE.



SINGLE LINE DIAGRAM FOR STREET LIGHT CIRCUIT
N.T.S.



REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	ISS	
2	7-2012	AS-BUILT	

NBA ENGINEERING, INC.
San Francisco - Oakland - San Jose - San Diego
SAN FRANCISCO, CA 94103
TEL: (415) 552-8840
FAX: (415) 552-8849

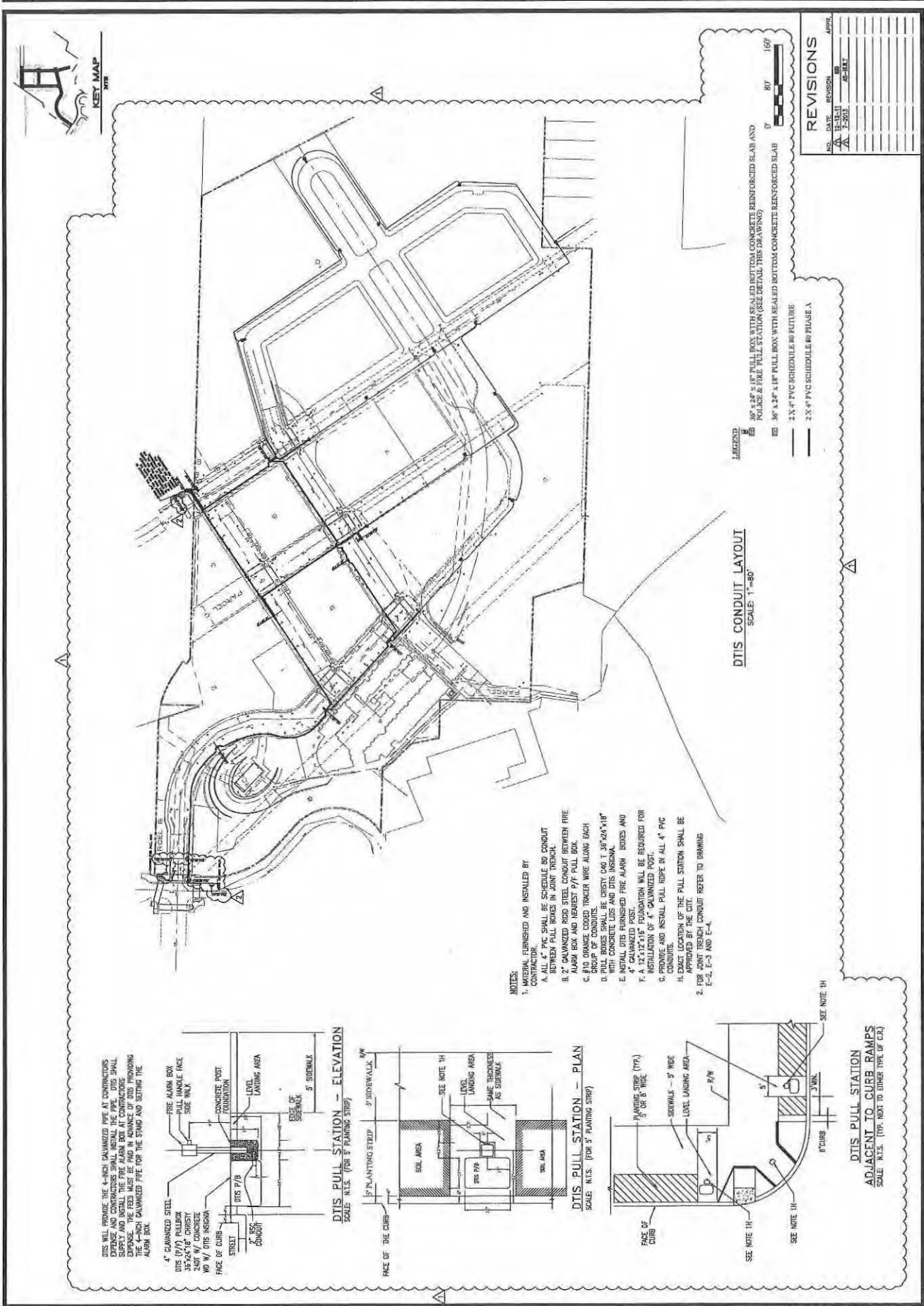
DESIGNED BY: **A.T.**
CHECKED BY: **F.C.H.**
DATE: _____

HUNTERS VIEW
FLASER A-A-1
SAN FRANCISCO, CALIFORNIA

ELECTRICAL LIGHTING CONDUIT LAYOUT

DATE: **SEPT 09, 2011**
JOB NO.: **2507030.A1**
DRAWING NUMBER: **E-18**

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NOTE:

-

NBA
ENGINEERING INC.
San Francisco - Oakland - Orange County
197 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CA 94108
TEL: (415) 202-8840
FAX: (415) 202-8838

DRAWN BY

DATE _____

DESIGNED BY
F. C. M.

10.000

HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA

DATE	SEPT 08, 2011
JOB NO.	2007030.A1
DRAWING NUMBER	

E-21

Bill of Sale

For good and valuable consideration of \$0.00, HV Partners 1, L.P., a California Limited Partnership ("Seller"), does hereby sell, transfer and convey to Pacific Gas and Electric Company ("Buyer"), title to those portions of the facilities which are the identified as Buyer's facilities on the "as built" drawings attached hereto as Schedule 1 ("Personal Property"), subject to the terms and provisions hereof.

Seller has executed this Bill of Sale and bargained, sold, transferred, conveyed and assigned the Personal Property and Buyer has accepted this Bill of Sale and is purchasing the Personal Property: **AS IS AND WHEREEVER LOCATED, WITH ALL FAULTS AND WITHOUT ANY REPRESENTATIONS OR WARRANTIES OF WHATSOEVER NATURE, EXPRESS, IMPLIED OR STATUTORY, EXCEPT AS EXPRESSLY SET FORTH HEREIN BELOW, IT BEING THE INTENTION OF THE SELLER AND BUYER TO EXPRESSLY NEGATE AND EXCLUDE ALL WARRANTIES WHATSOEVER, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.**

Seller hereby assigns all warranties and guaranties relating to the construction of the Personal Property that were given by the independent contractor hired by Seller to construct the Personal Property. As used herein the term "**Correction Period**" shall mean one (1) year after "**Final Completion**" (as hereinafter defined). Seller shall, to Buyer's reasonable satisfaction, and provided that such work is not the subject of a warranty or guaranty assigned by Seller to Buyer, re-execute or otherwise remedy any defects in the Personal Property due to faulty workmanship that become apparent during the Correction Period. As used herein, the term "**Final Completion**" shall mean May 9, 2017.

Dated this 21st day of June, 2019.

Signatures on following page.

SELLER

HV PARTNERS 1, LP,
a California limited partnership

By: HUNTERS POINT AFFORDABLE HOUSING, INC.,
a California nonprofit public benefit
corporation,
its managing general partner

By: Larry B. Hollingsworth (inc.)
Larry B. Hollingsworth
President

By: JSCo HUNTERS VIEW LLC,
a California limited liability company,
its co-general partner

By: JOHN STEWART COMPANY,
a California corporation,
its managing member

By: Jack D. Gardner
Jack D. Gardner
President

By: HV AMANI LLC,
a California limited liability company,
its co-general partner

By: DEVINE & GONG, INC.,
a California corporation,
its managing member

By: Chan U Lee
Chan U Lee
President

SCHEDULE 1

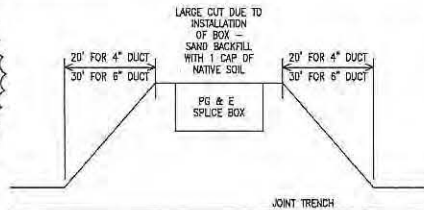
As Built Plans entitled:

Hunters View Phase I Joint Trench Plans
Sheets E-1 through E-21

Prepared by: NBA Engineering, Inc.

DRAWING INDEX

E-1	LEGEND, ABBREVIATIONS, DRAWING INDEX, AND GENERAL NOTES
E-2	JOINT TRENCH PLAN
E-3	JOINT TRENCH PLAN
E-4	JOINT TRENCH PLAN
E-5	JOINT TRENCH CONDUIT SCHEDULE
E-6	JOINT TRENCH DETAILS
E-7	JOINT TRENCH DETAILS
E-8	JOINT TRENCH DETAILS
E-9	JOINT TRENCH DETAILS
E-10	JOINT TRENCH DETAILS
E-11	JOINT TRENCH DETAILS
E-12	JOINT TRENCH DETAILS
E-13	JOINT TRENCH DETAILS
E-14	JOINT TRENCH DETAILS
E-15	JOINT TRENCH DETAILS
E-16	JOINT TRENCH DETAILS
E-17	JOINT TRENCH DETAILS
E-18	ELECTRICAL LIGHTING CONDUIT LAYOUT
E-19	COMMON AREA POWER CONDUIT LAYOUT
E-20	DTIS CONDUIT LAYOUT
E-21	COMCAST CONDUIT LAYOUT



ABBREVIATIONS

AC	INTERRUPTING CAPACITY
C	COMCAST CONDUIT 4\"/>

SUBSTRUCTURE VERIFICATION

TRENCHING AGENT

PROPER DEPTH OF TRENCH AND SUBSTRUCTURES ARE IMPERATIVE TO THE DESIGN OF OUR UTILITY DISTRIBUTION SYSTEM.

IF A VARIANCE IS NECESSARY PLEASE NOTIFY PG&E SO THAT OUR INSPECTOR OR ENGINEERING DEPARTMENT CAN APPROVE AND INITIAL THOSE SECTIONS OF TRENCH AND/OR SUBSTRUCTURES WHICH DO NOT COMPLY WITH THE ORIGINAL DESIGN. THIS MUST BE DONE PRIOR TO INSTALLATION OF ANY SUBSTRUCTURES.

THE TRENCHING AGENT WILL BE HELD RESPONSIBLE FOR ANY UNAPPROVED DESIGN CHANGES IN TRENCH OR SUBSTRUCTURE DEPTH OR CONFIGURATION.

THIS DOES NOT SUPERCEDE, BUT IS IN ADDITION TO ANY OF THE NORMAL TRENCH INSPECTIONS YOUR PROJECT MAY REQUIRE.

DESIGN CHANGE COMPONENT
ANY CHANGES TO THIS DESIGN
MUST BE APPROVED BY

MARIO MELENDEZ 1-415-695-3518
SAN FRANCISCO
PG&E GAS ADE

LEGEND

⊙	SURFACE MOUNT TRANSFORMER 12KV-120/240V, 1PHASE, 3W
⊙	SURFACE MOUNT TRANSFORMER 12KV-120/240V, 3PHASE, 4W
1	PRIMARY UNDERGROUND EQUIPMENT ENCLOSURE, TYPE I, 3' x 5' x 4' 6"
7	PRIMARY UNDERGROUND EQUIPMENT ENCLOSURE TYPE II, 4'-6" x 5'-6" x 5'-0"
■	ELECTRICAL STREET LIGHT TYPE I PULL BOX 25 1/4" x 15 3/4" x 12"
PG&E	PG&E TIE IN SPLICE BOX TYPE II, 30" x 17" x 25"
■	TIE-IN STREET LIGHT SPLICE BOX TYPE III (35 1/4" x 22 1/4" x 12" x 10") EXTENSION
DTIS	POLICE AND FIRE ALARM PULL BOX (DTIS - PULLBOX) 36" x 24" x 18" CRISTY C40T WITH CONCRETE COVER AND DTIS INSIGNIA
■	FIRE ALARM PULLBOX WITH PULL STANCHION
□	AT&T PULL BOX
□	COMCAST PULL BOX
↓	GROUND ROD - 3/4" x 12' LONG ON PRIMARY UNDERGROUND EQUIPMENT ENCLOSURE GROUND ROD - 5/8" x 10' LONG ON SECONDARY UNDERGROUND EQUIPMENT ENCLOSURE
■	METERING PEDESTAL
■	AT&T SWITCH BOARD MAIN DISTRIBUTION
— —	INLINE FUSE
□	UTILITY CABINET
—	PROPOSED TRENCH ROUTE
—G—	EXISTING GAS LINE
—W—	WATCH LINE
T1	17"x30"x26" W/POLYMER COVER
T2	24"x36"x42" W/POLYMER COVER
T3	30"x48"x36" W/POLYMER COVER
T4	30"x60"x36" W/POLYMER COVER
T5	36"x60"x48" WITH STEEL HANG OVER

GENERAL NOTES:

- ALL ELECTRICAL WORK SHALL COMPLY WITH THE CURRENT APPROVED EDITION OF THE NATIONAL ELECTRICAL CODE, AS AMENDED BY LOCAL ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE ELECTRICAL CODE REQUIREMENTS WITH THE AUTHORITY HAVING JURISDICTION.
- THE CONTRACTOR, PRIOR TO BIDDING, SHALL VISIT THE JOB SITE TO BE FAMILIARIZED WITH THE EXISTING UTILITIES INSTALLATIONS, CONDITIONS, AND SYSTEMS RELATED TO THE SCOPE OF WORK.
- THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, FEES AND EQUIPMENT SPECIFIED, INDICATED OR IMPLIED IN THESE DOCUMENTS TO ACCOMPLISH THE CONSTRUCTION IN A PROFESSIONAL, WORKMANLIKE MANNER. ANY DISCREPANCIES BETWEEN THE CONSTRUCTION TASKS INDICATED AND LOCAL CODES AND/OR ORDINANCES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE GENERAL CONTRACTOR FOR RESOLUTION BEFORE PROCEEDING WITH THE WORK AT ISSUE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL REQUIRED ELECTRICAL PERMITS AND INSPECTIONS.
- THE CONTRACTOR SHALL REVIEW AND COORDINATE WITH OTHER DISCIPLINES DRAWINGS RELATED TO THE PROJECT FOR OTHER WORK TO BE PROVIDED.
- ANY WORK INSTALLED INCORRECTLY, OR BEFORE APPROVAL HAS BEEN OFFICIALLY GRANTED FOR THOSE ITEMS AT ISSUE, SHALL BE CORRECTED BY THE ELECTRICAL CONTRACTOR AT NO CHARGE TO CLIENT.
- ALL MATERIALS AND EQUIPMENT FURNISHED BY THE CONTRACTOR SHALL BE NEW AND COMPLETELY SERVICEABLE UNLESS OTHERWISE SPECIFIED.
- CONTRACTOR SHALL BE COMPLETELY FAMILIAR WITH EXISTING CONDITIONS BEFORE STARTING NEW WORK. VERIFY FINAL PLACEMENT AND CONNECTION REQUIREMENTS PRIOR TO ROUGHING-IN EQUIPMENT.
- FINAL ACCEPTANCE OF WORK IN PLACE SHALL BE SUBJECT TO APPROVAL BY OWNER'S REPRESENTATIVE AND ENGINEER. INSTALLATION APPROVAL SHALL BE BASED ON APPROVED SUBMITTAL, SHOP DRAWINGS AND LOCAL INSPECTION.
- ALL WORK SHOWN ON DRAWINGS IS IN PART SCHEMATIC, INTENDED TO CONVEY SCOPE OF WORK AND GENERAL LAYOUT. CONDUIT ROUTING SHOWN IS ESSENTIALLY DIAGRAMMATIC. CONTRACTOR IS REQUIRED TO SUBMIT SHOP DRAWINGS FOR CONDUIT ROUTING IN THE JOINT TRENCH TO THE ENGINEER AND GET THE APPROVAL PRIOR TO INSTALLATION.
- ALL JOINT TRENCH CONDUIT SHALL COMPLY WITH PG&E GREEN BOOK 2010 STANDARD 55453.
- CONTRACTOR SHALL INSTALL 3/4"x12" GROUND RODS IN ALL PRIMARY SUBSURFACE ENCLOSURES AND 5/8"x10" GROUND RODS IN ALL SECONDARY SUBSURFACE ENCLOSURES. THE RESISTANCE AT THE GROUND ROD SHALL MEET ARTICLE 250.56 NEC.
- ALL CONDUITS SYSTEMS SHALL BE PROVEN BY USING MANDRELS.
- ALL CONDUITS SHALL ENTER AND LEAVE ON THE SIDES OF THE PRIMARY ENCLOSURES.
- PRIMARY AND SECONDARY CONCRETE ENCLOSURES SHOULD NOT BE INSTALLED IN ANY DRIVEWAY AREA(S).
- WEDGE REDUCERS ARE REQUIRED IF THE CONDUIT KNOCKOUTS ARE 6" AND THE CONDUITS ARE 4".
- THE PUE WILL BE SECURED BY OWNER.

REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	BB	

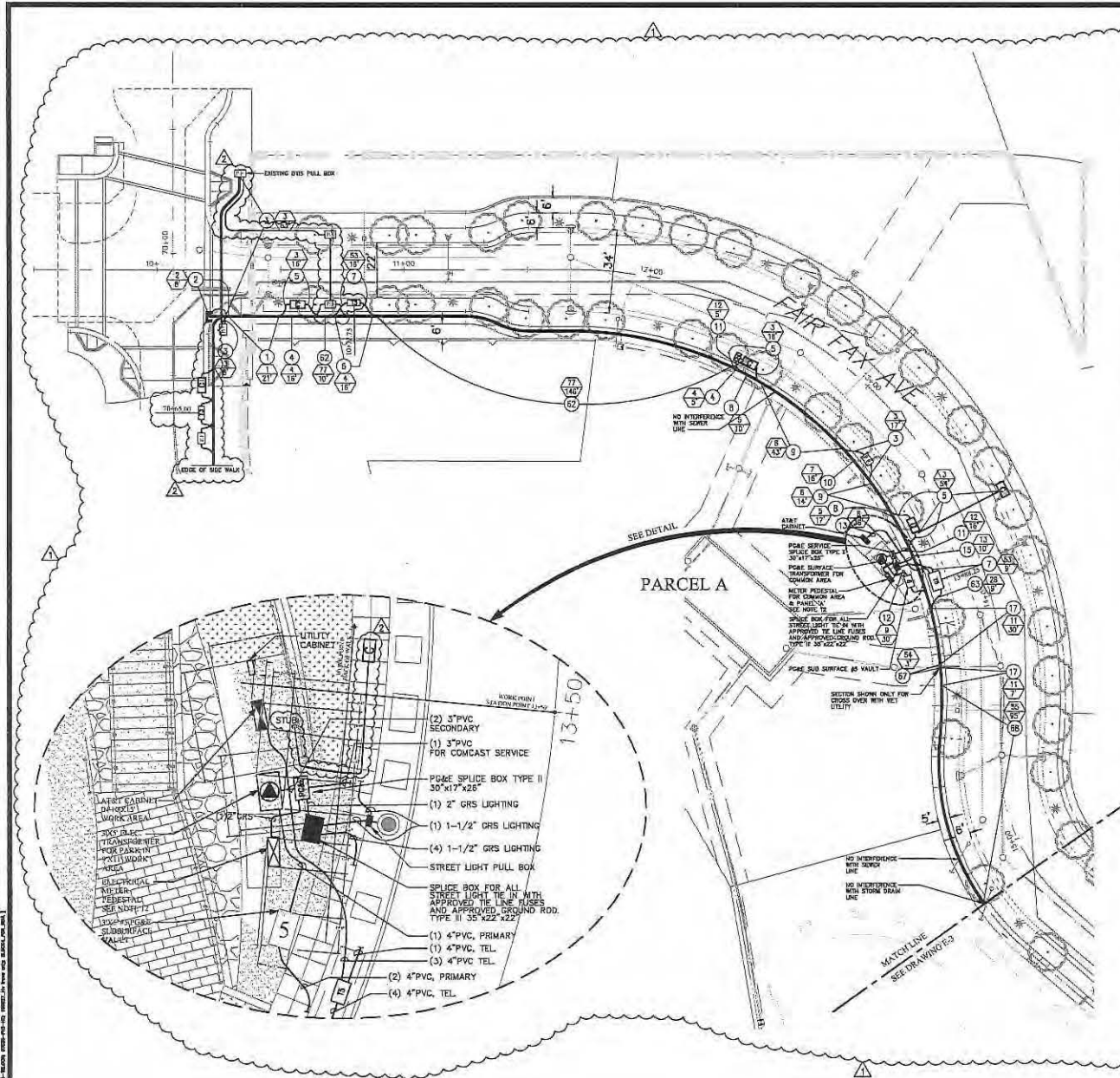
NBA
ENGINEERING INC.
887 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CALIFORNIA 94109
TEL: (415) 392-5840
FAX: (415) 392-5830

DESIGNED BY
CHECKED BY
DATE

HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
DRAWING INDEX, ABBREVIATION AND LEGEND

DATE
JOB NO.
DRAWING NUMBER

E-1

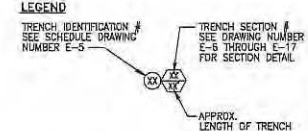
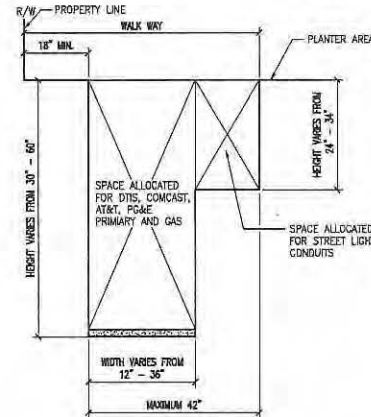


- NOTES**
1. REFER TO E-1 FOR GENERAL NOTES AND LEGEND.
 2. FOR JOINT TRENCH DETAIL, SEE DRAWINGS E-6 THROUGH E-17.
 3. FOR JOINT TRENCH CONDUIT SCHEDULE SEE DRAWINGS E-3.
 4. FOR LOCATION OF COMMON AREA CONDUIT LAYOUT, COMCAST ELECTRICAL POWER, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DRAWING E-19.
 5. FOR LOCATION OF SERVICE TO STREET LIGHTS AND STREET LIGHTS CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DWG E-18.
 6. FOR DTS CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DRAWING E-20.
 7. FOR COMCAST CONDUIT LAYOUT, LOCATION AND SIZE OF ASSOCIATED PULL BOXES SEE DRAWING E-21.
 8. FOR AT&T CONDUIT LAYOUT AND SIZE OF PULL BOXES SEE AT&T DRAWING.
 9. FOR GAS CONDUIT LAYOUT SEE PG&E GAS DRAWING.
 10. FOR ELECTRICAL POWER CONDUIT LAYOUT SEE PG&E ELECTRICAL CONDUIT LAYOUT DRAWING.
 11. FOR METERING PEDESTAL AND PANEL 'A' SEE DRAWING E-15.
 12. ELECTRICAL METER PEDESTAL SHALL BE INSTALLED BY PARK CONTRACTOR AND IS NOT PART OF THIS CONTRACT.
 13. WHERE THERE IS AN EXISTING CONFLICT BETWEEN PG&E AND AT&T MINIMUM CLEARANCE, THE MOST RESTRICTIVE CLEARANCE APPLIES.



MINIMUM CLEARANCE AND COVER					
	EF	ES	24V TEL	FG	COVER
ELEC. PRIMARY	5'	12'	12'	12'	30" - 36" STREET
ELEC. SECONDARY	5'	12'	12'	12'	18" - 24" STREET
DATA	12"	12"	1"	12"	18"
TELEPHONE	12"	12"	1"	12"	24" - 30" STREET
WIRE/PLUMB	12"	12"	1"	12"	24" - 30" STREET
GAS	12"	12"	12"	12"	24"

MINIMUM BEND RADIUS		
CONDUIT DIAMETER	VERTICAL BEND	HORIZONTAL BEND
2"	24"	36"
4"	36"	36"
6"	36"	36"
8"	36"	36"



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NO.	DATE	REVISION	APPR.
1	12-12-11	REV	
2	7-2013	AS-BUILT	

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 887 HAY STREET, SECOND FLOOR
 SAN FRANCISCO, CA 94102
 TEL (415) 392-8848
 FAX (415) 392-8838

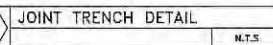
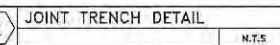
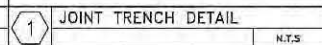
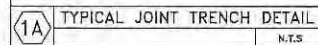
DESIGNED BY: **ALL**
 CHECKED BY: **ALL**
 DATE: **SEP 09, 2011**

HUNTERS VIEW
 PHASE 1 INFRASTRUCTURE
 SAN FRANCISCO, CALIFORNIA

JOINT TRENCH PLAN

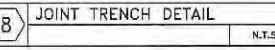
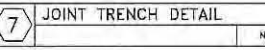
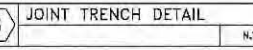
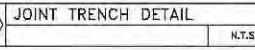
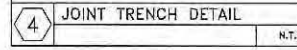
DATE: **SEP 09, 2011**
 JOB NO: **2007030.A1**
 DRAWING NUMBER: **E-2**

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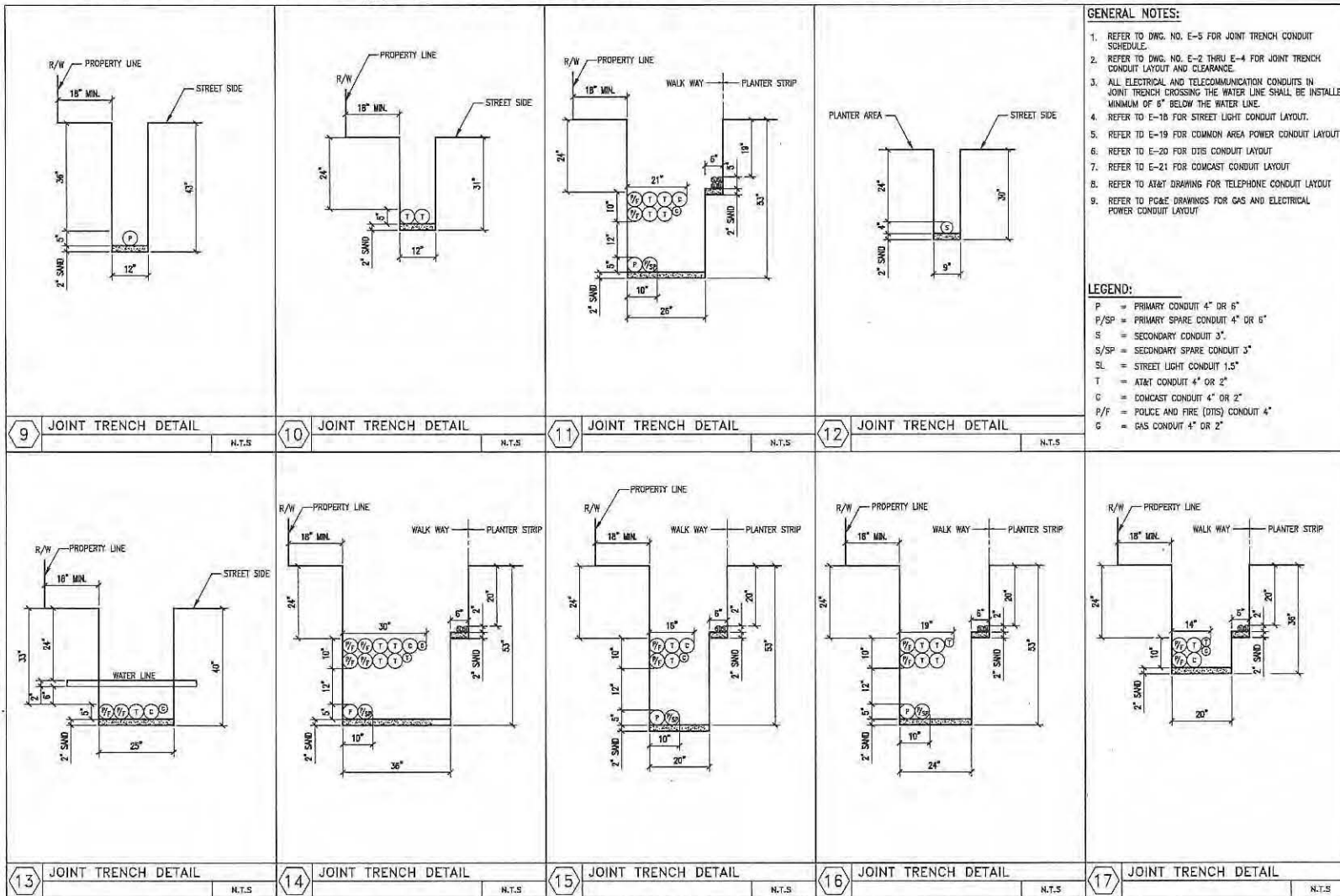


- LEGEND:**

- P = PRIMARY CONDUIT 4" OR 8"
P/S/P = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3".
S/S/P = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



DATE	SEPT 08, 2011
JOB NO.	2007030.A1
DRAWING NUMBER	E-6



GENERAL NOTES:

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 6" BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR DIS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWINGS FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

LEGEND:

- P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3"
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"

REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11	ISS	

NBA
ENGINEERING, INC.
SAN FRANCISCO, CALIFORNIA
487 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CA 94102
TEL: (415) 302-1840
FAX: (415) 302-1825

DRAWN BY
A1

DATE



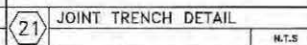
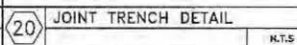
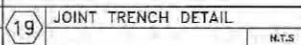
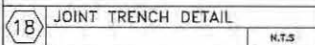
DESIGNED BY
A1

CHECKED BY

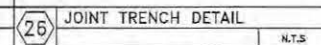
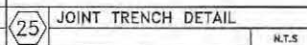
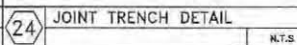
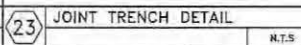
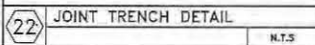
HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

DATE
SEPT 09, 2011
JOB NO.
2007030.A1
DRAWING NUMBER

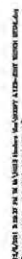
E-7



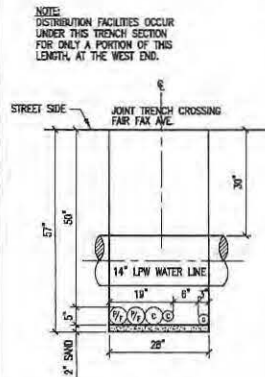
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G = GAS CONDUIT 4" OR 2"



DATE	SEPT 09, 201
JOB NO.	2007030.A1
DRAWING NUMBER	E-8

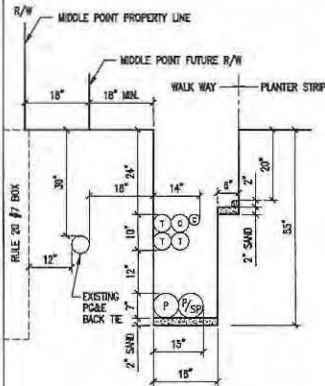


NOTE:
DISTRIBUTION FACILITIES OCCUR
UNDER THIS TRENCH SECTION
FOR ONLY A PORTION OF THIS
LENGTH, AT THE WEST END.



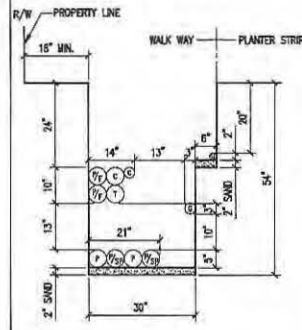
36 JOINT TRENCH DETAIL

N.T.S.



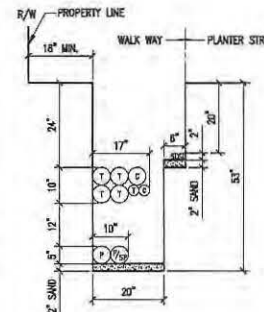
37 JOINT TRENCH DETAIL

N.T.S.



38 JOINT TRENCH DETAIL

N.T.S.



39 JOINT TRENCH DETAIL

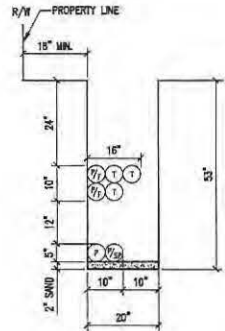
N.T.S.

GENERAL NOTES:

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 6\"/>

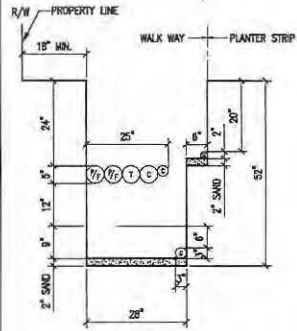
LEGEND:

- P = PRIMARY CONDUIT 4\"/>



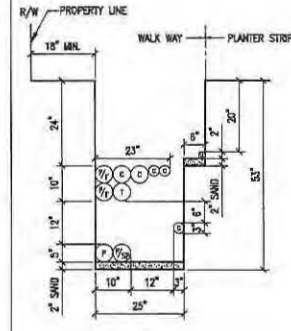
40 JOINT TRENCH DETAIL

N.T.S.



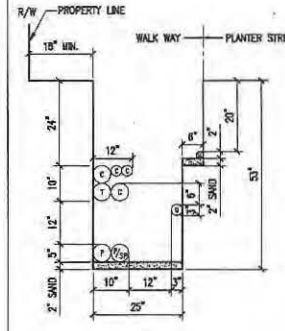
41 JOINT TRENCH DETAIL

N.T.S.



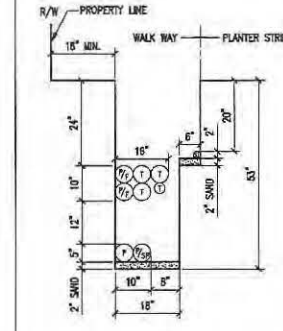
42 JOINT TRENCH DETAIL

N.T.S.



43 JOINT TRENCH DETAIL

N.T.S.



44 JOINT TRENCH DETAIL

N.T.S.

REVISIONS

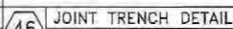
NO.	DATE	REVISION	APPR.
1	12-12-11	BB	

NBA
ENGINEERING, INC.
1000 CALIFORNIA STREET, SUITE 200
SAN FRANCISCO, CA 94109
TEL: (415) 774-1000
FAX: (415) 774-1001

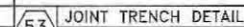
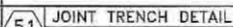
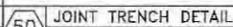
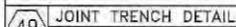
DRAWN BY: A.T.
CHECKED BY: [Signature]
DATE: [Blank]
[Professional Engineer Seal]

HUNTERS VIEW
PHASE 1, INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS

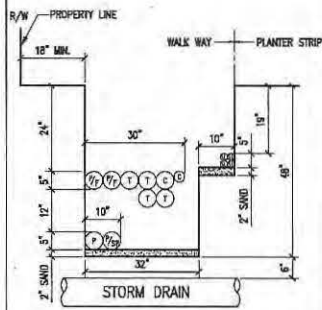
DATE: SEPT 09, 2011
JOB NO.: 2007030.A1
DRAWING NUMBER:
E-10



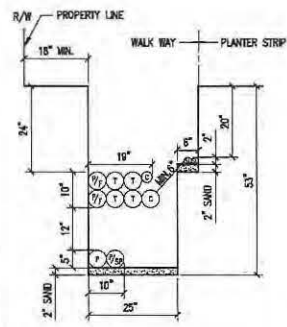
- P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3".
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (UTS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"

E-11

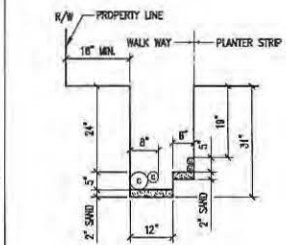
14-00000 1/2" x 1/4" or 1/4" x 1/2" (unless specified) 1/4" x 1/2" (unless specified) 1/4" x 1/2" (unless specified)



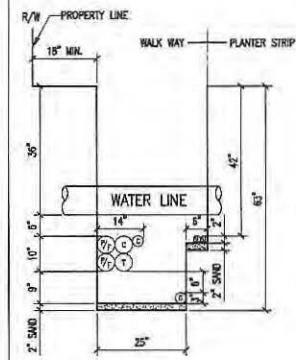
54 JOINT TRENCH DETAIL
N.T.S.



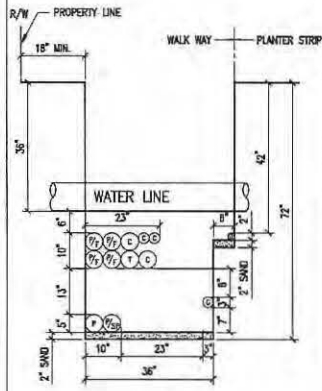
55 JOINT TRENCH DETAIL
N.T.S.



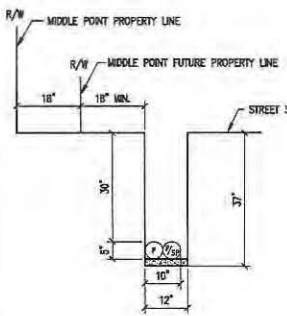
56 JOINT TRENCH DETAIL
N.T.S.



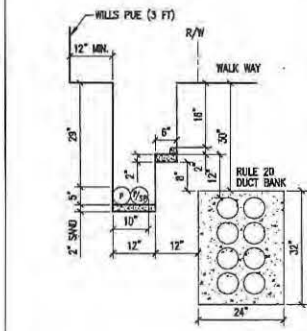
57 JOINT TRENCH DETAIL
N.T.S.



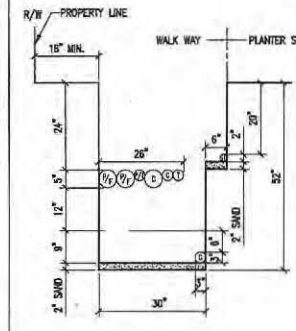
58 JOINT TRENCH DETAIL
N.T.S.



59 JOINT TRENCH DETAIL
N.T.S.



60 JOINT TRENCH DETAIL
N.T.S.



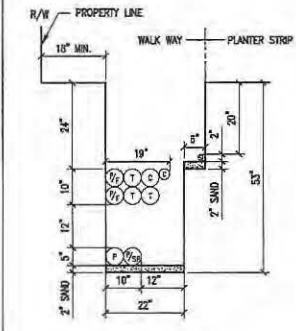
61 JOINT TRENCH DETAIL
N.T.S.

GENERAL NOTES:

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 8" BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR DTS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWINGS FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

LEGEND:

P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3"
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DTS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



62 JOINT TRENCH DETAIL
N.T.S.

REVISIONS			
NO.	DATE	REVISION	APPR.
1	12-12-11		

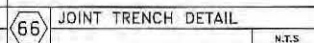
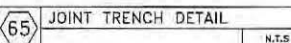
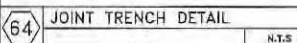
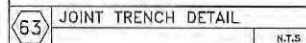
HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
STREET LIGHT & COMMON AREA
JOINT TRENCH DETAILS

REVISIONS

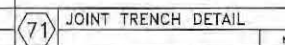
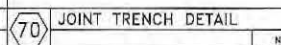
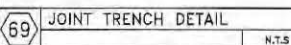
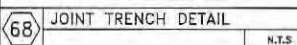
NO.	DATE	REVISION	APPR.
1	12-12-11		

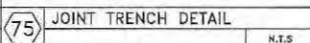
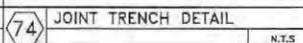
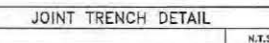
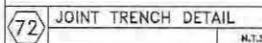
E-12

NBA ENGINEERING, INC.
887 JONES STREET, SECOND FLOOR
SAN FRANCISCO, CALIFORNIA 94103
TEL: (415) 202-5840
FAX: (415) 202-5839

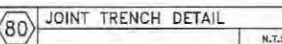
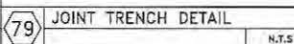
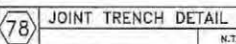
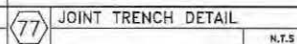
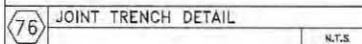


- P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3".
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (OTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"

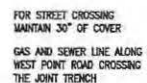
E-13



- P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3".
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (UTS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



DATE	SEPT 08, 2011
JOB NO.	2007030.A1
DRAWING NUMBER	E-14



N.T.S



1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED 18" BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR ITS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AS26 DRAWING FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PAGE DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3"
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DTS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



N.T.S.

NTS

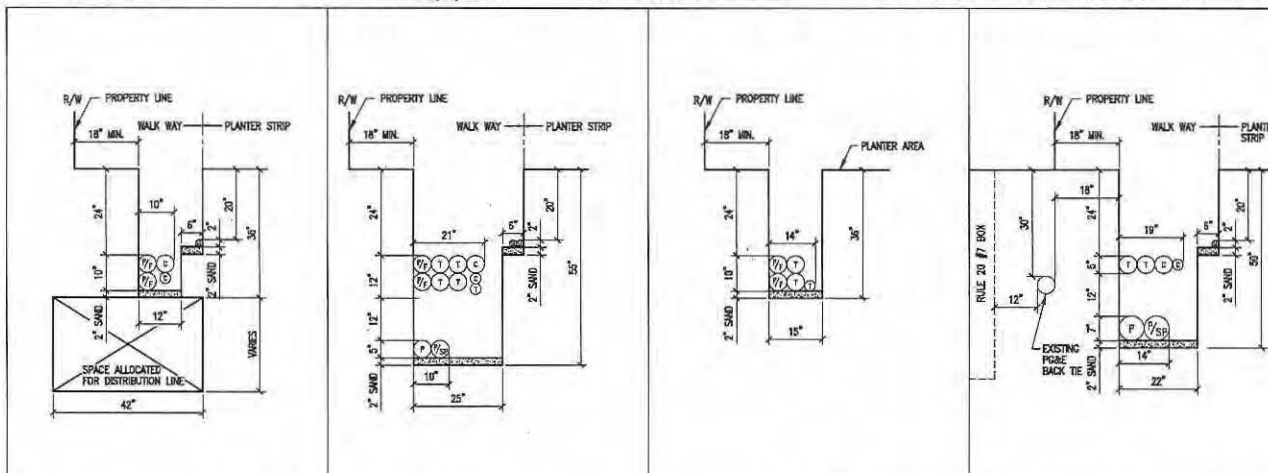
N.T.S.

[illegible]

E-15

NBA
ENGINEERING, INC.
San Francisco - Oakland - Emeryville
337 HYDE STREET, SECOND FLOOR
SAN FRANCISCO, CA. 94102
TEL: (415) 202-1141
FAX: (415) 202-0841

1/25/2017 4:53:48 PM W:\Projects\Hunters View\Drawings\Joint Trench Details.dwg User: jayr... Plot: 1/25/2017 4:53:48 PM

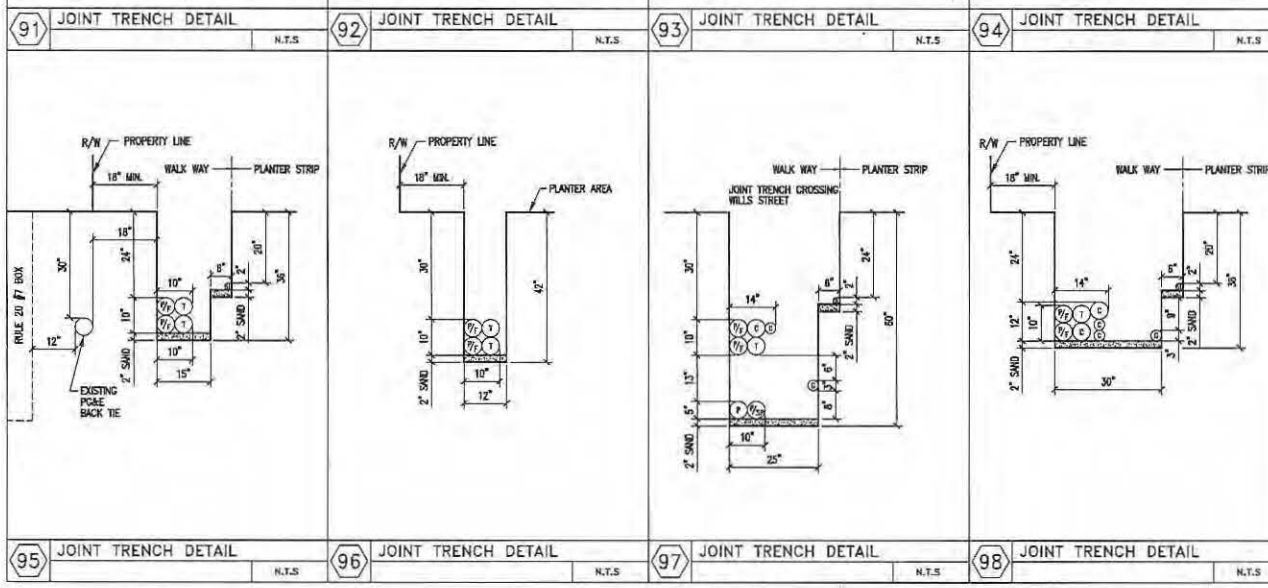


GENERAL NOTES:

1. REFER TO DWG. NO. E-5 FOR JOINT TRENCH CONDUIT SCHEDULE.
2. REFER TO DWG. NO. E-2 THRU E-4 FOR JOINT TRENCH CONDUIT LAYOUT AND CLEARANCE.
3. ALL ELECTRICAL AND TELECOMMUNICATION CONDUITS IN JOINT TRENCH CROSSING THE WATER LINE SHALL BE INSTALLED MINIMUM OF 6" BELOW THE WATER LINE.
4. REFER TO E-18 FOR STREET LIGHT CONDUIT LAYOUT.
5. REFER TO E-19 FOR COMMON AREA POWER CONDUIT LAYOUT.
6. REFER TO E-20 FOR DTIS CONDUIT LAYOUT.
7. REFER TO E-21 FOR COMCAST CONDUIT LAYOUT.
8. REFER TO AT&T DRAWINGS FOR TELEPHONE CONDUIT LAYOUT.
9. REFER TO PG&E DRAWINGS FOR GAS AND ELECTRICAL POWER CONDUIT LAYOUT.

LEGEND:

P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3"
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"



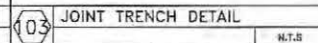
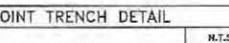
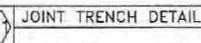
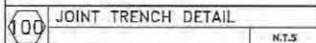
REVISIONS

NO.	DATE	REVISION	APPR.
1	12-12-11		

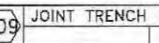
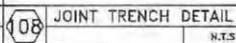
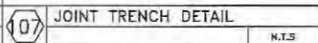
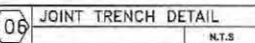
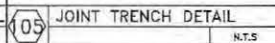
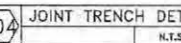
DATE: SEPT 09, 2011
JOB NO.: 1007030A1
DRAWING NUMBER: E-16

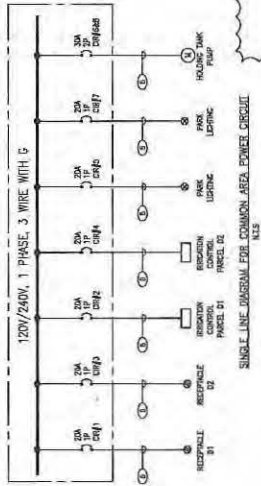
NBA
ENGINEERING, INC.
807 HINE STREET, SECOND FLOOR
SAN FRANCISCO, CA 94103
TEL: (415) 207-1840
FAX: (415) 207-1838

DRAWN BY: JLT
CHECKED BY: JLT
DATE: 12-12-11
1007030A1
HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
JOINT TRENCH DETAILS



- P = PRIMARY CONDUIT 4" OR 6"
P/SP = PRIMARY SPARE CONDUIT 4" OR 6"
S = SECONDARY CONDUIT 3".
S/SP = SECONDARY SPARE CONDUIT 3"
SL = STREET LIGHT CONDUIT 1.5"
T = AT&T CONDUIT 4" OR 2"
C = COMCAST CONDUIT 4" OR 2"
P/F = POLICE AND FIRE (DTIS) CONDUIT 4"
G = GAS CONDUIT 4" OR 2"

E-17



REVISIONS

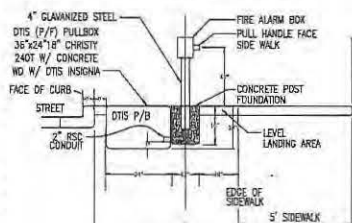
[illegible]

- ① POSE ELECTRICAL SPACE BOX TYPE 11 (30" x 17" x 20").
- ② EXTEND THE POWER PVC CONDUIT TO THE LIMIT OF CONSTRUCTION AND CAP PER FUTURE USE.
- ③ FUTURE UNDER GROUND PVC CONDUIT.
- ④ FOR JOINT TRENCH LAYOUT SEE DRAWINGS E-2, E-3 AND E-4.
- ⑤ ALL COMMON AREA POWER AND IRRIGATION CONTROL CONDUITS SHOWN IN THIS DRAWING ARE 2" PVC SCHEDULE 40.
- ⑥ ALL COMMON AREA POWER & IRRIGATION CONTROL PANEL WIRING SHALL BE 24-HOUR THIN.

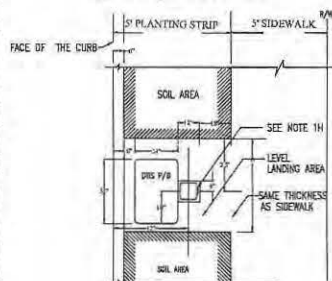
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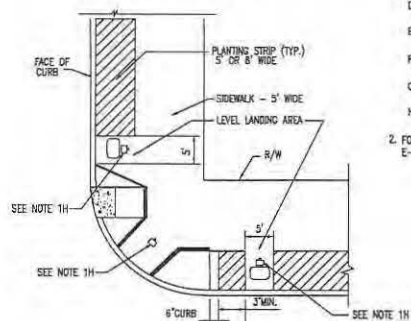
DTIS WILL PROVIDE THE 4-INCH GALVANIZED PIPE AT CONTRACTORS EXPENSE AND CONTRACTORS SHALL INSTALL THE PIPE. DTIS SHALL SUPPLY AND INSTALL THE FIRE ALARM BOX AT CONTRACTORS EXPENSE. THE FEES MUST BE PAID IN ADVANCE OF DTIS PROVIDING THE 4-INCH GALVANIZED PIPE FOR THE STAND AND SETTING THE ALARM BOX.



DTIS PULL STATION - ELEVATION
SCALE: N.T.S. (FOR 5' PLANTING STRIP)



DTIS PULL STATION - PLAN
SCALE: N.T.S. (FOR 5' PLANTING STRIP)



**DTIS PULL STATION
ADJACENT TO CURB RAMPS**
SCALE: N.T.S. (TYP. NEXT TO EITHER TYPE OF C.R.)

NOTES:

1. MATERIAL FURNISHED AND INSTALLED BY CONTRACTOR.
 - A. ALL 4" PVC SHALL BE SCHEDULE 80 CONDUIT BETWEEN PULL BOXES IN JOINT TRENCH.
 - B. 2" GALVANIZED RIGID STEEL CONDUIT BETWEEN FIRE ALARM BOX AND NEAREST P/F PULL BOX.
 - C. #10 ORANGE CODED TRACER WIRE ALONG EACH GROUP OF CONDUITS.
 - D. PULL BOXES SHALL BE CRISTY CAD T 3/8" x 24" x 18" WITH CONCRETE LUGS AND DTIS INSIGNA.
 - E. INSTALL DTIS FURNISHED FIRE ALARM BOXES AND 4" GALVANIZED POST.
 - F. A 12" x 12" x 18" FOUNDATION WILL BE REQUIRED FOR INSTALLATION OF 4" GALVANIZED POST.
 - G. PROVIDE AND INSTALL PULL ROPE IN ALL 4" PVC CONDUITS.
 - H. EXACT LOCATION OF THE PULL STATION SHALL BE APPROVED BY THE CITY.
2. FOR JOINT TRENCH CONDUIT REFER TO DRAWING E-2, E-3 AND E-4.

DTIS CONDUIT LAYOUT
SCALE: 1"=80'

LEGEND

- 36" x 24" x 18" PULL BOX WITH SEALED BOTTOM CONCRETE REINFORCED SLAB AND POLICE & FIRE PULL STATION (SEE DETAIL THIS DRAWING)
- 36" x 24" x 18" PULL BOX WITH SEALED BOTTOM CONCRETE REINFORCED SLAB
- 2" x 4" PVC SCHEDULE 80 FUTURE
- 2" x 4" PVC SCHEDULE 80 PHASE A

REVISIONS

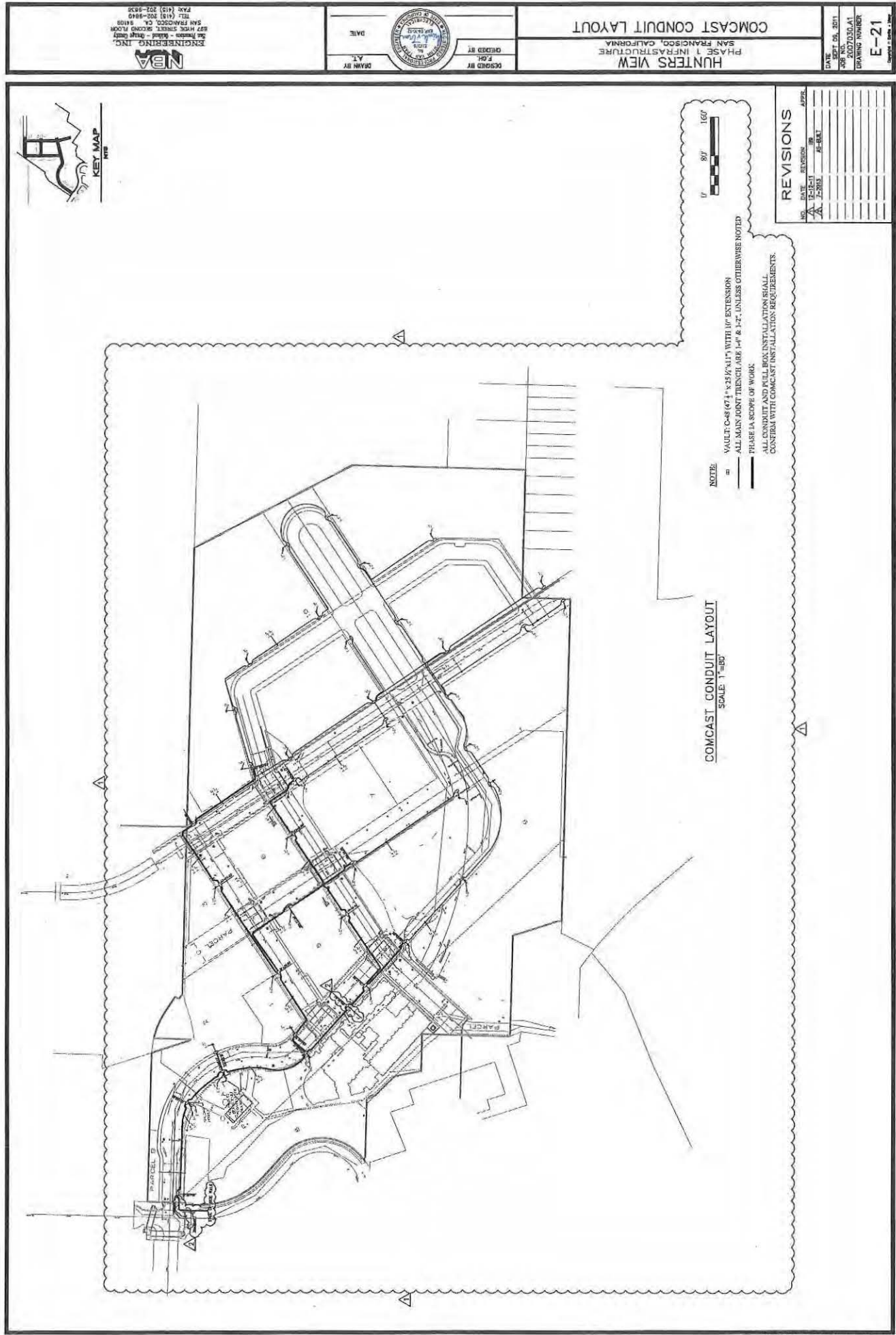
NO.	DATE	REVISION	APPR.
1	12-12-11	BY	
2	7-2013	AS-BUILT	

NBA
ENGINEERING
300 MARKET STREET, SECOND FLOOR
SAN FRANCISCO, CALIFORNIA 94102
TEL: (415) 398-8840
FAX: (415) 398-8840

DESIGNED BY
F.C.H.
CHECKED BY
DATE
DRAWN BY
A.T.
DATE

HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
DTIS CONDUIT LAYOUT

DATE
SEPT. 09, 2011
JOB NO.
2007030A1
DRAWING NUMBER
E-20



COMCAST CONDUIT LAYOUT
SCALE: 1"=50'

0' 50' 100'

NOTE:
= VAULT C-48 (24"x24"x11") WITH 10" EXTENSION
= ALL MAIN JOINT TRENCH ARE 1'-4" & 1'-2" UNLESS OTHERWISE NOTED
= THESE IS SCOPE OF WORK
ALL CONDUIT AND PULL BOX INSTALLATION SHALL
CONFORM WITH CONDUIT INSTALLATION REQUIREMENTS.

REVISIONS

NO.	DATE	REVISION	APPROVED
1	12-15-11	AS-BUILT	
2	12-28-11	AS-BUILT	
3			
4			
5			
6			
7			
8			
9			
10			

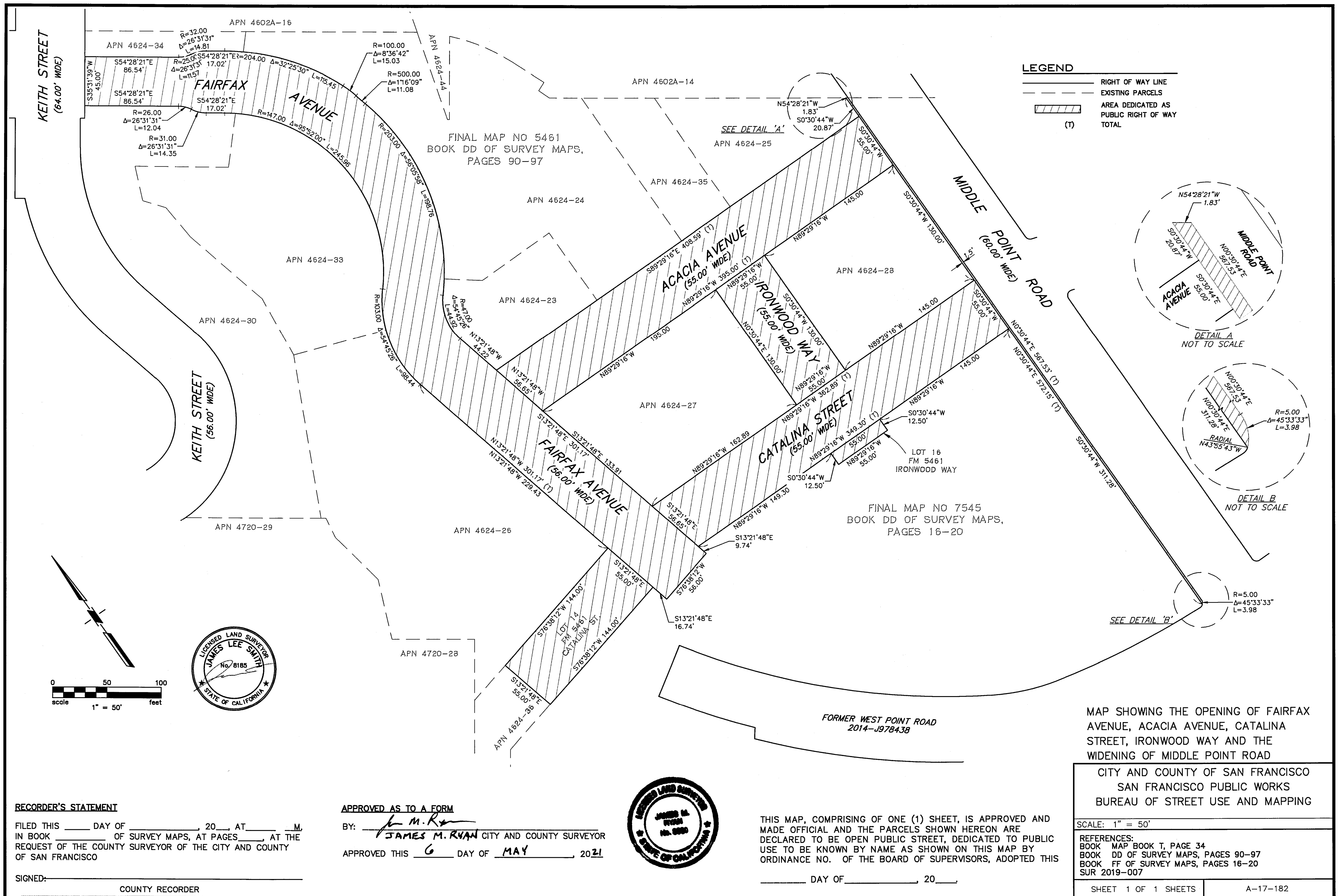
HUNTERS VIEW
PHASE 1 INFRASTRUCTURE
SAN FRANCISCO, CALIFORNIA
COMCAST CONDUIT LAYOUT



DESIGNED BY
F.M.H.
CHECKED BY
A.T.
DATE

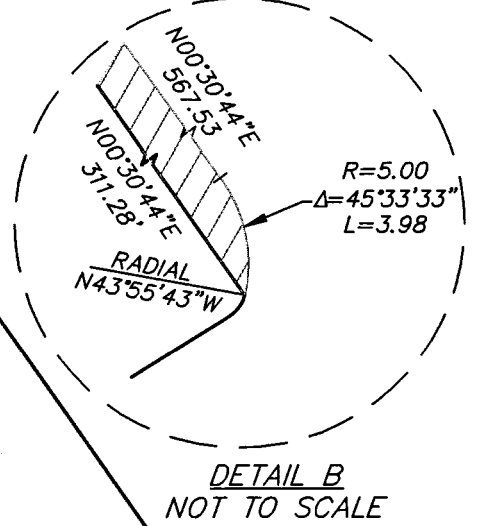
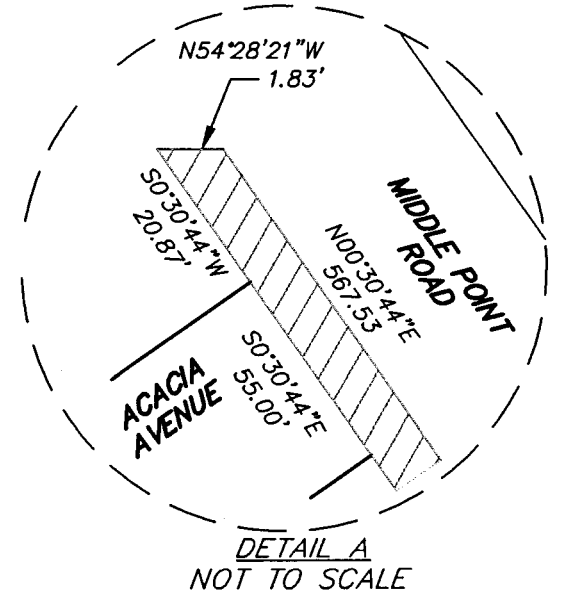
ENGINEERING, INC.
827 HUGHES STREET, SECOND FLOOR
SAN FRANCISCO, CA 94103
TEL: (415) 702-8840
FAX: (415) 202-8838

DATE: DEPT. 05, 2011
JOB NO.: 1000000001
DRAWING NUMBER: E-21



LEGEND

— RIGHT OF WAY LINE
--- EXISTING PARCELS
/// AREA DEDICATED AS PUBLIC RIGHT OF WAY
(T) TOTAL



FINAL MAP NO 7545
BOOK DD OF SURVEY MAPS,
PAGES 16-20

MAP SHOWING THE OPENING OF FAIRFAX AVENUE, ACACIA AVENUE, CATALINA STREET, IRONWOOD WAY AND THE WIDENING OF MIDDLE POINT ROAD

CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
BUREAU OF STREET USE AND MAPPING

SCALE: 1" = 50'

REFERENCES:
BOOK MAP BOOK T, PAGE 34
BOOK DD OF SURVEY MAPS, PAGES 90-97
BOOK FF OF SURVEY MAPS, PAGES 16-20
SUR 2019-007

SHEET 1 OF 1 SHEETS

A-17-182

RECORDER'S STATEMENT

FILED THIS ____ DAY OF _____, 20____, AT _____ M.
IN BOOK _____ OF SURVEY MAPS, AT PAGES _____, AT THE
REQUEST OF THE COUNTY SURVEYOR OF THE CITY AND COUNTY
OF SAN FRANCISCO

SIGNED: _____
COUNTY RECORDER

APPROVED AS TO A FORM

BY: JAMES M. RYAN
JAMES M. RYAN CITY AND COUNTY SURVEYOR
APPROVED THIS 6 DAY OF MAY, 2021



THIS MAP, COMPRISING OF ONE (1) SHEET, IS APPROVED AND
MADE OFFICIAL AND THE PARCELS SHOWN HEREON ARE
DECLARED TO BE OPEN PUBLIC STREET, DEDICATED TO PUBLIC
USE TO BE KNOWN BY NAME AS SHOWN ON THIS MAP BY
ORDINANCE NO. ____ OF THE BOARD OF SUPERVISORS, ADOPTED THIS

____ DAY OF _____, 20____

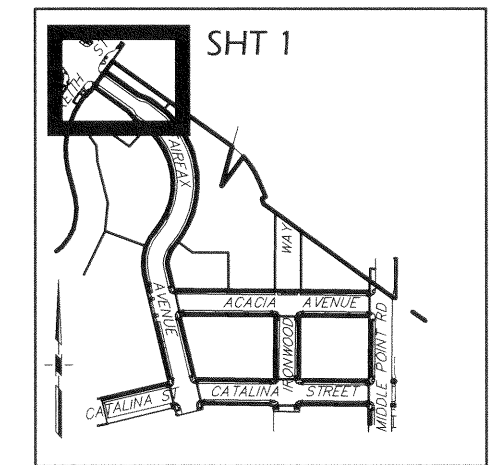
1201 EVANS AVE
APN 5237-038

FAIRFAX
AVENUE

STREET

LINE TABLE - SIDEWALK			
LINE #	LENGTH	DIRECTION	
L1	1.02	N54°32'23.69"W	
L2	14.74	N54°28'21.00"W	
L3	9.00	N35°32'21.67"E	
L4	25.83	N35°31'39.00"E	
L5	21.39	N35°31'39.00"E	
L6	96.83	S54°28'21.00"E	
L7	96.00	S54°28'21.00"E	
L8	17.02	S54°28'21.00"E	
L9	17.02	S54°28'21.00"E	

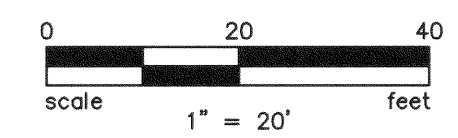
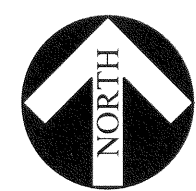
CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	28.00'	88°22'25"	43.19'
C2	8.00'	90°00'00"	12.57'
C3	20.00'	46°12'39"	16.13'
C4	10.00'	46°05'40"	8.05'
C5	15.00'	90°00'00"	23.56'
C6	15.00'	90°00'00"	23.56'
C7	10.00'	36°52'12"	6.44'
C8	20.00'	36°52'12"	12.87'
C9	10.00'	36°52'12"	6.44'
C10	20.00'	36°52'12"	12.87'



KEY MAP

CURVE TABLE-BSW & R/W			
CURVE	RADIUS	DELTA	LENGTH
C50	26.00'	26°31'31"	12.04'
C51	31.00'	26°31'31"	14.35'
C52	25.00'	26°31'31"	11.57'
C53	32.00'	26°31'31"	14.81'
C54	204.00'	32°25'30"	115.45'

LINE TABLE-BSW & R/W		
LINE #	LENGTH	DIRECTION
L50	45.00	S35°31'39.00"W
L51	86.54	S54°28'21.00"E
L52	86.54	S54°28'21.00"E
L53	17.02	S54°28'21.00"E
L54	17.02	S54°28'21.00"E



THIS MAP WAS PREPARED BY
ME OR UNDER MY DIRECTION.
MARCH 24, 2021
DATE



CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
BUREAU OF STREET USE AND MAPPING

MAP
SHOWING THE OFFICIAL GRADES OF SIDEWALK
AND CURB ELEVATIONS ALONG FAIRFAX
AVENUE, ACACIA AVENUE, CATALINA STREET,
IRONWOOD WAY, AND MIDDLE POINT ROAD

REFERENCES: A-17-182
SCALE: 1" = 20' SHEET 1 OF 8 SHEETS
APPROVED: *James D. Fain*
DATE: 5-24-2021
FILE: Q-20-1085



1195 FAIRFAX AVE
APN 4624-30

ELMCO SALES INC
DN 137659000
APN 4602A-016

PVT LANDSCAPE CORRIDOR
1190 FAIRFAX AVE
APN 4624-34

FAIRFAX

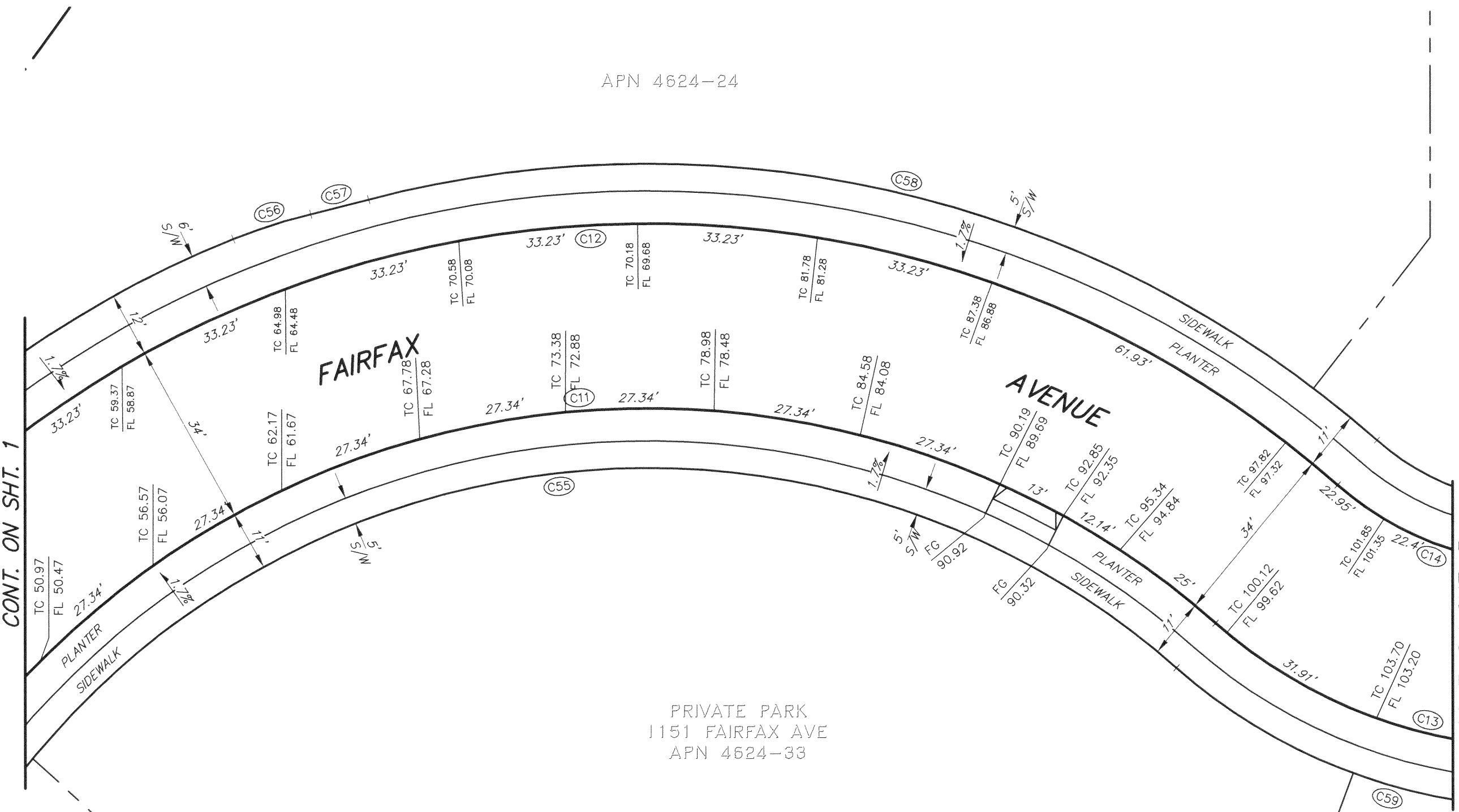
AVENUE

CONT. ON SHT. 2

NO.	DATE	DESCRIPTION	TABLE OF CHANGES	BY	CHECKED	JDF
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5/24/2021 5:08:22 PM James Smith Q:\2007\2007030.00\07030.00\dwg\EXH\07030-EXH Ph1 Q20 ROW SF DPW.dwg



CONT. ON SHT. 1

CONT. ON SHT. 3

APN 4624-24

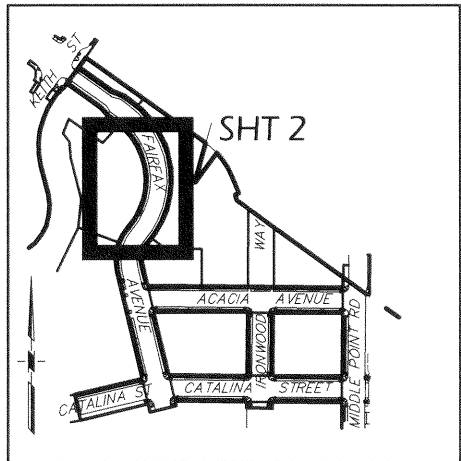
PRIVATE PARK
1151 FAIRFAX AVE
APN 4624-33

CURVE TABLE

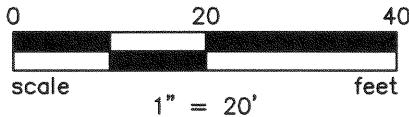
CURVE	RADIUS	DELTA	LENGTH
C11	158.00'	95°52'00"	264.36'
C12	192.00'	95°52'00"	321.25'
C13	92.00'	54°45'26"	87.92'
C14	58.00'	54°45'26"	55.43'

CURVE TABLE-BSW & R/W

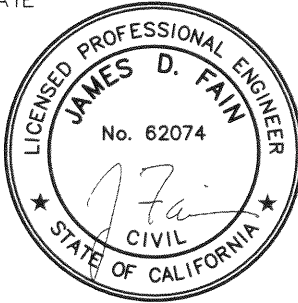
CURVE	RADIUS	DELTA	LENGTH
C55	147.00'	95°52'00"	245.96'
C56	100.00'	8°36'42"	15.03'
C57	500.00'	1°16'09"	11.08'
C58	203.00'	56°05'58"	198.76'
C59	103.00'	54°45'26"	98.44'



KEY MAP



THIS MAP WAS PREPARED BY
ME OR UNDER MY DIRECTION.
MARCH 24, 2021
DATE



CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
BUREAU OF STREET USE AND MAPPING

MAP
SHOWING THE OFFICIAL GRADES OF SIDEWALK
AND CURB ELEVATIONS ALONG FAIRFAX
AVENUE, ACACIA AVENUE, CATALINA STREET,
IRONWOOD WAY, AND MIDDLE POINT ROAD

REFERENCES: A-17-182

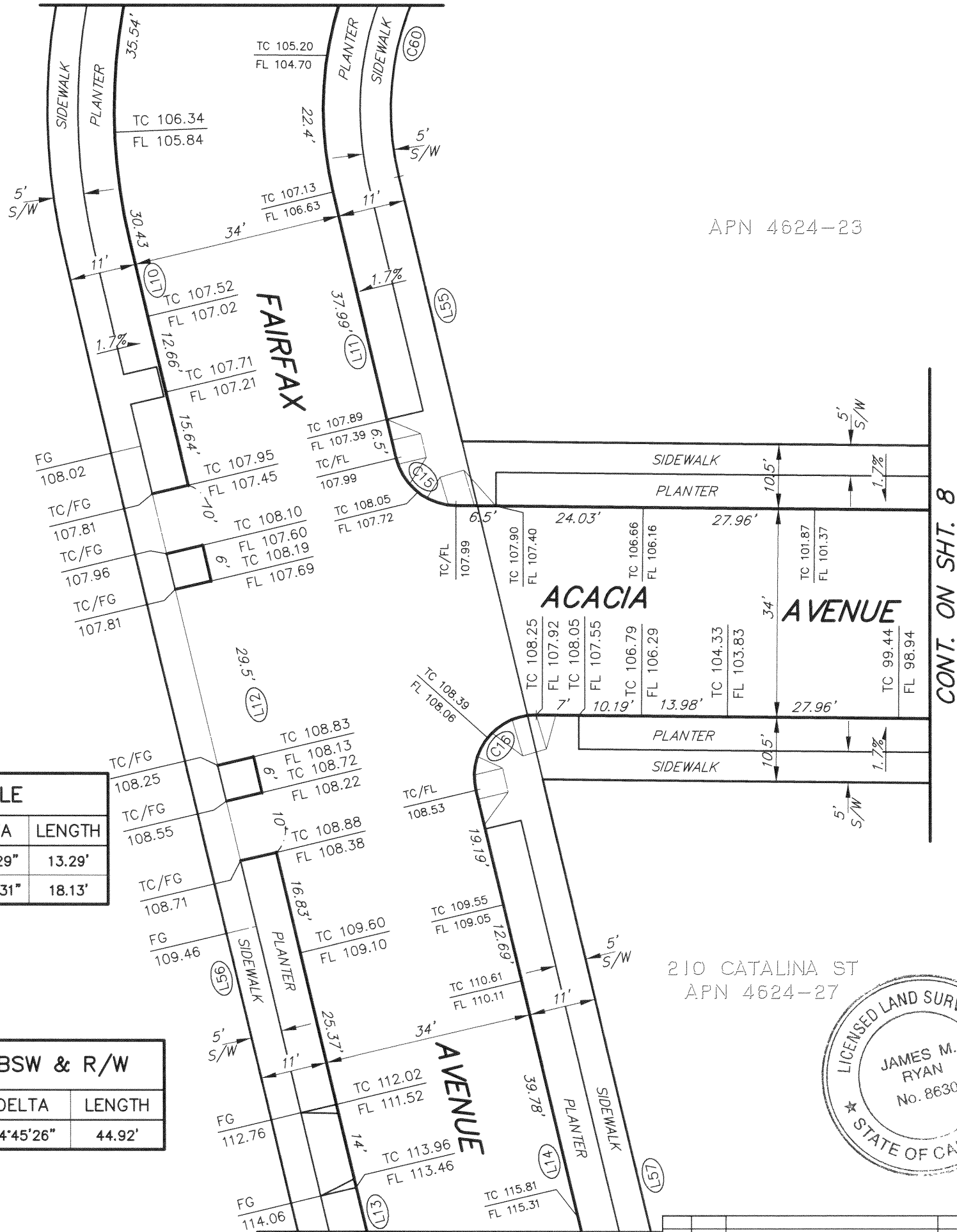
SCALE: 1" = 20' SHEET 2 OF 8 SHEETS

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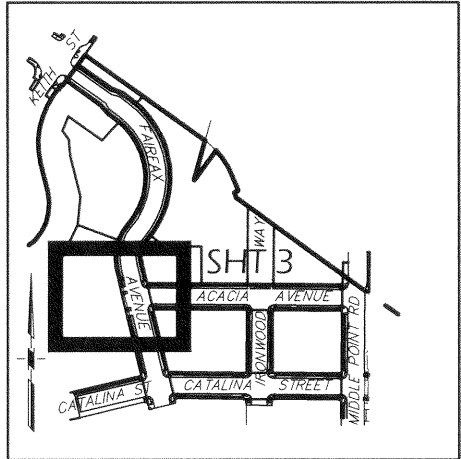
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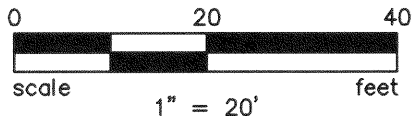
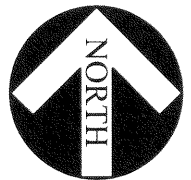
1101 FAIRFAX (60 WEST POINT RD)
APN 4624-26



APN 4624-23

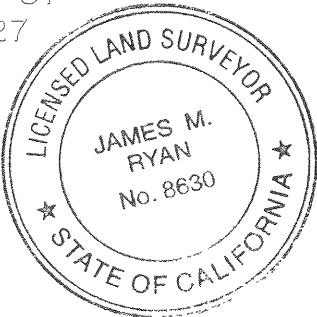
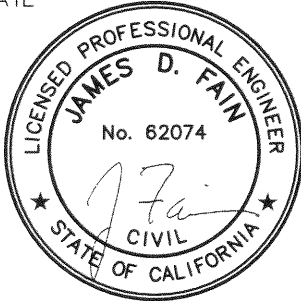


KEY MAP



THIS MAP WAS PREPARED BY
ME OR UNDER MY DIRECTION.

MARCH 24, 2021
DATE



CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
BUREAU OF STREET USE AND MAPPING

MAP
SHOWING THE OFFICIAL GRADES OF SIDEWALK
AND CURB ELEVATIONS ALONG FAIRFAX
AVENUE, ACACIA AVENUE, CATALINA STREET,
IRONWOOD WAY, AND MIDDLE POINT ROAD

REFERENCES: A-17-182

SCALE: 1" = 20' SHEET 3 OF 8 SHEETS

APPROVED: *[Signature]* FILE:
DATE: 5-24-2021 Q-20-1085

LINE TABLE - SIDEWALK

LINE #	LENGTH	DIRECTION
L10	40.96	S13°21'47.70"E
L11	44.49	S13°21'47.70"E
L12	61.50	S13°21'47.70"E
L13	127.47	S13°21'47.70"E
L14	134.94	S13°21'47.70"E

CURVE TABLE

CURVE	RADIUS	DELTA	LENGTH
C15	10.00'	76°07'29"	13.29'
C16	10.00'	103°52'31"	18.13'

LINE TABLE-BSW & R/W

LINE #	LENGTH	DIRECTION
L55	44.22	S13°21'47.70"E
L56	229.43	S13°21'47.70"E
L57	133.91	S13°21'47.70"E

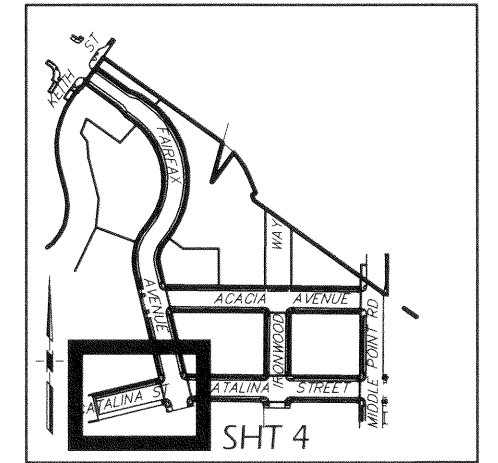
CURVE TABLE-BSW & R/W

CURVE	RADIUS	DELTA	LENGTH
C60	47.00'	54°45'26"	44.92'

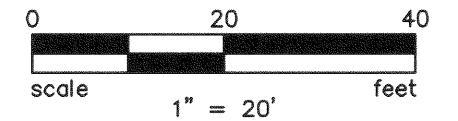
CONT. ON SHT. 4

NO.	DATE	DESCRIPTION	TABLE OF CHANGES	BY	CHECKED	JDF

DRAWN: NLC
CHECKED: JDF



KEY MAP



LINE TABLE—BSW & R/W		
LINE #	LENGTH	DIRECTION
L58	144.00	S76°38'12.30"W
L59	55.00	S13°21'47.70"E
L60	144.00	S76°38'12.30"W
L61	16.74	S13°21'47.70"E
L62	56.00	S76°38'12.30"W
L63	9.74	S13°21'47.70"E



MAP
SHOWING THE OFFICIAL GRADES OF SIDEWALK
AND CURB ELEVATIONS ALONG FAIRFAX
AVENUE, ACACIA AVENUE, CATALINA STREET,
IRONWOOD WAY, AND MIDDLE POINT ROAD

REFERENCES: A-17-182

SCALE: 1" = 20' SHEET 4 OF 8 SHEETS

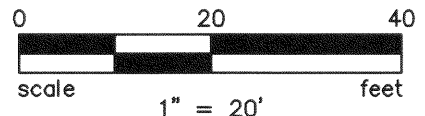
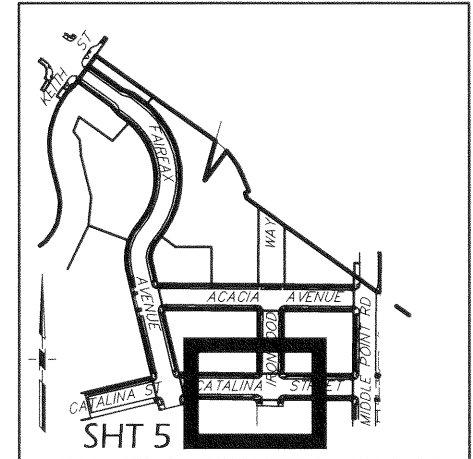
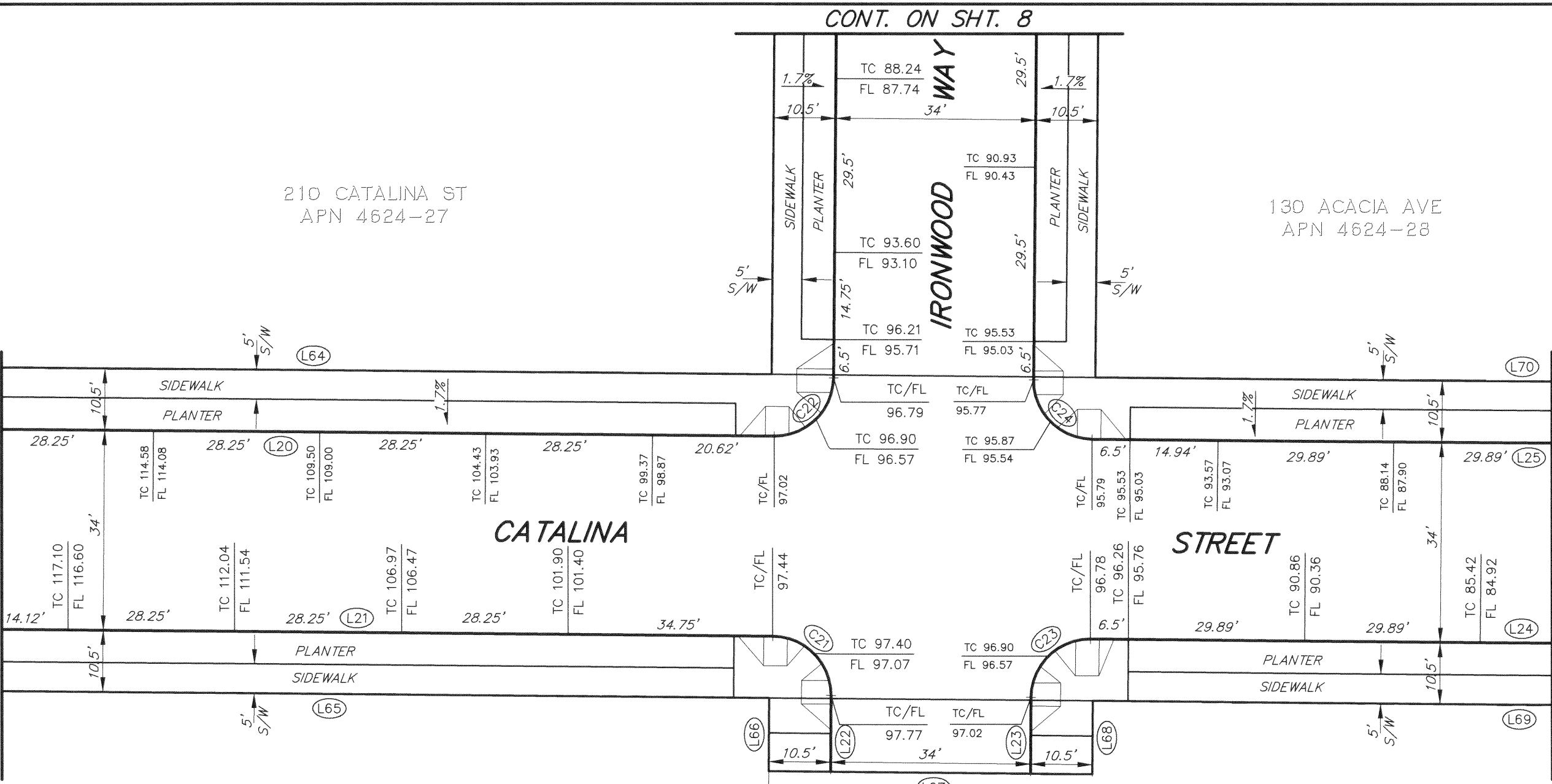
APPROVED: <i>[Signature]</i>	FILE: Q-20-1085
DATE: 5-24-2021	

	DRAWN: NLC
	CHECKED: JDF

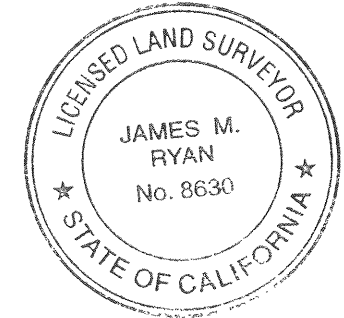
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Q-20-1085

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CONT. ON SHT. 4



THIS MAP WAS PREPARED BY
ME OR UNDER MY DIRECTION.
MARCH 24, 2021
DATE



CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
BUREAU OF STREET USE AND MAPPING

MAP
SHOWING THE OFFICIAL GRADES OF SIDEWALK
AND CURB ELEVATIONS ALONG FAIRFAX
AVENUE, ACACIA AVENUE, CATALINA STREET,
IRONWOOD WAY, AND MIDDLE POINT ROAD

REFERENCES: A-17-182
SCALE: 1" = 20' SHEET 5 OF 8 SHEETS

APPROVED: *[Signature]*
DATE: 5-27-2021
FILE: Q-20-1085

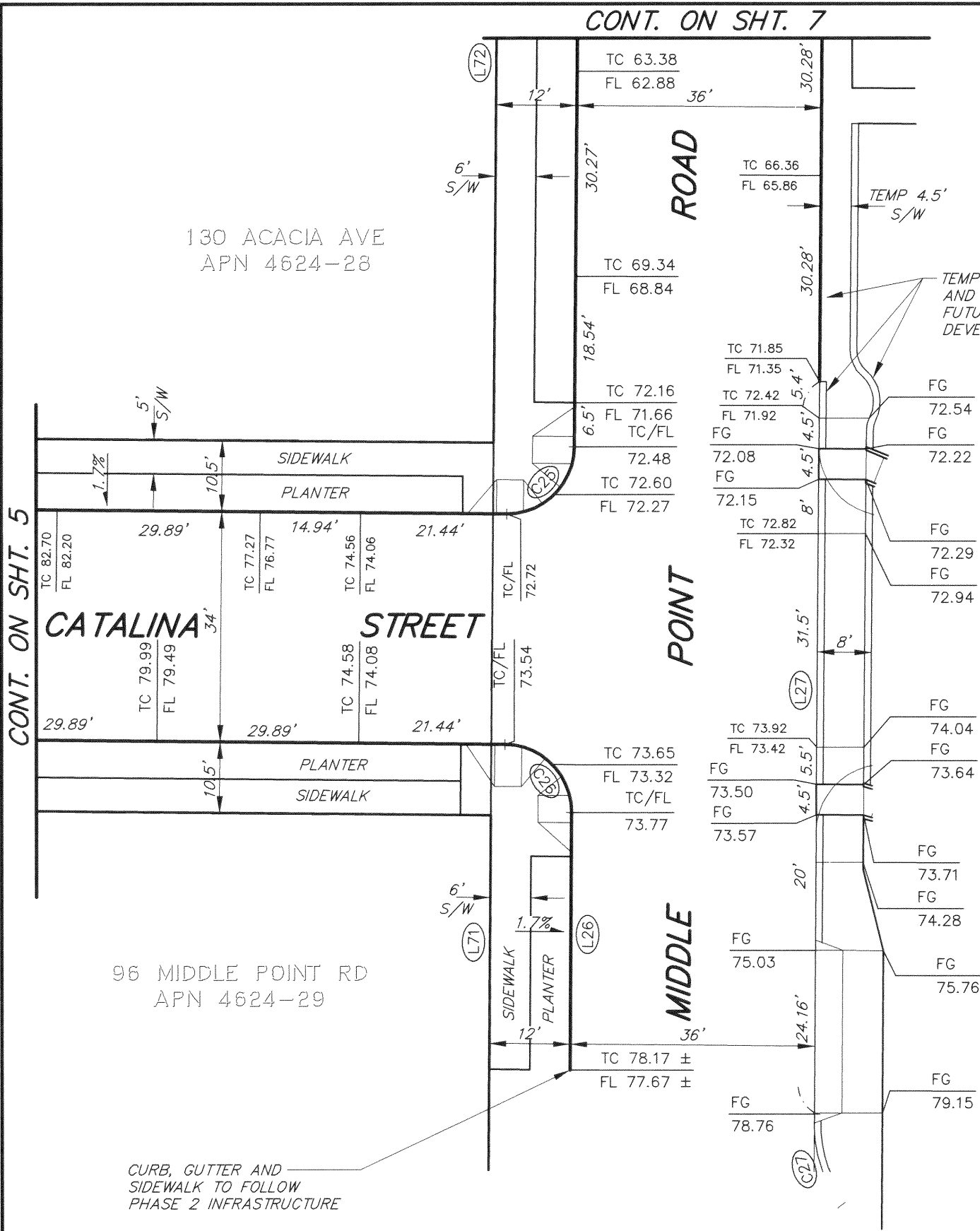
NO.	DATE	DESCRIPTION	TABLE OF CHANGES	BY	CHECKED	JDF

LINE TABLE - SIDEWALK		
LINE #	LENGTH	DIRECTION
L20	164.29	S89°29'16.24"E
L21	150.95	S89°29'16.24"E
L22	13.00	S0°30'43.76"W
L23	13.00	S0°30'43.76"W
L24	147.50	S89°29'16.24"E
L25	147.50	S89°29'16.24"E

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C21	10.00'	90°00'01"	15.71'
C22	10.00'	90°00'00"	15.71'
C23	10.00'	90°00'00"	15.71'
C24	10.00'	90°00'00"	15.71'

LINE TABLE-BSW & R/W		
LINE #	LENGTH	DIRECTION
L64	162.89	S89°29'16.24"E
L65	149.30	S89°29'16.24"E
L66	12.50	S0°30'43.76"W
L67	55.00	N89°29'16.24"W
L68	12.50	S0°30'43.76"W
L69	145.00	S89°29'16.24"E
L70	145.00	S89°29'16.24"E

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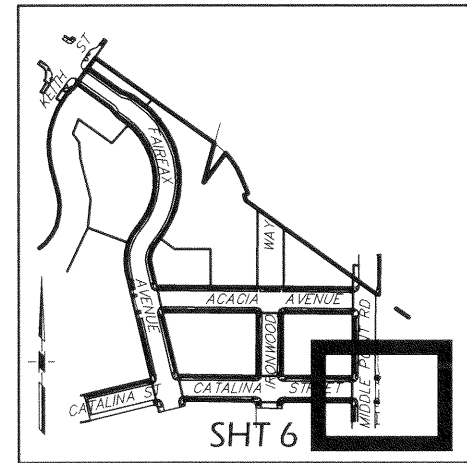
201 W POINT RD
APN 4624-32

TEMPORARY AC DIKE
AND AC SIDEWALK FOR
FUTURE PHASE 3
DEVELOPMENT

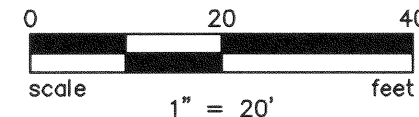
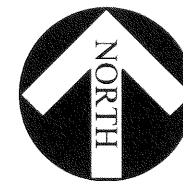
LINE TABLE - SIDEWALK		
LINE #	LENGTH	DIRECTION
L26	38.00	S0°30'43.76"W
L27	108.06	S0°30'43.76"W

LINE TABLE-BSW & R/W		
LINE #	LENGTH	DIRECTION
L71	37.50	S0°30'43.76"W
L72	130.00	S0°30'43.76"W

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C25	10.00'	90°00'00"	15.71'
C26	10.00'	90°00'00"	15.71'
C27	20.00'	41°05'59"	14.35'

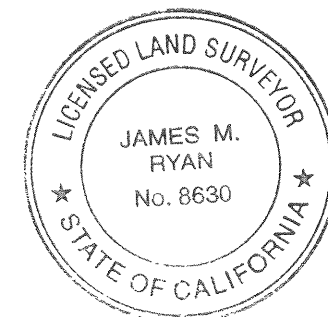
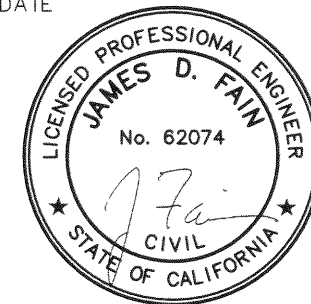


KEY MAP



THIS MAP WAS PREPARED BY
ME OR UNDER MY DIRECTION.

MARCH 24, 2021
DATE



CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
BUREAU OF STREET USE AND MAPPING

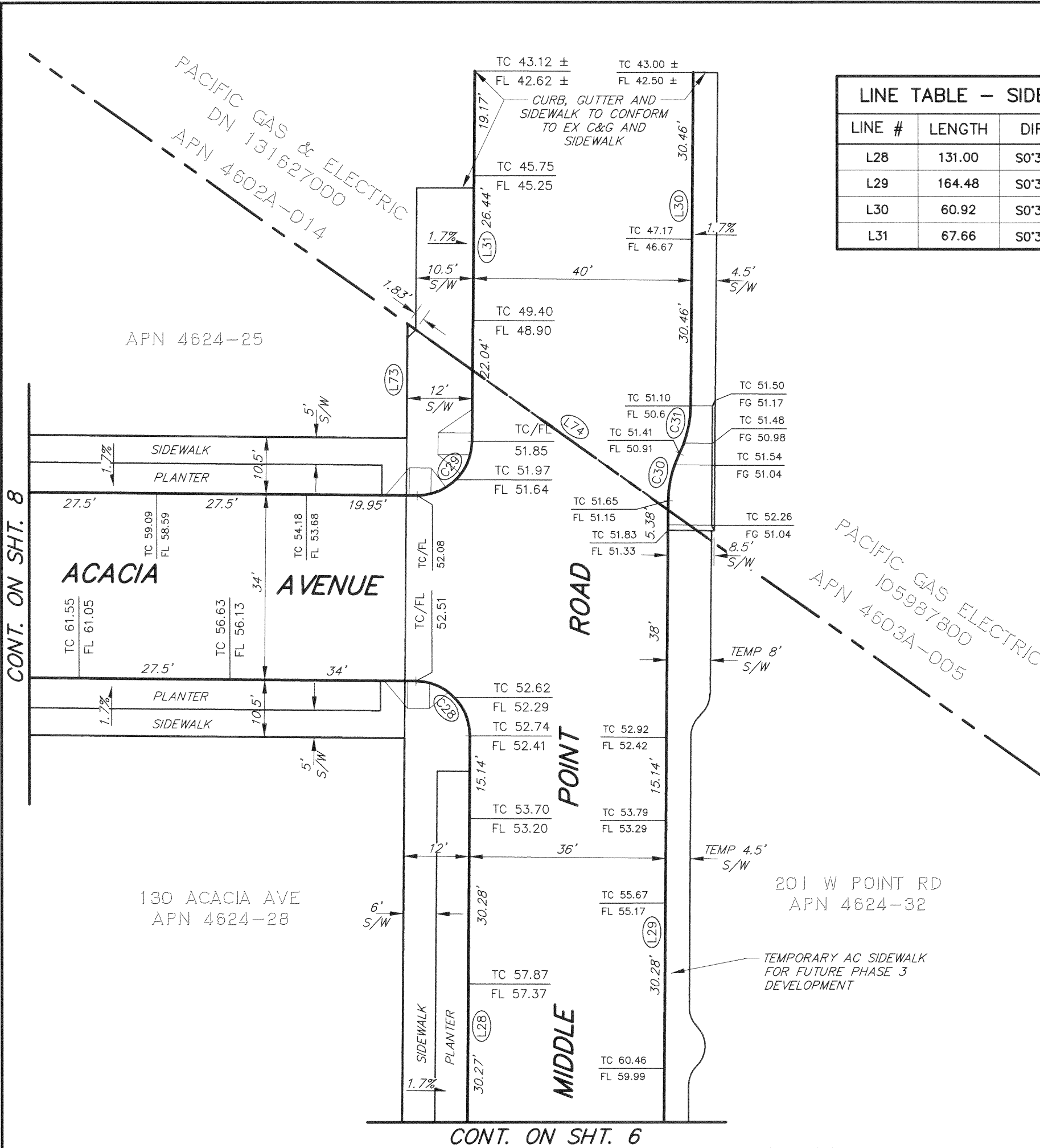
MAP
SHOWING THE OFFICIAL GRADES OF SIDEWALK
AND CURB ELEVATIONS ALONG FAIRFAX
AVENUE, ACACIA AVENUE, CATALINA STREET,
IRONWOOD WAY, AND MIDDLE POINT ROAD

REFERENCES: A-17-182

SCALE: 1" = 20' SHEET 6 OF 8 SHEETS

NO.	DATE	DESCRIPTION TABLE OF CHANGES	BY	CHECKED: JDF	DRAWN: NLC	APPROVED: <i>James M. Ryan</i>	DATE: 5-24-2021	FILE: Q-20-1085
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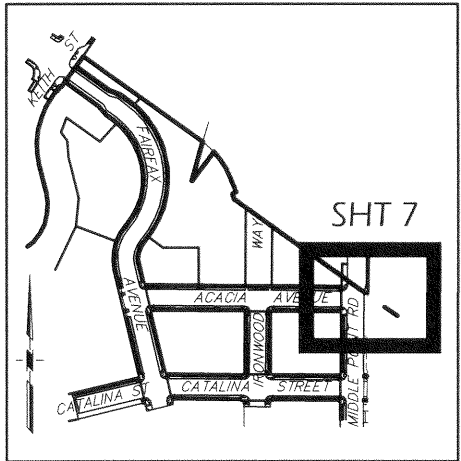
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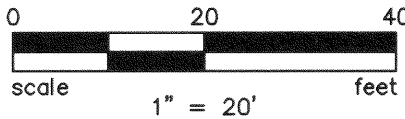
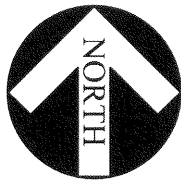
LINE TABLE – SIDEWALK		
LINE #	LENGTH	DIRECTION
L28	131.00	S0°30'43.76"W
L29	164.48	S0°30'43.76"W
L30	60.92	S0°30'43.76"W
L31	67.66	S0°30'43.76"W

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C28	10.00'	90°00'00"	15.71'
C29	10.00'	90°00'00"	15.71'
C30	20.00'	25°50'31"	9.02'
C31	20.00'	25°50'31"	9.02'

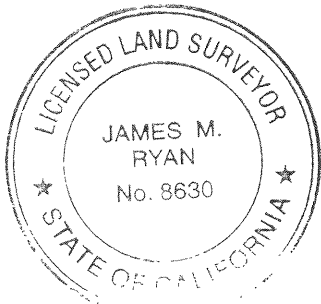
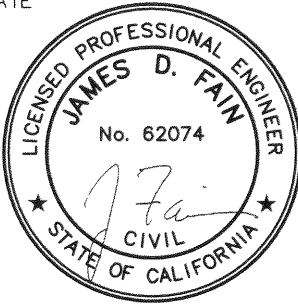
LINE TABLE-BSW & R/W		
LINE #	LENGTH	DIRECTION
L73	20.87	S0°30'43.76"W
L74	68.38	S54°28'21.00"E



KEY MAP



THIS MAP WAS PREPARED BY
ME OR UNDER MY DIRECTION.
MARCH 24, 2021
DATE



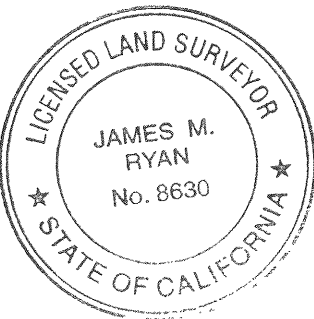
CITY AND COUNTY OF SAN FRANCISCO SAN FRANCISCO PUBLIC WORKS BUREAU OF STREET USE AND MAPPING	
MAP SHOWING THE OFFICIAL GRADES OF SIDEWALK AND CURB ELEVATIONS ALONG FAIRFAX AVENUE, ACACIA AVENUE, CATALINA STREET, IRONWOOD WAY, AND MIDDLE POINT ROAD	
REFERENCES: A-17-182	
SCALE: 1" = 20'	SHEET 7 OF 8 SHEETS
DRAWN: NLC APPROVED: [Signature] DATE: 5-24-2021	FILE: Q-20-1085

NO.	DATE	DESCRIPTION	TABLE OF CHANGES	BY	CHECKED: JDF

CONT. ON SHT. 8

CONT. ON SHT. 6

5/24/2021 5:11:18 PM James Smith Q:\2007\2007030.00\07030-00\EXH\07030-EXH Ph1 Q20 ROW SF DPW.dwg



210 CATALINA ST
APN 4624-27

CONT. ON SHT. 3

APN 4624-24

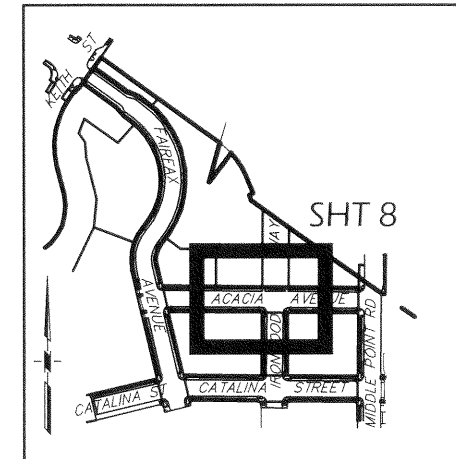
LINE TABLE - SIDEWALK		
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L33	147.50	S89°29'16.24"E
L34	54.00	S89°29'16.24"E
L35	131.00	S0°30'43.76"W
L36	131.00	S0°30'43.76"W
L37	196.65	S89°29'16.24"E
L38	209.99	S89°29'16.24"E

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
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C33	10.00'	90°00'02"	15.71'

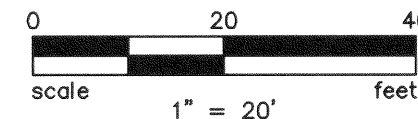
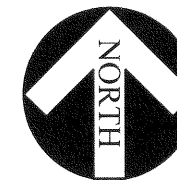
PRIVATE DRIVEWAY
APN 4624-35

LINE TABLE-BSW & R/W		
LINE #	LENGTH	DIRECTION
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L76	130.00	S0°30'43.76"W
L77	130.00	S0°30'43.76"W
L78	408.59	S89°29'16.24"E
L79	195.00	S89°29'16.24"E

APN 4624-25



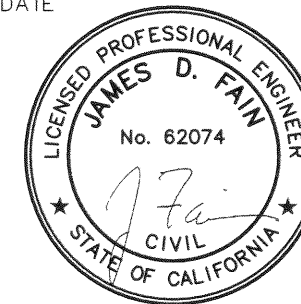
KEY MAP



CONT. ON SHT. 7

THIS MAP WAS PREPARED BY
ME OR UNDER MY DIRECTION.

MARCH 24, 2021
DATE



CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
BUREAU OF STREET USE AND MAPPING

MAP
SHOWING THE OFFICIAL GRADES OF SIDEWALK
AND CURB ELEVATIONS ALONG FAIRFAX
AVENUE, ACACIA AVENUE, CATALINA STREET,
IRONWOOD WAY, AND MIDDLE POINT ROAD

REFERENCES: A-17-182

SCALE: 1" = 20' SHEET 8 OF 8 SHEETS

NO.	DATE	DESCRIPTION	TABLE OF CHANGES	BY	CHECKED: JDF	DRAWN: NLC	APPROVED:	FILE: Q-20-1085
							DATE: 5-24-2021	

CONT. ON SHT. 5

RECORDING REQUESTED BY:

Housing Authority of the City
and County of San Francisco

WHEN RECORDED MAIL TO:

City and County of San Francisco
25 Van Ness Avenue, Suite 400
San Francisco, CA 94102
Attn: Director of Property


San Francisco Assessor-Recorder
Phil Ting, Assessor-Recorder
DOC- 2011-J135661-00
Acct 25-NO CHARGE DOCUMENT
Tuesday, FEB 15, 2011 13:48:43
Ttl Pd \$0.00 Rcpt # 0004092364
REEL K333 IMAGE 0409
end/TD/1-4

No fee for recording pursuant to
Government Code Section 27383

APN: Block

Space above this line for Recorder's Use

OFFER OF DEDICATION

The Housing Authority of the City and County of San Francisco, a public body corporate and politic (the "Housing Authority"), being the fee title owner of record of the herein described property, does hereby offer to dedicate, in fee title, to the City and County of San Francisco, a municipal corporation (the "City"), and its successors and assigns, for street, roadway and public utility purposes, the real property situated in the City and County of San Francisco, State of California, as described in **Exhibit A** attached hereto and made a part hereof. The City acknowledges that such offer is subject to the final approval of the United States Department of Housing and Urban Development.

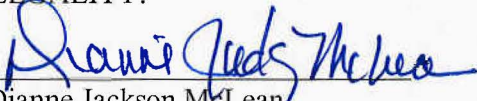
It is understood and agreed that the City, and its successors and assigns, shall incur no liability or obligation whatsoever with respect to such offer of dedication, and except as may be provided by separate instrument, shall not assume any responsibility for the offered parcel of land or any improvements thereon or therein, unless and until such offer has been accepted by appropriate action of the Board of Supervisors of the City.

The provisions hereof shall inure to the benefit of and be binding upon the heirs, successors, assigns and personal representatives of the respective parties hereto.

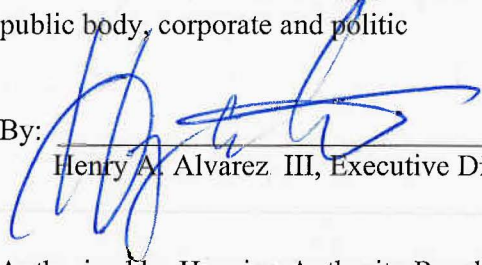
IN WITNESS WHEREOF, the undersigned has executed this instrument as of this 13th day of January, 2011.

[SIGNATURES ON FOLLOWING PAGE]

APPROVED AS TO FORM AND
LEGALITY:


Dianne Jackson McLean
Special Counsel to Authority

HOUSING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO, a
public body, corporate and politic

By: 
Henry A. Alvarez III, Executive Director

Authorized by Housing Authority Resolution
No. 5530, Adopted December 9, 2010.

STATE OF CALIFORNIA)

COUNTY OF SAN FRANCISCO)

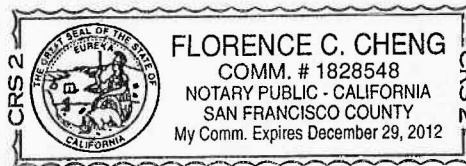
On 01/31, 2011, before me, Florence C Cheng,
Notary Public, personally appeared Henry A. Alvarez III, who
proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument
the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the
foregoing paragraph is true and correct.

Witness my hand and official seal.

Signature


Notary Public



(Seal)

EXHIBIT A

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of San Francisco, and is described as follows:

Lots 11, 12, 13, 14, 15, 16 and 17 as shown on Final Map No. 5461 filed for record in the Office of the Recorder of the County of San Francisco, State of California, on December 23, 2010, in Book DD of Survey Maps, pages 90-97.



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion 17618

HEARING DATE: JUNE 12, 2008

Date: June 12, 2008
Case No.: **2007.0168CETZ**
Project Address: **227 – 229 WEST POINT ROAD**
Zoning: RH-2 (Residential, House Two Family)
RM-1 (Residential, Mixed Low Density)
NC-2 (Neighborhood Commercial, Small-Scale)
M-1 (Light Industrial)
40-X Height and Bulk District
Block/Lot: 4624/003, 004, 009
4720/027
Project Sponsor: Hunter's View Associates, LP
576 Sacramento Street, 7th Floor
San Francisco, CA 94111
Staff Contact: Mat Snyder – 415/575-6891
mathew.snyder@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTION OF CEQA FINDINGS RELATED TO THE FINAL ENVIRONMENTAL IMPACT REPORT AND PROPOSED PLANNING CODE MAP AMENDMENTS, PLANNING CODE TEXT AMENDMENTS, AND CONDITIONAL USE AUTHORIZATION TO ALLOW THE CONSTRUCTION OF APPROXIMATELY 6,400 SQUARE FEET OF RETAIL USE, 21,600 SQUARE FEET OF COMMUNITY SPACE, AND UP TO 800 DWELLING UNITS IN RM-1, RH-2, NC-2, AND M-1 ZONING DISTRICTS WITH A 40 X HEIGHT AND BULK DESIGNATION ON ASSESSOR'S BLOCK 4624, LOTS 3, 4 & 9 AND BLOCK 4720, LOT 27.

PREAMBLE

On February 1, 2007, pursuant to the provisions of the California Environmental Quality Act (Cal. Pub.Res. Code Section 21000 et seq., hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 et seq., hereinafter CEQA "Guidelines"), and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31"), the Planning Department ("Department") received an Environmental Evaluation Application form for the Project, in order that it might conduct an initial evaluation to determine whether the Project might have a significant impact on the environment.

The Planning Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination and of a public scoping meeting by publication in a newspaper of general circulation on November 17, 2007.

On March 27, 2008, Hunters View Associates, L.P. (hereinafter "Project Sponsor") filed Application No. 2007.0168C (hereinafter "Application") with the Planning Department (hereinafter "Department") for Conditional Use authorization per Planning Code Sections 303 and 304 to create a new Planned Unit Development (PUD) to allow the construction up to 800 dwelling units and including the

following exceptions: lot width and area (Planning Code Section 121), rear yards (Planning Code Section 134(a) and (c)), usable open space (Planning Code Section 135), allowable obstructions (Planning Code Section 136), spacing of street trees (Planning Code Section 143), parking (Planning Code Sections 150, 151, 154 and 155), bicycle parking (Planning Code Section 155.5), loading (Section 152), dwelling unit exposure (Section 140), measurement of height (Planning Code Sections 102..12 and 260(a)) and density (Planning Code Section 209.1).

The revitalization of Hunters View will include the demolition of all of the existing public housing units and other community facilities on the site, resulting in a mixed-income community that will include up to 800 new residential units and provide one-for-one replacement of the existing 267 public housing units. The current project proposal includes up to 800 total units, including a total of 350 affordable rental units (267 of which will be the replacement public housing units) and up to 450 home ownership units, of which 10-15% will be affordable and 17 of those will be developed by Habitat for Humanity. This new mixed-income development will result in a range of resident incomes from less than 10% to over 120% of AMI. Additionally, the net proceeds from the sale of the market-rate for-sale units will cross-subsidize a portion of the development costs of the public housing replacement units and affordable rental units.

On May 20, 2008, the Board of Supervisors initiated legislation to amend the Planning Code by adding Section 249.39 and 263.20 establishing the Hope SF Hunters View Special Use District ("SUD") and related Map Change Amendment; the legislation was subsequently transmitted to the Planning Commission for their action under Planning Code Section 302(c). The Planning Code Amendments would allow greater densities on some portions of the site (but not the site as a whole), and would allow some non-residential uses that are currently restricted, and heights greater than 40-feet with the condition that design guidelines or a "Design-for-Development" document be created as part of the Project's Conditional Use / Planned Unit Development approval;

On June 12, 2008, the Department certified the Final Environmental Impact Report for the Hunters View Redevelopment Project (State Clearinghouse No. SCH 2007112086) for the Project (the "Final EIR").

On June 12, 2008, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Map and Text Amendments and Conditional Use Application No. 2007.0168ECTZ.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby adopts CEQA Findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. Where feasible, all significant environmental impacts of the Project have been mitigated to a less than significant level, and to the extent that an environmental impact of the Project cannot feasibly be mitigated to a less than significant level, specific overriding economic, legal, social, technological and other benefits of the Project each independently outweigh these significant and unavoidable impacts and warrant approval of the Project, as stated in the Findings of Fact, Evaluation of Mitigation Measures and Alternatives, and Statement of Overriding Considerations which is attached hereto as "Attachment A" and incorporated by this reference.

DECISION

The Commission, after carefully balancing the competing public and private interests, and based upon the Recitals and Findings set forth above, in accordance with the standards specified in the Code, hereby adopts CEQA findings for the subject Project, which includes up to 800 dwelling units, approximately 6,400 square feet of retail use, approximately 21,600 square feet of community space, approximately 58,300 square feet of parks, and up to 816 off-street parking spaces, at 227-229 West Point Road in three construction phases.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on June 12, 2008.

Linda Avery
Commission Secretary

AYES: Olague, Antonini, Miguel, Moore, Lee, Sugaya

NOES:

ABSENT:

ADOPTED: JUNE 12, 2008

I:\Cases\2007\2007.0168\HUNTERS VIEW - CEQA FINDINGS MOTION.doc

ATTACHMENT A
HUNTERS VIEW REDEVELOPMENT PROJECT
CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS
SAN FRANCISCO PLANNING COMMISSION

1. INTRODUCTION

These Findings are made by the Planning Commission of the City and County of San Francisco (the "Planning Commission") pursuant to the California Environmental Quality Act, California Public Resources Code section 21000 et seq., ("CEQA") with respect to the Hunters View Redevelopment Project ("Project"), in light of substantial evidence in the record of Project proceedings, including but not limited to, the Hunters View Redevelopment Project Final Environmental Impact Report ("FEIR") prepared pursuant to CEQA, the State CEQA Guidelines, 14 California Code of Regulations Sections 15000 et seq., (the "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

This document is organized as follows:

Article 2 describes the Project.

Article 3 describes the actions to be taken by the Planning Commission at this time.

Article 4 provides the basis for approval of the Project, a description of each alternative, and the economic, legal, social, technological, and other considerations that lead to the rejection of alternatives as infeasible that were not incorporated into the Project.

Article 5 sets forth Findings as to the disposition of each of the mitigation measures proposed in the FEIR.

Article 6 identifies the unavoidable, significant adverse impacts of the Project that have not been mitigated to a level of insignificance by the adoption of mitigation measures as provided in Article 5.

Article 7 contains a Statement of Overriding Considerations, setting forth specific reasons in support of the Planning Commission's approval actions for the Project in light of the significant unavoidable impacts discussed in Article 6.

Exhibit 1, attached, contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in Chapter IV of the FEIR that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the agency or entity responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

Finally, Chapter IV of the FEIR also contains a few measures that are not required to avoid or reduce significant adverse impacts but will reduce less than significant impacts. These measures are listed in Exhibit 1 as Improvement Measures. The Project Sponsor intends to implement these measures as part of the Project implementation. Exhibit 1 explains how the Planning Department will ensure that these measures are implemented during the development of the Project.

2. PROJECT DESCRIPTION

2.1 Project Approvals

The San Francisco Housing Authority (SFHA) and Hunters View Associates, L.P. (Project Sponsor), assisted by the San Francisco Redevelopment Agency (Agency) and the Mayor's Office of Housing, propose the Hunters View Redevelopment Project, in San Francisco's Bayview Hunters Point neighborhood.

The Project Sponsor is Hunters View Associates L.P., a California limited partnership.

The City and County of San Francisco will be taking various approval actions related to the Project (collectively, the "Project Approvals"). The Project requires the following major permits and approvals, and related and collateral actions by the Planning Commission:

- 2.1.2 Adoption of CEQA Findings, including a Statement of Overriding Considerations, mitigation measures, and a mitigation monitoring and reporting program.
- 2.1.3 Certification of the FEIR by the Planning Commission.
- 2.1.4 Adoption by the Planning Commission of Motion No. ____, approving the Conditional Use/Planned Unit Development authorization for the Project, including General Plan consistency/Planning Code § 101.1 findings.
- 2.1.5 Adoption by the Planning Commission of Resolution No. ____, recommending approval by the Board of Supervisors of Ordinance No. ____, adding Planning Code Section 249.39 to create the HOPE SF Hunters View Special Use District.
- 2.1.6 Adoption by the Planning Commission of Resolution No. ____, recommending approval by the Board of Supervisors of Ordinance No. ____, adding Planning Code Section 263.20 to create the HOPE SF Hunters View SUD and 40/65-X Height and Bulk District.
- 2.1.7 Adoption by the Planning Commission of Resolution No. ____, recommending approval by the Board of Supervisors of Ordinance No. ____, amending the Zoning Map of the City and County of San Francisco.

2.2 Project Description's Relationship to the FEIR

The Project, described in detail below, is based on the Project Description contained in Chapter II of the FEIR.

2.3 Public Review of FEIR

The City's Planning Department ("Planning Department") determined that an EIR was required for the initial proposal to redevelop Hunters View and provided public notice of that determination by publication in a newspaper of general circulation on November 17, 2007.

On March 1, 2008, the Planning Department published the Draft Environmental Impact Report (hereinafter "DEIR ") on the Hunters View Redevelopment Project 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 Planning Department's list of persons requesting such notice.

Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by the Project Sponsor on March 1, 2008.

On March 1, 2008, 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, and to government agencies, the latter both directly and through the State Clearinghouse.

Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on February 29, 2008.

The Planning Commission held a duly advertised public hearing on the DEIR on April 3, 2008, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on April 14, 2008.

The Planning Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 45-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a "Draft Summary of Comments and Responses," published on May 29, 2008, was distributed to the Planning Commission and to all parties who commented on the DEIR, and was available to others upon request at the Planning Department offices.

2.4 FEIR Certification

The Planning Commission has reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31.

The Planning Commission further finds that the FEIR reflects the independent judgment and analysis of the City and County of San Francisco as the lead agency under CEQA.

By this Motion [TBD], the Planning Commission hereby adopts findings pursuant to CEQA, including mitigation measures, a mitigation monitoring and reporting program and a statement of overriding considerations.

3. PLANNING COMMISSION ACTIONS

The Planning Commission is considering various actions ("Actions") in furtherance of the Project, which include the following:

3.1 Adoption of these CEQA Findings, including a Statement of Overriding Considerations, mitigation measures, and a mitigation monitoring and reporting program; and

3.2 Certification of the FEIR.

3.2.1 Adoption by the Planning Commission of Motion No. ____, approving the Conditional Use/Planned Unit Development authorization for the Project, including General Plan consistency/Planning Code § 101.1 findings.

3.2.2 Adoption by the Planning Commission of Resolution No. ____, recommending approval by the Board of Supervisors of Ordinance No. ____, adding Planning Code Section 249.39 to create the HOPE SF Hunters View Special Use District.

- 3.2.3 Adoption by the Planning Commission of Resolution No. ____, recommending approval by the Board of Supervisors of Ordinance No. ____, adding Planning Code Section 263.20 to create the HOPE SF Hunters View SUD and 40/65-X Height and Bulk District.
- 3.2.4 Adoption by the Planning Commission of Resolution No. ____, recommending approval by the Board of Supervisors of Ordinance No. ____, amending the Zoning Map of the City and County of San Francisco.

4. CONSIDERATION OF PROJECT ALTERNATIVES

This Article describes the Project as well as rejected Project Alternatives. Included in these descriptions are the reasons for selecting or rejecting the alternatives. This Article also outlines the Project's purposes and provides a context for understanding the reasons for selecting or rejecting alternatives, and describes the project alternative components analyzed in the FEIR. The Project's FEIR presents more details on selection and rejection of alternatives.

4.1 Summary of Alternatives Analyzed in the FEIR

The FEIR for the Hunters View Redevelopment Project analyzed the Project proposal and three alternatives:

- No Project Alternative
- Reduced-Project Alternative
- No Re-Zoning Alternative: Proposed Project with No Change in Height and Bulk Controls

The Project is expected to yield 800 residential units (267 replacement units for public housing, 83 affordable rental units and up to 450 for sale units), 6,400 square feet of commercial space, 21,600 square feet of community space, and approximately 58,300 square feet of neighborhood parks.

4.2 Overview of the Project

The Project will be developed on two adjacent parcels. The San Francisco Housing Authority property currently contains 267 public housing units in 50 buildings located on approximately 20.5 acres while the San Francisco Redevelopment Authority property is vacant. The 267 residential units contain approximately 325,000 square feet of space, and there is an additional 7,000 square feet of community serving and storage space on the site. The buildings range in height from one to three stories (or 16 to 28 feet) and currently there are no off-street parking spaces.

The redevelopment of Hunters View will include the demolition of all of the existing public housing units and other community facilities on the site. The redevelopment of Hunters View will result in a mixed-income community that will include between 650 and 800 new residential units and provide one-for-one replacement of the existing 267 public housing units. While subject to adjustment based on further feasibility analysis, the current project proposal includes up to 800 total units, including a total of 350 affordable rental units (267 of which will be the replacement public housing units) and up to 450 home ownership units, of which 10-15% will be affordable and 17 of those will be developed by Habitat for Humanity. This new mixed-income development will result in a range of resident incomes from less than 10% to well over 120% of Adjusted Median Income (AMI). Additionally, the net proceeds from the sale of the market-rate for-sale units will serve as the financial engine of the project by cross-subsidizing a portion of the development costs of the public housing replacement units and affordable rental units.

The Project will also include new roads and walkways that maximize the site's development capacity and enhance resident safety and community connectivity; infrastructure improvements that ensure all residents are adequately served; positioning of buildings and open spaces to maximize the site's long-neglected "million dollar" views for all residents; new community facilities with potential uses such as a teen center, a computer learning facility, a childcare/Head Start center and children's play areas; and comprehensive supportive service programming that will assist residents through every stage of their life cycle. Additionally, the Project will be based on sustainable "green" building technologies and is one of the projects selected for the pilot program in Leadership in Energy and Environmental Design for Neighborhood Design (LEED-ND).

The Project includes up to 800 housing units located in multiple buildings comprising 21 blocks (18 developed and three landscaped parks). The Project includes approximately 6,400 square feet of neighborhood serving retail space, and approximately 21,600 square feet of community serving space and storage. It also includes approximately 58,300 square feet of park space to be developed at three sites. The buildings will range in size from two to seven stories or 20 to 65 feet. There will be up to 816 off-street parking spaces, although the current proposal calls for approximately 672 off-street parking spaces.

4.3 Project Need, Purpose and Objectives

The Project Sponsor's primary objective is to build a high quality, well-designed, cost efficient and affordable mixed-income community that includes units for singles, families and seniors and community facilities that equally serve all residents.

Specific Objectives of the Project include:

- Develop up to 800 units of mixed-income housing;
- Replace all current public housing units, on a one-for-one basis, with high quality comparably affordable units;
- Minimize off-site relocation of residents during construction;
- Provide unit types to best meet the needs of the current and future residents;
- Continue to provide affordable housing opportunities yet decrease the concentration of public housing units by adding additional mixed-income units;
- Create affordable and market rate home ownership opportunities;
- Utilize the sales proceeds from the market rate home ownership component in order to help finance the construction of the public housing units;
- Realign the streets and placement of buildings to result in more typical San Francisco neighborhood and to maximize views for all residents;
- Create greater connectivity to the broader community by adding street and walkway connections where feasible;
- Provide supportive services for residents;
- Remediate the physical hazards of the existing Hunters View;
- Blend the design of the new buildings into the surrounding community;
- Base construction on healthy and green principles;
- Improve public housing facilities, amenities, security, and Americans with Disabilities Act (ADA) access at the site; and

- Create a stable mixed-income community that serves both existing residents as well as new residents.

4.4 Reasons for Selection of the Hunters View Redevelopment Project

The Project is selected because it will achieve all of the Project Objectives and promote achievement of the following goals, which would not be achieved by either the No Project Alternative, the Reduced-Project Alternative, or the No Re-Zoning Alternative:

Increased Affordable Housing and Market Rate Housing – The Project will provide more affordable housing units and more market rate units than any of the alternatives, thus helping to address San Francisco’s significant shortfall in housing, especially affordable housing.

Increased Economic and Business Vitality – The Project will provide more resources for economic revitalization efforts in the Hunters View neighborhood.

4.5 Overview of Other Project Alternatives Considered

The following section presents an overview of the other Project Alternatives analyzed in the FEIR. A more detailed description of each alternative can be found in Chapter VI (Alternatives to the Proposed Project) of the FEIR.

Rejected Alternative: No Project Alternative

Under the No Project Alternative, no physical land use changes would occur at the site. The existing 267 unit Hunters View public housing development would remain in its current configuration and overall condition.

Rejected Alternative: Reduced-Project Alternative

Under the Reduced-Project Alternative, only 260 units would be developed at the site. This change would result in 540 fewer housing units than were proposed for the Project.

Rejected Alternative: No-Rezoning Alternative

The No-Rezoning Alternative would have the same uses as the Project but would not propose a text and map amendment to rezone the Project Site from 40-X to 40/65-X. This alternative would create a total of about 670 residential units, compared to up to 800 units with the proposed Project.

4.6 Reasons for Rejection of Other Project Alternatives

Rejected Alternative: No Project Alternative

The No Project Alternative is rejected for the following reasons:

Reduced Housing – The No Project Alternative would provide less affordable housing than the proposed Hunters View Redevelopment Project and no market rate housing. This alternative would be inconsistent with the goals of the *Bayview Hunters Point Redevelopment Plan*, which include “encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point.”

Reduced Economic and Business Vitality – The No Project Alternative will provide fewer resources for economic revitalization efforts along the blighted corridors along Third Street and include less direct resources for neighborhood businesses than the Project.

This alternative would not meet any of the Project Objectives.

For the economic, legal, social, technological, and other considerations reasons set forth herein and in the FEIR, the No Project Alternative is rejected as infeasible.

Rejected Alternative: Reduced-Project Alternative

The Reduced-Project Alternative would be partially consistent with the *Bayview Hunters Point Redevelopment Plan*, but would not respond fully to the goals to “encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point” because it would develop only 260 units at the site.

This alternative would have other characteristics similar to those of the proposed Project, and its potential environmental effects would be similar to those described for the proposed Project, except for traffic impacts where the Project’s contribution to significant unavoidable project level and cumulative impacts would be eliminated.

This alternative would limit the ability of the Project Sponsor to meet many of the Project objectives: to develop up to 800 units of mixed-income housing; to provide unit types to best meet the needs of current and future residents; to continue to provide affordable housing opportunities yet decrease the concentration of public housing units by adding additional mixed-income units; to create affordable and market-rate home ownership opportunities; to use the sales proceeds from the market-rate home ownership component to help finance the construction of the public housing units. It would not result in a one to one replacement of the 267 public housing units.

For the economic, legal, social, technological, and other considerations reasons set forth herein and in the FEIR, the No Reduced-Project Alternative is rejected as infeasible.

Rejected Alternative: No-Rezoning Alternative

The No-Rezoning Alternative would be generally consistent with the *Bayview Hunters Point Redevelopment Plan*, but would not respond fully to the goals to “encourage construction of new affordable and market rate housing at locations and density levels that enhance the overall residential quality of Bayview Hunters Point” because it would result in fewer affordable and market-rate housing units at the site.

This alternative would have other characteristics similar to those of the proposed Project, and its potential environmental effects would be similar to those described for the proposed Project. Urban design and visual quality effects of this alternative would differ from those of the proposed Project, as there would be no buildings greater than 40 feet in height.

This alternative would limit the ability of the Project Sponsor to meet many of the Project Objectives without the necessary zoning changes.

For the economic, legal, social, technological, and other considerations reasons set forth herein and in the FEIR, the No Rezoning Alternative is rejected as infeasible.

5. FINDINGS REGARDING MITIGATION MEASURES

The California Environmental Quality Act (CEQA) requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible.

The findings in this section concern mitigation measures set forth in the FEIR. These findings discuss mitigation measures as proposed in the FEIR and recommended for adoption by the Planning Commission, which can be implemented by the Project Sponsor **[and City agencies or departments, including, but not limited to, the Department of City Planning ("Planning Department"), the Department of Public Works ("DPW"), the Municipal Transportation Agency ("MTA"), the Department of Building Inspection ("DBI"), the Department of Public Health ("DPH") and the Department of Parking and Traffic ("DPT").]**

Primary responsibility for implementation of mitigation measures will be shared by the Project Sponsor and the Planning Department.

As explained previously, **Exhibit 1**, attached, contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in Chapter IV of the FEIR that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the entity and/or agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

The Planning Commission finds that, based on the record before it, the mitigation measures proposed for adoption in the FEIR, other than Mitigation Measures D-1 through D-6, are feasible, and that they can and should be carried out by the identified entity and/or agencies at the designated time. This Planning Commission urges other agencies to adopt and implement applicable mitigation measures set forth in the FEIR that are within the jurisdiction and responsibility of such entities. The Planning Commission acknowledges that if such measures are not adopted and implemented, the Project may result in additional significant unavoidable impacts. For this reason, and as discussed in Article 6, the Planning Commission is adopting a Statement of Overriding Considerations as set forth in Article 7.

The Findings in this section concern mitigation measures set forth in the FEIR. All feasible mitigation measures identified in the FEIR that will reduce or avoid significant adverse environmental impacts are proposed for adoption and are set forth in Exhibit 1, in the Mitigation Monitoring and Reporting Program. Mitigation Measures D-1, D-2 and D-6 set forth in the FEIR require further analysis to determine their feasibility and are proposed for adoption if found feasible. Mitigation Measures D-3, D-4 and D-5 set forth in the FEIR are rejected as infeasible and therefore are not included in the Mitigation Monitoring and Reporting Program. None of the other mitigation measures set forth in the FEIR that are needed to reduce or avoid significant adverse environmental impacts is rejected.

5.1 Mitigation Measures Recommended by the Planning Commission for Adoption As Proposed For Implementation by City Departments and the Agency.

The Planning Commission finds that the following measures presented in the FEIR will mitigate, reduce, or avoid the significant environmental effects of the Project. They are hereby recommended for adoption and implementation by the City departments with applicable jurisdiction in the approval of the Project, as set forth below.

Air Quality

Mitigation Measure E-1.A: Construction Dust Control

Construction activities would generate airborne dust that could temporarily adversely affect the surrounding area. The principal pollutant of concern would be PM₁₀. Because construction-related PM₁₀ emissions primarily affect the area surrounding a project site, the BAAQMD recommends that all dust control measures that the BAAQMD considers feasible, depending on the size of the project, be implemented to reduce the localized impact to the maximum extent. To reduce particulate matter emissions during project excavation and construction phases, the Project Sponsor shall comply with the dust control strategies developed by the BAAQMD. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.

- Cover all truck hauling soil, sand, and other loose construction and demolition debris from the site, or require all such trucks to maintain at least two feet of freeboard;
- Water all exposed or disturbed soil surfaces in active construction areas at least twice daily;
- Use watering to control dust generation during demolition of structures or break-up of pavement;
- Pave, apply water three times daily, or apply(non-toxic) soil stabilizers on all unpaved parking areas and staging areas;
- Sweep daily (with water sweepers) all paved parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Hydroseed or apply(non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Install windbreaks at the windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour over a 30-minute period or more; and
- To the extent possible, limit the area subject to excavation, grading, and other dust-generating construction activity at any one time.

Mitigation Measure E-1.B: Construction Equipment Emissions

Reduce emissions from heavy-duty diesel-powered equipment. The Project Sponsor shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site during project excavation and construction phases. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.

- Keep all construction equipment in proper tune in accordance with manufacturer's specifications;
- Use late model heavy-duty diesel-powered equipment at the project site to the extent that

it is readily available in the San Francisco Bay Area;

- Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area;
- Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the project site to the extent that it is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site);
- Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area;
- Limit truck and equipment idling time to five minutes or less;
- Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.

Mitigation Measure E-2: Naturally Occurring Asbestos Control

The Project Site is known to have serpentine rock that contains naturally occurring asbestos, disturbance to which could result in potentially significant impacts to air quality. The Project Sponsor will be responsible for compliance with Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operation as enforced by CARB. These measures require that areas greater than one acre that have any portion of the area to be disturbed located in a geographic ultramafic rock unit or has naturally occurring asbestos, serpentine, or ultramafic rock as determined by the sponsor or an Air Pollution Control Officer shall not engage in any construction or grading operation on property where the area to be disturbed is greater than one acre unless an Asbestos Dust Mitigation Plan for the operation has been:

- Submitted to and approved by the district before the start of any construction or grading activity; and
- The provisions of that dust mitigation plan are implemented at the beginning and maintained throughout the duration of the construction or grading activity.

Compliance with these dust control measures would reduce air quality impacts to a less-than-significant level.

Noise

Mitigation Measure F-1: Construction Noise

To the extent feasible, the Project Sponsor shall limit construction activity to the hours of 7:00a.m. to 6:00 p.m. on weekdays, and 7:00 a.m. to 5:00 p.m. on Saturdays and Sundays. If nighttime construction is required, the Project Sponsor shall apply for, and abide by the terms of, a permit from the San Francisco Department of Public Works. The Project Sponsor shall require contractors to comply with the City Noise Ordinance.

Construction contractors shall implement appropriate additional noise reduction measures that include using noise-reducing mufflers and other noise abatement devices, changing the location of stationary construction equipment, where possible, shutting off idling equipment, and notifying adjacent residences and businesses in advance of construction work. In addition, the Project Sponsor shall require the posting of signs prior to construction activities with a phone number for residents to call with noise complaints.

Mitigation Measure F-2: Construction Vibration

The Project Sponsor shall provide notification to the closest receptors, at least ten days in advance, of construction activities that could cause vibration levels above the threshold.

The Project Sponsor shall require construction contractors to conduct demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period.

The Project Sponsor shall require construction contractors to, where possible, and financially feasible, select demolition methods to minimize vibration (e.g., sawing masonry into sections rather than demolishing it by pavement breakers)

The Project Sponsor shall require construction contractors to operate earth moving equipment on the construction site as far away from vibration sensitive sites as possible. The construction contractor shall implement methods to reduce vibration, including, but not limited to, sound attenuation barriers, cut off trenches and the use of smaller hammers.

Mitigation Measure F-3: Mechanical Equipment

The proposed Project is zoned as Residential-1 zone, which is prohibited by *San Francisco Police Code Section 2909*, to have a fixed source noise that exceeds 50 dBA, at the property line, between 10:00 p.m. and 7:00 a.m. The proposed Project's mechanical equipment could exceed 50 dBA at the property line. The Project sponsor shall provide shielding to minimize noise from stationary mechanical equipment, including ventilation units, such that noise levels from the equipment at the nearest property line would be below 50 dBA.

The incorporation of Mitigation Measures F-1, F-2 and F-3 would reduce construction and operational noise and vibration impacts to less than significant levels.

Biological Resources

Mitigation Measure G-1: Bird Nest Pre-Construction Survey

Given that the presence of mature eucalyptus trees (*Eucalyptus* sp.) on the Project Site could potentially provide nesting habitat for raptors (i.e., birds of prey) such as red-tailed hawk and American kestrel, among others, tree removal associated with the proposed Project could result in "take" caused by the direct mortality of adult or young birds, nest destruction, or disturbance of nesting native bird species (including migratory birds and other special-status species) resulting in nest abandonment and/or the loss of reproductive effort. Bird species are protected by both state (CDFG Code Sections 3503 and 3513) and federal (Migratory Bird Treaty Act of 1918) laws. Disruption of nesting birds, resulting in the abandonment of active nests, or the loss of active nests through structure removal would be a potentially significant impact.

The Project Sponsor shall retain a qualified biologist to conduct preconstruction breeding-season surveys (approximately March 15 through August 30) of the Project Site and immediate vicinity during the same calendar year that construction is planned to begin, in consultation with the City of San Francisco and CDFG.

- If phased construction procedures are planned for the proposed Project, the results of the above survey shall be valid only for the season when it is conducted.
- A report shall be submitted to the City of San Francisco, following the completion of the bird nesting survey that includes, at a minimum, the following information:

- A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.
- A map showing the location(s) of any bird nests observed on the Project Site.

If the above survey does not identify any nesting bird species on the project site, no further mitigation would be required. However, should any active bird nests be located on the Project Site, the following mitigation measure shall be implemented.

Mitigation Measure G-2: Bird Nest Buffer Zone

The Project Sponsor, in consultation with the City and County of San Francisco and California Department of Fish and Game (CDFG), shall delay construction in the vicinity of active bird nest sites located on or adjacent to the Project Site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. If active nests are identified, construction activities should not occur within 500 ft of the nest. A qualified biologist, determined by the Environmental Review Officer, shall monitor the active nest until the young have fledged, until the biologist determines that the nest is no longer active, or if it is reasonable that construction activities are not disturbing nesting behaviors. The buffer zone shall be delineated by highly visible temporary construction fencing.

Implementation of Mitigation Measures G-1 and G-2 will avoid significant adverse effects on bird species.

Mitigation Measure G-3: Serpentine Grassland Pre-Construction Measures on the PG&E Property

Remaining examples of serpentine grass land are extremely rare in the Bay Area; each remnant lost contributes to the overall decline of biodiversity within the region. Many of the native plant species associated with serpentine grass lands are endemic (i.e., locally restricted) to this habitat type. If the Project Sponsor can obtain site control for an easement on the PG&E property, construction of the proposed pedestrian walkway from the Hunters View site could impact remnants of serpentine grassland on the PG&E site. Any loss of serpentine grassland could represent a potentially adverse impact to this community type.

Due to the presence of steep slopes, all construction activities associated with the pedestrian route on the PG&E property, if it is developed, shall occur during the dry season (typically from the end of May to mid-October) to limit the likelihood of soil erosion and to minimize the need to install erosion-control barriers (e.g., silt fencing, wattles) that may impact existing serpentine bunchgrass remnants from their placement along slope contours.

Prior to the initiation of any construction activities on the PG&E property, the Project Sponsor shall prepare a detailed plan showing proposed construction-related activities on the PG&E site. A qualified botanist familiar with serpentine bunchgrass communities shall conduct a pre-construction survey of the PG&E property, during the portion of the growing season when most native vascular plant species previously documented as occurring on the site are evident and readily identifiable. Any areas containing remnants of serpentine bunchgrass habitat outside the proposed footprint for the walkway (including access routes), but within 20 feet of these areas shall be clearly delineated by appropriate avoidance markers (e.g., orange construction fencing, brightly colored flagging tape on lath stakes). An appropriate access route to and from the walkway area shall be developed, utilizing existing service roads and/or concrete building pads to avoid remnants of serpentine bunchgrass. Staging areas for this construction shall be limited to areas where remnants of serpentine bunchgrass do not occur.

The Project Sponsor shall conduct Worker Environmental Awareness Program (WEAP) training for construction crews (primarily crew and construction foreman) and City inspectors before construction activities begin. The WEAP shall include a brief review of the serpentine bunchgrass resource that occurs on the PG&E site. The program shall also cover all mitigation measures, and proposed Project plans, such as BMPs and any other required plans. During WEAP training, construction personnel shall be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. The designated biological monitor shall be responsible for ensuring that construction personnel adhere to the guidelines and restrictions. WEAP training sessions shall be conducted as needed for new personnel brought onto the job during the construction period.

Mitigation Measure G-4: Serpentine Habitat Avoidance on the PG&E Property

Best Management Practices (BMPs) shall be employed during all construction activities on the PG&E site (e.g., all fueling of equipment within designated areas, containment of hazardous materials in the advent of accidental spills).

Mitigation Measure G-5: Serpentine Habitat Post-Construction Clean-Up on the PG&E Property

After construction is complete, all trash shall be removed from within the PG&E site.

Mitigation Measure G-6: Serpentine Habitat Replanting on the PG&E Property

After construction is complete, all areas of identified serpentine bunchgrass habitat on the PG&E property impacted by construction activities shall be restored to a level equal to, or exceeding the quality of habitat that existed before impacts to these habitats occurred. Mitigation shall be achieved by implementation of the following planting plan:

- Installation of transplants and/or planting of locally-collected seeds from native plant species associated with serpentine grassland habitats into areas impacted by the proposed Project. The frequency, density, and distribution of native species used within the mitigation plantings shall be determined through consultation with appropriate resource agencies, organizations, and practitioners. Installation shall be supervised by a qualified horticulturalist or botanist. Measures to reduce transplant mortality may include, but are not limited to the following:

- Placement of cages, temporary fences, or other structures to reduce small mammal access, until transplants are sufficiently established;
- Any weeding around transplants to reduce competition from non-native species shall be done manually;
- Placement of a temporary irrigation system or periodic watering by mobile equipment sources for the first two years until transplants are sufficiently established.

General success of the mitigation plantings shall be measured by the following criteria:

Periodically assess the overall health and vigor of transplants during the growing season for the first three years; no further success criteria is required if transplants within the mitigation plantings have maintained a 70 percent or greater success rate by the end of the third year. If transplant success rate is below 70 percent by the end of the third year, a contingency plan to replace transplants due to mortality loss (e.g., foraging by small mammals, desiccation) shall be implemented.

Implementation of Mitigation Measures BIO.3 through BIO.6 will avoid significant adverse effects on serpentine grassland habitat.

Mitigation Measure G-7: Significant trees

The Project will comply with Article 16 of the Public Works Code for protection for significant trees. "Significant trees" are defined as trees within 10 feet of a public right-of-way, and also meet one of the following size requirements:

- 20 feet or greater in height;
- 15 feet or greater in canopy width; or
- 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

Street trees are also protected by the City's Urban Forestry Ordinance and both require a permit for removal. Some tree species within the Project Site meet the criterion of "Significant Tree" status; before construction occurs within any portions of the Project Site that could contain "Significant Trees," a tree survey shall be performed by a qualified arborist, and a map shall be prepared showing the genus and species, location, and drip line of all trees greater than 36 inches in diameter at breast height (DBH) or greater that are proposed to be altered, removed, or relocated. Any removal of these trees associated with the proposed Project will require a permit review, and replacement of affected "significant" trees as specified in the ordinance. Adherence to the ordinance will avoid the potential impact on the loss of significant trees.

Mitigation Measure H-1: Archaeological Resources

Based on the reasonable potential that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed Project on buried or submerged historical resources. The Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archeology. The archaeological consultant shall undertake an archaeological monitoring program during construction activities in Blocks 13, 18, and 19 (as shown on Figure 2 in the FEIR). The archaeological consultant shall first undertake a geoarchaeological study of this project sub-area to determine if any buried land surfaces available for prehistoric occupation are present. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the proposed Project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archaeological monitoring program (AMP). The archaeological monitoring program shall at a minimum include the following provisions:

- The archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archaeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

- The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;
- The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archaeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity may affect an archaeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archaeological consultant determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed Project, at the discretion of the Project Sponsor either:

- The proposed Project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or
- An archaeological data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archaeological data recovery program is required by the ERO, the archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The project archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the ADRP. The archaeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.

- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.
- *Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, Project Sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.
- *Final Archaeological Resources Report.* The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Compliance with this mitigation measure would reduce impacts to undiscovered cultural resources to a less-than-significant level.

Mitigation Measure H-2: Hazardous Building Materials Survey

Given the age of the buildings to be demolished it is likely that Hazardous Building Materials are present. Improper disposal of these materials could result in a potentially significant impact to the environment.

Therefore, prior to demolition of existing buildings, light fixtures and electrical components that contain PCBs or mercury should be identified, removed and disposed of in accordance with the Department of Toxic Substances Controls "universal waste" procedures. Compliance with these procedures would reduce impacts to a less-than-significant level.

Mitigation Measure H-3: Contaminated Soil Identification

Lead contaminated soil was identified in several locations on the Project Site. The improper handling or disposal of lead contaminated soil would constitute a significant impact.

Therefore, prior to issuance of a grading permit a Phase II analysis should be conducted on the Project Site. The Phase II shall include comprehensive soil sampling and laboratory analysis with the goal of identifying lead, chromium and contaminated soils. The scope of this Phase II analysis should be developed in cooperation with the San Francisco Department of Public Health.

If the results of this Phase II analysis indicate that contaminated soils is, in fact present on the site, Mitigation Measure H-4, below, shall also be incorporated.

Mitigation Measure H-4: Contaminated Soil Disposal

Based on the findings of the Phase II analysis conducted under Mitigation Measure H-3, a soil remediation and disposal plan shall be developed that includes a plan for on-site reuse or disposal of contaminated soils. In the event that soils are contaminated beyond DTSC thresholds, load-and-go procedures should be identified as well as the Class I landfill for disposal.

Incorporation of Mitigation Measures H-3 and H-4 would reduce impacts that result from handling and disposal of contaminated soils to a less-than-significant level.

5.2 Mitigation Measures Requiring Further Analysis to Determine Their Feasibility

The following Mitigation Measures set forth in the FEIR require further analysis to determine their feasibility. They are proposed for adoption if determined to be feasible and therefore are conditionally adopted. If the Mitigation Measures are determined to be unfeasible, the impacts will remain significant and unavoidable.

Mitigation Measure D-1: Third Street/Evans Avenue

The signalized Third Street/Evans Avenue intersection would degrade from LOS D (average delay of 35.7 seconds per vehicle) to LOS E (average delay of 60.9 seconds per vehicle) with the addition of the project-generated traffic to baseline conditions. The intersection is actuated by video detection equipment and accommodates pedestrians, bicycles, vehicles, and the T-Third Street MUNI line. The T-Third Street MUNI line occupies the center median and makes several trips during the PM peak period. The northbound and southbound through movements are coordinated. The proposed Project would add 324 vehicles per hour to the intersection during the PM peak period. The most significant traffic volume increase would occur at the southbound left turn movement (83 vehicles per hour) which is already projected to operate at LOS F during the PM peak hour in the Baseline Conditions.

The project impacts at the Third Street/Evans Avenue intersection could be mitigated by adjusting the maximum allowable southbound left turn green time. In the Baseline plus Project Conditions, the southbound left turn movement is projected to have an allotted green time of 11 seconds per 100-second cycle (LOS F) and the opposing northbound through movement is projected to have an allotted green time of 37 seconds per 100-second cycle (LOS B). To

mitigate the impact caused by the proposed Project, the southbound left turn green time could be increased to 16 seconds per 100-second cycle and the opposing northbound through movement green time could be decreased to 32 seconds per 100-second cycle.

With the signal timing modification, the intersection is expected to operate at LOS D with an average delay of 37.1 seconds per vehicle. It should also be noted that the implementation of the proposed mitigation measure would be dependent upon an assessment of transit and traffic coordination along Third Street and Evans Avenue to ensure that the changes would not substantially affect MUNI transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

While the mitigation measure described above would reduce the significant Project impacts, further analysis is required to determine feasibility. Therefore, the Project would contribute to a significant unavoidable adverse impact at this intersection.

Mitigation Measure D-2: Third Street/25th Street

The signalized Third Street/25thStreet intersection would degrade from LOS B (average delay of 18.9 seconds per vehicle) to LOS E (average delay of 76.6 seconds per vehicle) with 2025 Cumulative Conditions. The intersection would be actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. Additionally, light rail tracks will occupy the westbound approach to the intersection to access the Metro East MUNI maintenance facility which is currently under construction. Light rail vehicles are not expected to use these tracks during the PM peak period. The northbound and southbound vehicle through movements would be coordinated. The proposed Project would add 280 vehicles per hour to the intersection during the PM peak period – a contribution of 9.9 percent to the overall growth.

A substantial amount of the delay at the Third Street/25thStreet intersection would be caused by the permitted eastbound and westbound through and right-turn movements. 25th Street would have one all-movement lane in each direction. To the west of the intersection, 25th Street is approximately 40 feet wide and accommodates on-street parking. To the east of the intersection, 25th Street is approximately 30 feet wide and does not accommodate on-street parking. With the removal of the on-street parking to the west of the Third Street/25thStreet intersection, the eastbound approach would have sufficient width to accommodate a through- left lane and an exclusive right turn lane. The eastbound right turn lane could include an overlap phase to coincide with the northbound left-turn phase, with U-turns from northbound Third Street prohibited. With this modification, the intersection steady demand green time splits could be recalculated, while maintaining a 100-second cycle length. The green time allotted to the T-Third trains and intersection offset would not be modified with the implementation of this mitigation measure. With the re-striping of the eastbound approach, the removal of on-street parking, addition of an eastbound right-turn overlap phase, and recalculation of the signal timing steady demand green time splits, the Third Street/25thStreet intersection would operate at LOS D with an average delay of 35.9 seconds per vehicle.

While mitigation has been identified to reduce impacts, further analysis of some of the measures is required to determine feasibility. Therefore, the Project would contribute to a significant unavoidable cumulative adverse impact at this intersection.

Mitigation Measure D-6: Middle Point Road/Evans Avenue

The all-way stop-controlled Middle Point Road/Evans Avenue intersection would degrade from LOS A (average delay of 8.4 seconds per vehicle) to LOS F (average delay of more than 50.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would accommodate

pedestrians, bicycles, and vehicles. The proposed Project would add 580 vehicles per hour to the intersection during the PM peak period – a contribution of 22.3 percent to the overall growth.

A substantial amount of the delay at the Middle Point Road/Evans Avenue intersection would be caused by the southbound and westbound approaches. The southbound Middle Point Road/Jennings Street approach would have one all-movement lane. The westbound Evans Avenue approach would have one left-turn lane, one through lane, and one through-right-turn lane.

The expected traffic volumes at the all-way stop-controlled Middle Point Road/Evans Avenue intersection, would meet signal warrants and signalization would be required. With the existing geometry, the intersection would continue to operate at an unacceptable level (LOS F), even with signalization.

Removal of the on-street parking on Middle Point/Jennings to the north of the Middle Point Road/Evans Avenue intersection, would allow the southbound approach to provide an exclusive left-turn lane and a shared left-through-right lane.

With the installation of an actuated-uncoordinated traffic signal, southbound and westbound approach lane reconfiguration, and removal of on-street parking, the Middle Point Road/Evans Avenue intersection would operate at LOS D, with an average delay of 53.1 seconds per vehicle.¹²² Implementation of the proposed mitigation measure would be dependent upon an assessment of traffic coordination along Evans Avenue to ensure that the changes would not substantially affect signal progressions, pedestrian conditions requirements, and programming limitations of signals.

While mitigation has been identified to reduce impacts, further analysis is required to determine its feasibility. Therefore, the Project would contribute to a significant unavoidable cumulative adverse impact at this intersection.

5.3 Mitigation Measures Rejected by the Planning Commission As Infeasible

The Following Mitigation Measures set forth in the FEIR are rejected as infeasible.

Mitigation Measure D-3: Third Street/Cesar Chavez Street

The signalized Third Street/Cesar Chavez Street intersection would degrade from LOS C (average delay of 32.0 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) with 2025 Cumulative Conditions. The intersection would be fully actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. Additionally, light rail tracks will occupy the westbound approach of the intersection to the Metro East MUNI maintenance facility which is currently under construction. Light rail vehicles are not expected to use these tracks during the PM peak period. The northbound and southbound vehicle through movements would be coordinated. The proposed Project would add 343 vehicles per hour to the intersection during the PM peak period – a contribution of 11.3 percent to the overall growth.

A substantial amount of the delay at the Third Street/Cesar Chavez Street intersection would be caused by the permitted eastbound and westbound through and right-turn movements. The westbound Cesar Chavez approach would consist of one all-movement lane in the 2025 Cumulative Conditions. The eastbound Cesar Chavez approach would consist of two left-turn lanes, one through lane, and one exclusive right turn lane in the 2025 Cumulative Conditions. All intersection approaches would be geometrically constrained by existing structures and the T-Third Street light rail line in the center median. Cycle length at this intersection would be

constrained because the signal would be part of the Third Street signal system with a maximum 100-second cycle length to allow priority for the Third Street light rail operations.

Given the exclusive eastbound right-turn lane and the northbound left-turn phase, the eastbound right-turn lane could include an overlap phase to coincide with the northbound left-turn phase. With the addition of an eastbound right-turn overlap phase, the Third Street/Cesar Chavez intersection would continue to operate at LOS F with an average delay greater than 80.0 seconds per vehicle.

Changes in signal timing and phasing would not mitigate intersection conditions. To mitigate the intersection to an acceptable level of service, major modifications to the intersection geometry would be required. Due to the constraints on Third Street and Cesar Chavez Street, including existing structures that would have to be acquired, such intersection modifications are not considered feasible. The Project's contribution to 2025 Cumulative Conditions at the Third Street/Cesar Chavez Street intersection would be a significant and unavoidable impact.

Mitigation Measure D-4: Illinois Street/Cargo Way/Amador Street

The signalized Illinois Street/Cargo Way/Amador Street intersection would degrade from LOS C (average delay of 26.9 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would accommodate pedestrians, bicycles, vehicles, and a significant amount of heavy truck traffic. Additionally, Union Pacific Railroad tracks will pass through the intersection and the two-lane Illinois Street Bridge to provide rail freight access for local industrial uses. Rail traffic is not expected to use these tracks during the PM peak-period. The proposed Project would add 332 vehicles per hour to the intersection during the PM peak period – a contribution of 18.9 percent to the overall growth.

A substantial amount of the delay at the Illinois Street/Cargo Way/Amador Street intersection would be caused by the protected southbound left- and westbound right-turn movements. The southbound Illinois Street approach would consist of one all-movement lane in the 2025 Cumulative Conditions. The westbound Cargo Way approach would consist of one through lane and one through-right-turn lane in the 2025 Cumulative Conditions. All intersection approaches are geometrically constrained by existing structures and the two-lane Illinois Street Bridge. Cycle length at this intersection would be constrained because the signal would be part of the Third Street signal system with a maximum 100-second cycle length to allow priority for the Third Street light rail operations.

The westbound through and right-turn traffic volumes are expected to be similar in the 2025 Cumulative Conditions. Therefore, the westbound approach lanes could be divided into two independent movements – one through lane and one exclusive right-turn lane. Given the exclusive westbound right-turn lane and the southbound left-turn phase, the westbound right-turn lane could include an overlap phase to coincide with the southbound left-turn phase.

With the westbound approach lane reconfiguration, the Illinois Street / Cargo Way / Amador Street intersection would operate at LOS E with an average delay of 56.0 seconds per vehicle in 2025 Cumulative Conditions. To mitigate the intersection to an acceptable level of service, major modifications to the network geometry would be required. Due to the physical constraints at the intersection, particularly on the Illinois Street Bridge, geometric modifications would be infeasible, and the cumulative effects would be significant and unavoidable. Therefore, the Project would contribute to a significant unavoidable cumulative impact at this intersection.

Mitigation Measure D-5: Third Street/Evans Avenue

The signalized Third Street/Evans Avenue intersection would degrade from LOS E (average delay of 60.9 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would be actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. The proposed Project would add 324 vehicles per hour to the intersection during the PM peak period – a contribution of 9.8 percent to the overall growth.

Substantial delays are expected at all intersection movements; specifically, the southbound left-turn movement and the conflicting northbound through movement. All intersection approaches would be constrained by existing structures and the T-Third Street light rail line in the center median.

Based on the heavy traffic volumes and site constraints, signal phasing and signal timing changes would not improve the Third Street/Evans Avenue operations to acceptable levels. The intersection would continue to operate at LOS F. Therefore, the Project would contribute to a significant unavoidable cumulative impact at this intersection.

5.4 Findings on Adoption of a Mitigation Monitoring and Reporting Program

The Planning Commission finds that the Mitigation Monitoring and Reporting Program attached hereto as Exhibit 1 (the “Program”), is designed to ensure compliance during Project implementation. The Planning Commission further finds that the Program presents measures that are appropriate and feasible for adoption and the Program should be adopted and implemented as set forth herein and in Exhibit 1.

5.5 Improvement Measures

In addition to the mitigation measures contained in Exhibit 1, Chapter IV of the FEIR contains a few measures that are not required to avoid or reduce significant adverse impacts but will reduce less than significant impacts. These measures are referred to here and in Exhibit 1 as Improvement Measures. CEQA does not require the Planning Department or other implementing agencies to adopt these measures. Exhibit 1 explains how the Planning Department will ensure that each of these measures is implemented during the Project.

Improvement Measure D.1: Construction Traffic. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. In addition, the Project Sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, and the Planning Department to determine feasible measures to reduce traffic congestion. Including transit disruption and pedestrian circulation impacts during construction of the proposed Project.

Improvement Measure G-1: Native Species Replanting. Once construction activities are completed a long-term program could be implemented to enhance and restore the existing serpentine bunchgrass habitat on the PG&E site and/or create “native habitat” areas on the Project Site. This Improvement Measure would create “native habitat” areas on some portions of the Project Site that are planned for landscaping or open space as part of the Project. Implementation of this Improvement Measure on the PG&E property would be the responsibility of PG&E.

- Seeds of locally-collected native species could be collected from valid reference sites within the surrounding area. From these seeds, transplants could be raised by local gardening clubs, science classes from local public schools, etc. Installation would be supervised by a qualified horticulturalist and/or botanist.
- On-going community programs undertaken by local citizen groups to remove trash and rehabilitate degraded portions of the PG&E site to expand higher-quality serpentine grassland habitat could be conducted.
- Management of invasive, non-native herbaceous and woody species would include reseedling of native plants and manual removal (e.g., by hand, loppers, chainsaws), and possibly some selective chemical applications to control highly competitive exotic species. Invasive, non-native tree species such as eucalyptus¹ could be systematically removed after any pre-construction nesting surveys for bird species have been conducted.
- A long-term monitoring program could be implemented by enlisting the support from science educators from local public schools and community colleges. Permanent transects could be established to document the changes in floristic composition in terms of the frequency, density, and distribution of native plant species throughout the PG&E site.

The incorporation of Mitigation Measures G-1, G-2 and G-7 would reduce impacts to biological resources that could result from the proposed Project to a less-than-significant level. If the Project Sponsor obtains control over a small portion of the PG&E site via easement or other agreement with PG&E, and chooses to pursue the construction of a pedestrian walkway across that site, the incorporation of Mitigation Measures G-3, G-4, G-5, and G-6 would reduce impacts from construction on the PG&E site to a less-than-significant level. In addition to Mitigation Measures G-3–G-6, Improvement Measure G-1 could also be incorporated to further enhance habitat on the PG&E site, and/or create “native habitat” on the Project Site if the Project Sponsor so chooses.

Improvement Measure: An interpretive display is generally considered an on-site, publicly accessible display/exhibit area which includes interpretive materials. The display could be an outdoor all-weather plaque or a permanent collection of materials displayed in a public area, such as in the community building.

For Hunters View, interpretive materials could document the history of the San Francisco Housing Authority, history of the Hunters View Housing Development, photographs, architectural drawings and site plans, and/or oral and written histories documenting the lives of, and events associated with, past and present occupants of the Hunters View Housing Development. It is recommended that the Project Sponsor install an exterior interpretive plaque, not smaller than two by four feet, near the entrance of the community center. A recommended enhancement to the interpretive display would be an interior interpretive display in the community center containing a timeline and a collection of photographs and/or artifacts.

The Project Sponsor could also document the existing Hunters View and the new development site via site photography and this collection of photographs (before and after) could also serve as an interpretive display for this project.

¹ Blue gum (*Eucalyptus globulus*) and red gum (*Eucalyptus camaldulensis*) are both recognized by the California Invasive Plant Council (Cal-IPC) as invasive pest plant species in the state of California. Eucalyptus trees produce several volatile and water-soluble toxins in their tissues (including leaf and bark litter) that are all elopathic (i.e., they release chemicals in the soil that inhibits the growth and/or establishment of surrounding vegetation, including native herbaceous plant species). Although eucalyptus trees benefit from this form of “chemical warfare,” the herbaceous ground layer is often depauperate and provides extremely limited habitat opportunities for local wildlife populations.

5.6 Location and Custodian of Record

The public hearing transcript, a copy of all letters regarding the FEIR received during the public review period, the administrative record, and background documentation for the FEIR are located at the Planning Department, 1650 Mission Street, San Francisco. The Planning Commission Secretary, Linda Avery, is the custodian of records for the Planning Department and Planning Commission.

6. **SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS**

All impacts of the Project would either be less than significant or could be mitigated to less than significant levels, with the exception of the project specific and 2025 cumulative transportation impacts described in more detail below. The significant traffic impacts at Third Street/Evans Avenue, Third Street/25th Street, and Middle Point Road/Evans Avenue would be reduced to less than significant levels if Mitigation Measures D-1, D-2 and D-6 respectively are determined to be feasible and are implemented. However, because the feasibility of these Mitigation Measures remains uncertain, these impacts are considered to be significant and unavoidable for purposes of these Findings.

6.1 Traffic

Mitigation Measure D-1: Third Street/Evans Avenue

The signalized Third Street/Evans Avenue intersection would degrade from LOS D (average delay of 35.7 seconds per vehicle) to LOS E (average delay of 60.9 seconds per vehicle) with the addition of the project-generated traffic to baseline conditions. The intersection is actuated by video detection equipment and accommodates pedestrians, bicycles, vehicles, and the T-Third Street MUNI line. The T-Third Street MUNI line occupies the center median and makes several trips during the PM peak period. The northbound and southbound through movements are coordinated. The proposed Project would add 324 vehicles per hour to the intersection during the PM peak period. The most significant traffic volume increase would occur at the southbound left turn movement (83 vehicles per hour) which is already projected to operate at LOS F during the PM peak hour in the Baseline Conditions.

The project impacts at the Third Street/Evans Avenue intersection could be mitigated by adjusting the maximum allowable southbound left turn green time. In the Baseline plus Project Conditions, the southbound left turn movement is projected to have an allotted green time of 11 seconds per 100-second cycle (LOS F) and the opposing northbound through movement is projected to have an allotted green time of 37 seconds per 100-second cycle (LOS B). To mitigate the impact caused by the proposed Project, the southbound left turn green time could be increased to 16 seconds per 100-second cycle and the opposing northbound through movement green time could be decreased to 32 seconds per 100-second cycle.

With the signal timing modification, the intersection is expected to operate at LOS D with an average delay of 37.1 seconds per vehicle. It should also be noted that the implementation of the proposed mitigation measure would be dependent upon an assessment of transit and traffic coordination along Third Street and Evans Avenue to ensure that the changes would not substantially affect MUNI transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

While the mitigation measure described above would reduce the significant Project impacts, further analysis is required to determine feasibility. Therefore, the Project would contribute to a significant unavoidable adverse impact at this intersection.

Mitigation Measure D-2: Third Street/25th Street

The signalized Third Street/25th Street intersection would degrade from LOS B (average delay of 18.9 seconds per vehicle) to LOS E (average delay of 76.6 seconds per vehicle) with 2025 Cumulative Conditions. The intersection would be actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. Additionally, light rail tracks will occupy the westbound approach to the intersection to access the Metro East MUNI maintenance facility which is currently under construction. Light rail vehicles are not expected to use these tracks during the PM peak period. The northbound and southbound vehicle through movements would be coordinated. The proposed Project would add 280 vehicles per hour to the intersection during the PM peak period – a contribution of 9.9 percent to the overall growth.

A substantial amount of the delay at the Third Street/25th Street intersection would be caused by the permitted eastbound and westbound through and right-turn movements. 25th Street would have one all-movement lane in each direction. To the west of the intersection, 25th Street is approximately 40 feet wide and accommodates on-street parking. To the east of the intersection, 25th Street is approximately 30 feet wide and does not accommodate on-street parking. With the removal of the on-street parking to the west of the Third Street/25th Street intersection, the eastbound approach would have sufficient width to accommodate a through- left lane and an exclusive right turn lane. The eastbound right turn lane could include an overlap phase to coincide with the northbound left-turn phase, with U-turns from northbound Third Street prohibited. With this modification, the intersection steady demand green time splits could be recalculated, while maintaining a 100-second cycle length. The green time allotted to the T-Third Street trains and intersection offset would not be modified with the implementation of this mitigation measure. With the re-striping of the eastbound approach, the removal of on-street parking, addition of an eastbound right-turn overlap phase, and recalculation of the signal timing steady demand green time splits, the Third Street/25th Street intersection would operate at LOS D with an average delay of 35.9 seconds per vehicle.

While mitigation has been identified to reduce impacts, further analysis of some of the measures is required to determine feasibility. Therefore, the Project would contribute to a significant unavoidable cumulative adverse impact at this intersection.

Mitigation Measure D-3: Third Street/Cesar Chavez Street

The signalized Third Street/Cesar Chavez Street intersection would degrade from LOS C (average delay of 32.0 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) with 2025 Cumulative Conditions. The intersection would be fully actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. Additionally, light rail tracks will occupy the westbound approach of the intersection to the Metro East MUNI maintenance facility which is currently under construction. Light rail vehicles are not expected to use these tracks during the PM peak period. The northbound and southbound vehicle through movements would be coordinated. The proposed Project would add 343 vehicles per hour to the intersection during the PM peak period – a contribution of 11.3 percent to the overall growth.

A substantial amount of the delay at the Third Street/Cesar Chavez Street intersection would be caused by the permitted eastbound and westbound through and right-turn movements. The westbound Cesar Chavez approach would consist of one all-movement lane in the 2025 Cumulative Conditions. The eastbound Cesar Chavez approach would consist of two left-turn lanes, one through lane, and one exclusive right turn lane in the 2025 Cumulative Conditions. All intersection approaches would be geometrically constrained by existing structures and the T-Third Street light rail line in the center median. Cycle length at this intersection would be

constrained because the signal would be part of the Third Street signal system with a maximum 100-second cycle length to allow priority for the Third Street light rail operations.

Given the exclusive eastbound right-turn lane and the northbound left-turn phase, the eastbound right-turn lane could include an overlap phase to coincide with the northbound left-turn phase. With the addition of an eastbound right-turn overlap phase, the Third Street/Cesar Chavez intersection would continue to operate at LOS F with an average delay greater than 80.0 seconds per vehicle.

Changes in signal timing and phasing would not mitigate intersection conditions. To mitigate the intersection to an acceptable level of service, major modifications to the intersection geometry would be required. Due to the constraints on Third Street and Cesar Chavez Street, including existing structures that would have to be acquired, such intersection modifications are not considered feasible. The Project's contribution to 2025 Cumulative Conditions at the Third Street/Cesar Chavez Street intersection would be a significant and unavoidable impact.

Mitigation Measure D-4: Illinois Street/Cargo Way/Amador Street

The signalized Illinois Street/Cargo Way/Amador Street intersection would degrade from LOS C (average delay of 26.9 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would accommodate pedestrians, bicycles, vehicles, and a significant amount of heavy truck traffic. Additionally, Union Pacific Railroad tracks will pass through the intersection and the two-lane Illinois Street Bridge to provide rail freight access for local industrial uses. Rail traffic is not expected to use these tracks during the PM peak-period. The proposed Project would add 332 vehicles per hour to the intersection during the PM peak period – a contribution of 18.9 percent to the overall growth.

A substantial amount of the delay at the Illinois Street/Cargo Way/Amador Street intersection would be caused by the protected southbound left- and westbound right-turn movements. The southbound Illinois Street approach would consist of one all-movement lane in the 2025 Cumulative Conditions. The westbound Cargo Way approach would consist of one through lane and one through-right-turn lane in the 2025 Cumulative Conditions. All intersection approaches are geometrically constrained by existing structures and the two-lane Illinois Street Bridge. Cycle length at this intersection would be constrained because the signal would be part of the Third Street signal system with a maximum 100-second cycle length to allow priority for the Third Street light rail operations.

The westbound through and right-turn traffic volumes are expected to be similar in the 2025 Cumulative Conditions. Therefore, the westbound approach lanes could be divided into two independent movements – one through lane and one exclusive right-turn lane. Given the exclusive westbound right-turn lane and the southbound left-turn phase, the westbound right-turn lane could include an overlap phase to coincide with the southbound left-turn phase.

With the westbound approach lane reconfiguration, the Illinois Street / Cargo Way / Amador Street intersection would operate at LOS E with an average delay of 56.0 seconds per vehicle in 2025 Cumulative Conditions. To mitigate the intersection to an acceptable level of service, major modifications to the network geometry would be required. Due to the physical constraints at the intersection, particularly on the Illinois Street Bridge, geometric modifications would be infeasible, and the cumulative effects would be significant and unavoidable. Therefore, the Project would contribute to a significant unavoidable cumulative impact at this intersection.

Mitigation Measure D-5: Third Street/Evans Avenue

The signalized Third Street/Evans Avenue intersection would degrade from LOS E (average delay of 60.9 seconds per vehicle) to LOS F (average delay of more than 80.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would be actuated by video detection equipment and accommodate pedestrians, bicycles, vehicles, and the T-Third Street light rail line. The T-Third Street light rail line occupies the center median. The proposed Project would add 324 vehicles per hour to the intersection during the PM peak period – a contribution of 9.8 percent to the overall growth.

Substantial delays are expected at all intersection movements; specifically, the southbound left-turn movement and the conflicting northbound through movement. All intersection approaches would be constrained by existing structures and the T-Third Street light rail line in the center median.

Based on the heavy traffic volumes and site constraints, signal phasing and signal timing changes would not improve the Third Street/Evans Avenue operations to acceptable levels. The intersection would continue to operate at LOS F. Therefore, the Project would contribute to a significant unavoidable cumulative impact at this intersection.

Mitigation Measure D-6: Middle Point Road/Evans Avenue

The all-way stop-controlled Middle Point Road/Evans Avenue intersection would degrade from LOS A (average delay of 8.4 seconds per vehicle) to LOS F (average delay of more than 50.0 seconds per vehicle) in the 2025 Cumulative Conditions. The intersection would accommodate pedestrians, bicycles, and vehicles. The proposed Project would add 580 vehicles per hour to the intersection during the PM peak period – a contribution of 22.3 percent to the overall growth.

A substantial amount of the delay at the Middle Point Road/Evans Avenue intersection would be caused by the southbound and westbound approaches. The southbound Middle Point Road/Jennings Street approach would have one all-movement lane. The westbound Evans Avenue approach would have one left-turn lane, one through lane, and one through-right-turn lane.

The expected traffic volumes at the all-way stop-controlled Middle Point Road/Evans Avenue intersection, would meet signal warrants and signalization would be required. With the existing geometry, the intersection would continue to operate at an unacceptable level (LOS F), even with signalization.

Removal of the on-street parking on Middle Point/Jennings to the north of the Middle Point Road/Evans Avenue intersection, would allow the southbound approach to provide an exclusive left-turn lane and a shared left-through-right lane.

With the installation of an actuated-uncoordinated traffic signal, southbound and westbound approach lane reconfiguration, and removal of on-street parking, the Middle Point Road/Evans Avenue intersection would operate at LOS D, with an average delay of 53.1 seconds per vehicle. Implementation of the proposed mitigation measure would be dependent upon an assessment of traffic coordination along Evans Avenue to ensure that the changes would not substantially affect signal progressions, pedestrian conditions requirements, and programming limitations of signals.

While mitigation has been identified to reduce impacts, further analysis is required to determine its feasibility. Therefore, the Project would contribute to a significant unavoidable cumulative adverse impact at this intersection.

7. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding the significant effects noted above, pursuant to CEQA Section 21081(b) and the CEQA Guidelines Section 15093, the Planning Commission finds, after considering the FEIR and based on substantial evidence in said documents, the administrative record and as set forth herein, that specific overriding economic, legal, social, and other considerations outweigh the identified significant effects on the environment. In addition, the Planning Commission finds, in addition to the specific reasons discussed in Article 4 above, that those Project Alternatives rejected above are also rejected for the following specific economic, social, or other considerations resulting from Project approval and implementation:

- 7.1 Project implementation will alleviate blight and encourage revitalization of the Project area.
- 7.2 Project implementation will improve residential conditions and encourage residential activity through the creation, retention and rehabilitation of housing affordable by low-income and moderate-income persons.
- 7.3 Project implementation will promote the one-for-one replacement of 267 units of public housing.
- 7.4 Project implementation will help address the City's housing shortage.
- 7.5 Project implementation will promote the development of neighborhood-serving retail space that will lead to increased business activity in the Project area.
- 7.6 Project implementation will lead to improved housing opportunities and economic conditions in the Project area.
- 7.7 Project implementation will promote enhanced quality of life in the Project area.
- 7.8 Project implementation will promote enhanced social services for Project residents.
- 7.9 Project implementation will enhance the infrastructure in the Project area.
- 7.10 The Project will create hundreds of construction jobs over the next six to eight years.
- 7.11 The Project will be the pilot project for HOPE SF Program.

Having considered these Project benefits, including the benefits and considerations discussed in Article 4 above, the Planning Commission finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- ☐ **Inclusionary Housing (Redevelopment)**
☐ Jobs Housing Linkage Program (Sec. 313)
☐ Downtown Park Fee (Sec. 139)

- ☐ **First Source Hiring (Redevelopment)**
☐ Child Care Requirement (Sec. 314)
☐ Other

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. 17621

HEARING DATE: JUNE 12, 2008

Date: May 29, 2008
Case No.: **2007.0168CETZ**
Project Address: **227 – 229 WEST POINT ROAD**
Zoning: RH-2 (Residential, House Two Family)
RM-1 (Residential, Mixed Low Density)
NC-2 (Neighborhood Commercial, Small-Scale)
M-1 (Light Industrial)
40-X Height and Bulk District
Block/Lot: 4624/003, 004, 009
4720/027
Project Sponsor: Hunter's View Associates, LP
576 Sacramento Street, 7th Floor
San Francisco, CA 94111
Staff Contact: Ben Fu – (415) 558-6318
ben.fu@sfgov.org

ADOPTING FINDINGS RELATED TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303 AND 304 TO CREATE A NEW PLANNED UNIT DEVELOPMENT (PUD) TO ALLOW THE CONSTRUCTION OF APPROXIMATELY 6,400 SQUARE FEET OF RETAIL USE, 21,600 SQUARE FEET OF COMMUNITY SPACE, AND UP TO 800 DWELLING UNITS IN RM-1, RH-2, NC-2, AND M-1 ZONING DISTRICTS WITH A 40 X HEIGHT AND BULK DESIGNATION ON ASSESSOR'S BLOCK 4624, LOTS 3, 4 & 9 AND BLOCK 4720, LOT 27. EXCEPTIONS ARE REQUESTED FROM DENSITY, REAR YARD, OPEN SPACE, EXPOSURE, OFF-STREET, LOADING AND BICYCLE PARKING REQUIREMENTS, AS MANDATED BY THE PLANNING CODE.

PREAMBLE

On March 27, 2008, Hunters View Associates, L.P. (hereinafter "Project Sponsor") filed Application No. 2007.0168C (hereinafter "Application") with the Planning Department (hereinafter "Department") for Conditional Use authorization per Planning Code Sections 303 and 304 to create a new Planned Unit Development (PUD) to allow the construction up to 800 dwelling units and including the following exceptions: lot width and area (Planning Code Section 121), rear yards (Planning Code Section 134(a)) and

(c)), usable open space (Planning Code Section 135), allowable obstructions (Planning Code Section 136), spacing of street trees (Planning Code Section 143), parking (Planning Code Sections 150, 151, 154 and 155), bicycle parking (Planning Code Section 155.5), loading (Section 152), dwelling unit exposure (Section 140), measurement of height (Planning Code Sections 102.12 and 260(a)) and density (Planning Code Section 209.1).

The revitalization of Hunters View will include the demolition of all of the existing public housing units and other community facilities on the site, resulting in a mixed-income community that will include up to 800 new residential units and provide one-for-one replacement of the existing 267 public housing units. The current project proposal includes up to 800 total units, including a total of 350 affordable rental units (267 of which will be the replacement public housing units) and up to 450 home ownership units, of which 10-15% will be affordable and 17 of those will be developed by Habitat for Humanity. This new mixed-income development will result in a range of resident incomes from less than 10% to over 120% of AMI. Additionally, the net proceeds from the sale of the market-rate for-sale units will cross-subsidize a portion of the development costs of the public housing replacement units and affordable rental units.

On June 12, 2008, the Department certified the Final Environmental Impact Report for the Hunters View Redevelopment Project (State Clearinghouse No. SCH 2007112086) for the Project (the "Final EIR").

On June 12, 2008, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2007.0168C.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2007.0168C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** Located in the Bayview Hunters Point neighborhood of San Francisco, Hunters View currently includes 267 public housing units located on approximately 20 acres of land. Constructed in 1957 on the foundations of World War II workforce housing, the units were never intended to be permanent and due to both their poor initial construction and years of deferred maintenance, the units at Hunters View have deteriorated beyond repair.

The Project will be developed on two adjacent properties. The first, which is owned by the San Francisco Housing Authority, is located at Middle Point and West Point Roads and Wills and

Hare Streets, and is Assessor's Block 4624, Lots 3, 4 and 9. The second, which is adjacent to the Housing Authority property and is currently owned by the San Francisco Redevelopment Agency, is located along Keith Street and is Assessor's Block 4720, Lot 27. Both properties will ultimately be conveyed by deed or ground lease to one or more partnerships which will be formed for the sole purpose of undertaking the Project.

The San Francisco Housing Authority property currently contains 267 public housing units in 50 buildings while the San Francisco Redevelopment Authority property is vacant. The 267 residential units contain approximately 325,000 square feet of space, and there is an additional 7,000 square feet of community serving and storage space on the site. The buildings range in height from one to three stories (or 16 to 28 feet) and currently there are no off-street parking spaces.

3. **Surrounding Properties and Neighborhood.** The subject property is located within RM-1, RH-2, NC-2 and M-1 zoning districts and a 40 X height/bulk district. Most of the surrounding properties are located within an RH-2 zoning district and contain residential uses. The neighboring properties to the west and south contain residential and public uses. The properties to the north and east contain primarily industrial uses. The former Hunters Point Naval Shipyard to the east and southeast is currently being redeveloped as a mixed use project.
4. **Text and Map Amendments to Planning Code.** In order to facilitate the Project at the density required to subsidize the 350 public housing and affordable rental units on the Project site, both text and map changes to the Planning Code are proposed. First, the height and bulk district for the Project site is proposed to be modified from 40-X to 40/65-X pursuant to the addition of Planning Code Section 263.20 to create the HOPE SF Hunters View Special Use District and 40/65-X Height and Bulk District. Secondly, an amendment to Section 249 of the Planning Code by adding Section 249.39 is proposed to establish the HOPE SF Hunters View Special Use District allowing the subdivision or portions of the site as individual lots to exceed the density of the underlying zoning district and allowing uses that are either principally or conditionally permitted within NC-1 Districts to be principally permitted within the special use district. Map amendments are proposed to amend the use designations on the Redevelopment Agency parcel from RH-2, NC-1, and M-1 to RM-1 to establish consistency between the various parcels and to map the Special Use District and the 40/65-X Height and Bulk District.
5. **Redevelopment Agency Parcel.** The Redevelopment Agency parcel, Assessor's Block 4720, Lot 27, is located within Project Area A of the Bayview Hunters Point Redevelopment Plan, which prohibits structures higher than 40 feet. This plan expires on January 1, 2009. A portion of the building to be located on Block 2 exceeds 40 feet in height, but will not be constructed until after the expiration of the Redevelopment Plan for Project Area A. Therefore, this Project Authorization as it relates to the Redevelopment Area parcel, to the extent it is inconsistent with the existing provisions of the Redevelopment Plan, is conditioned upon the expiration of the Redevelopment Plan for Project Area A on January 1, 2009, and shall be effective at that time.
6. **Residential Uses.**

- A. Planning Code Section 209.1 provides that residential uses are permitted as a principal use in the RH-2 and RM-1 Zoning Districts. Pursuant to Planning Code Section 209.1, the southeastern portion of the Project, which is zoned RM-1, is allowed a density ratio not exceeding one dwelling unit for each 800 square feet of lot area. Pursuant to Section 304(d)(4), as a Planned Unit Development, the Project is allowed the density permitted in the RM-2 Zoning District, which is a density ratio not exceeding one dwelling unit for each 600 square feet of lot area, minus one unit. Up to 849 residential units are permitted as of right in the RM-1 Zoning District and 1,132 units are permitted pursuant to a PUD. Currently, the Project proposes to develop up to 800 units.
 - B. The northwestern portion of the Project site, which is primarily zoned RH-2, allows two-family dwelling units as a principally permitted use. RH-2 Districts also allow one dwelling unit for each 1,500 square feet of lot area, but no more than three dwelling units per lot, if authorized as a conditional use by the Planning Commission. The proposed town homes in Block 4720, Lot 27 exceed the density allowance and require conditional use approval.
 - C. Planning Code Section 209.1(m) permits, as a principally permitted use, dwellings for senior citizens at twice the density allowed for the principal permitted uses in Section 209.1, or one senior dwelling unit for each 400 square feet of lot area in the RM-1 Zoning District.
 - D. As detailed in Finding 4 above, the Project Sponsor is requesting a map amendment to change the use district for the entire site to RM-1.
7. **Planned Unit Development.** Planning Code Section 304 permits the creation of a Planned Unit Development for subject sites of greater than one half of an acre. "Planned Unit Developments are intended for project sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, neighborhood and the City as a whole" Where a project demonstrates outstanding overall design, it may seek exceptions for certain Planning Code Provisions. The Project Sponsor is seeking the following exceptions: rear yards (Planning Code Section 134(a) and (c)), usable open space (Planning Code Section 135), allowable obstructions (Planning Code Section 136), spacing of street trees (Planning Code Section 143), parking (Planning Code Sections 150, 151, 154 and 155), bicycle parking (Planning Code Section 155.5), loading (Section 152), dwelling unit exposure (Section 140), measurement of height (Planning Code Sections 102..12 and 260(a)) and density (Planning Code Section 209.1).
8. **Design-for-Development.** Because of the scope of the project, the unusual topography and street layout of the site, and the intent to create a new integrated neighborhood, the Commission finds it appropriate to adopt a Design for Development document that specifically lays out development requirements usually regulated by the Planning Code. The Design for Development is also important to guide the subsequent phases of development over the projected six to ten year build-out. In some cases, the Design for Development provides less stringent requirements than the Planning Code in order to meet certain goals such as addressing the site's topography and designating more land for public space. In other cases, the Design for

Development is more stringent to meet other goals such as assuring a strong public presence of the building and creating a fine-grained development pattern.

9. **Use Exceptions.**

A. Planning Code Section 209.3(f) provides that child care facilities providing care for 13 or more children can be approved as conditional uses in the RH-2 and RM-1 Zoning Districts. Planning Code Section 209.4 provides that community facilities can be approved as conditional uses in the RM-1 and RH-2 Zoning Districts. The Project proposes to develop approximately 21,600 square feet of community space. This proposed Special Use District would principally permit those uses that are either principally or conditionally permitted in the NC-1 Districts, such as small and large institutional uses, which include child care in their definition.

B. Planning Code Section 304(d)(5) provides that in R Districts, commercial uses are permitted only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 Districts under the Planning Code. The Project will include commercial uses in an R district in order to better serve the community. NC-1, or the Neighborhood Commercial Cluster District is described in Planning Code section 710.1 as "intended to serve as local neighborhood shopping districts, providing convenience retail goods and services for the immediately surrounding neighborhoods primarily during daytime hours" and "characterized by [locations] in residential neighborhoods, often in outlying areas of the City... Housing development in new buildings is encouraged above the ground story in most districts." Each nonresidential use in the NC-1 district can be no larger than 2,999 square feet (though 3,000 square foot spaces and greater are permitted via conditional use) and permitted uses include limited financial services (like a bank), personal services (like a salon) and full-service restaurants (which are defined to include coffee shops, see Planning Code section 790.92). The Project proposes to develop approximately 6,400 square feet of neighborhood-serving retail uses. The proposed Special Use District would allow those uses that are either principally or conditionally permitted in the NC-1 District to be principally permitted.

10. **Public Comment.** The Department has received no opposition to the proposal.

11. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

A. **Front Setback**

Planning Code Section 132(e) requires front setback based on an average of adjacent buildings, up to a maximum requirement of 15 feet from the property line. This requirement is not applicable because the buildings in the Project will not be adjacent to any existing buildings.

As proposed in Development Control 4.7 of the Design for Development, the Project proposes that all residential buildings will have a minimum setback of 5 feet, a required

8 foot "build-to" line will be required for all streets and that a minimum 75 percent of the building façade must be built to the "build-to" line. Development Control 4.7.2 of the Design for Development provides that setbacks are not required at street frontages with an extreme slope or shallow lot.

B. Rear Yard

Planning Code Section 134(a) requires a minimum rear yard with a depth that is equal to 45 percent of the total depth of the lot, but Section 134(c) provides an exception that allows the minimum depth to be reduced to 25 percent of the total depth of the lot or 15 feet, whichever is greater. Most of the individual rear yards in the Project are between 25 percent to 45 percent of the total depth of the lot, with the exception of Block 7B.

C. Open Space

Planning Code Section 135(a) requires that usable open space be located on the same lot as the dwelling units it serves. In most cases, the Project will comply with this requirement. However, in order to achieve the highest quality of overall design, the Project will propose to locate some of the open space for Block 7B in the private parks immediately adjacent.

Planning Code Section 135(d) requires 80 square feet and 107 square feet respectively of open space in the RM-2 Zoning District. The Project will meet the open space requirements.

Planning Code Section 135(f) requires that private open space have a minimum horizontal dimension of 6 feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof. Some private balconies in the Project will have a minimum horizontal dimension of 3 feet.

D. Obstructions.

Planning Code Section 136 requires that obstructions such as overhanging balconies, bays, sunshades and trellises meet minimal height and setback requirements. Most of the obstructions in the Project will meet Planning Code requirements, but some of the obstructions may reach into front and rear setbacks. The Project seeks front and rear setback exceptions to accommodate these limited architectural features, as proposed in Development Control 4.2.3 of the Design for Development. Overhanging balconies, bays, sunshades and trellises meeting the limitations of Planning Code Section 134 and the Design for Development may extend into the unbuilt area.

E. Exposure

Planning Code Section 140 provides that in each dwelling unit in any use district, the required windows of at least one room that meets the 120 square foot minimum superficial floor area requirement of Section 501.1 of the Housing Code must face on an open area such as a public street, a public alley at least 25 feet in width, a side yard of at least 25 feet in width, a rear yard meeting the requirements of the Code, or an open area which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it. A limited number of units may not meet this requirement.

F. Street Trees.

Planning Code Section 143 requires the owner or developer of a new building in any R District to install street trees. Street trees must be a minimum of one tree of 15-gallon size for 20 feet of frontage of the property along each street or alley.

The Project Sponsor seeks a modification of this requirement. Development Control 3.4.1 of the Design for Development provides that street trees shall be provided at a minimum of 20 feet and a maximum of 30 feet apart on streets and mews.

G. Density.

Planning Code Section 209.1 provides that the density ratio for an RM-1 Zoning District shall not exceed one dwelling unit per each 800 square feet of lot area. In order to accommodate all the planned affordable housing units, the Project requires the density to exceed the Code for up to one dwelling unit per 600 square feet of lot area. As described above, pursuant to Planning Code Section 304(d)(4), the Project seeks an exception to allow the density permitted in the RM-2 Zoning District. Also, the proposed SUD would enable portions of the site to be sub-divided which may be over the density limit for the newly created lot.

H. Height and Bulk Stepping.

As described above, the proposed HOPE SF Hunters View SUD and 40/65-X Height and Bulk District provides that up to 35% of the entire Project site may have buildings over 50 feet in height and up to 50% of the entire Project site may have buildings over 40 feet in height. Buildings over 50 feet in height will be limited as specified in Development Control 4.4.1 of the Design for Development. Buildings over 40 feet in height not specified in Development Control 4.4.1 will be limited as specified in Development Control 4.4.2 of the Design for Development.

Planning Code Section 260(a)(3) requires that in areas where the building height limit is 65 feet or less and the buildings are on a slope, the average slope of curb or ground from which height is measured affects the maximum width for the portion of building that may be measured from a single point. The greater the slope, the more narrow the width of the building that may be measured from a single point.

The Project seeks an exception as described in Development Control 4.4.3 of the Design for Development to provide that building height shall be measured at the uphill end of each segment of a building that steps laterally in relation to the street that is the basis for the measurement. The Design for Development further provides that stepping shall be required in increments of at least 50 feet for buildings 50 feet or less in height.

I. Ground Story Street Frontages

Planning Code Section 144 requires that no less than 30 percent of the width of the ground story shall be devoted to windows, entrances, landscaping and other architectural features. The Project will comply with this section. Section 144 does not apply to Fairfax or Keith (Blocks 1A and 1B) as the lots have an upward slope of more than 20%.

The Residential Design Guidelines provide that the width of parking entries should not exceed 12 feet. Development Control 4.12.1 of the Design for Development provides that parking entrances shall be no wider than 16 feet, with 12 feet preferred.

J. Required Parking and Loading

Planning Code Section 151 requires one off-street parking space per dwelling unit, and one off-street space per each five senior dwelling units.

The Project Sponsor seeks a modification to provide approximately 672 off-street parking spaces. The average ratio of parking spaces (off-street and on-street) to units is 1.2 to 1. Some blocks have no off-street parking provided; others have up to 1.5 spaces per unit. Except on Keith Street and the northern part of Fairfax where the single-family homes each require a curb cut due to the sloping site conditions, the site has been designed to aggregate parking and to minimize garage entrances and curb cuts. The Project also seeks a modification to allow some of the parking requirements to be met through parking lifts and tandem parking and seeks a relaxation of parking space size and maneuverability requirements, as described in Development Control 4.12.2.

Planning Code Section 155.5 requires bicycle parking spaces for residential uses. Table 155.5 provides that for projects with over 50 dwelling units, the bicycle parking requirement is 25 Class 1 spaces plus one Class 1 space for every four dwelling units over 50. Section 155.5(c) provides that bicycle parking must meet the standards for Class 1 parking described in Section 155.1(d), which requires that the parking be at least as conveniently located as the most convenient non-disabled parking. The Project seeks an exception to this requirement in Development Control 4.12.3, which provides that bicycle parking requirements may be met site wide rather than on a block by block basis.

Planning Code Section 155 requires loading spaces to be located off the street. The Project Sponsor seeks a modification to provide the Project's loading spaces on the street.

12. Conditional Use Findings

Under the provisions of Planning Code Section 303, the Commission may authorize a Conditional Use after finding that the proposed use will provide a development that is necessary or desirable for and compatible with the neighborhood or the community, that such use will not be detrimental to the health, safety, convenience or general welfare or persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity and that such use will not adversely affect the General Plan. The Project is found to be consistent with the criteria of Section 303 of the Code in that:

- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The Project, including up to 800 new dwelling units, approximately 21,600 square feet of new community use space, and approximately 6,400 square feet of new neighborhood serving retail use

space, will provide a development that is necessary and desirable for, and compatible with, the surrounding neighborhood and existing community.

The Project is desirable for the existing community because redevelopment of the 267 existing public housing units on the site will be phased so that the approximately 570 residents currently residing at the Project site can be relocated on-site during demolition and construction activities to address the strong preference for on-site relocation expressed by the existing residents. Existing residents will help inform a comprehensive temporary relocation plan that will govern the process and outline the rules, regulations and assistance that will be provided to residents. Residents will not bear any of the costs attributable to their relocation on-site.

The Project is desirable for the existing community and the surrounding neighborhood because in addition to redeveloping the existing 267 public housing units, it will add approximately 83 additional affordable rental units, and up to 450 new for-sale units, of which at least 10 to 15% will be affordable (17 of which will be Habitat for Humanity units), thereby increasing affordable housing opportunities, adding home ownership opportunities, improving the economic diversity of the neighborhood through the addition of market rate units, and helping to meet San Francisco's housing shortage.

The proposed density of the Project will be compatible with the neighborhood and community and will be less than that permitted by the Planning Code for the RM-1 Zoning District by right, will be far less than that permitted via Planned Unit Development ("PUD"), and will be within the intensity contemplated by the Bayview Hunters Point Redevelopment Plan ("Redevelopment Plan").

The Project area currently has no neighborhood serving retail businesses and the Project will provide space for such uses. The size of the proposed use is in keeping with other storefronts on the block face.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

1. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The subject property is approximately 22.5 acres and is currently poorly designed and underutilized. The existing street grid isolates the Project site from the surrounding neighborhoods and the rest of the City. It provides an excellent opportunity for infill housing.

The Project's size and shape, and the proposed size, shape and arrangement of structures upon it have been designed to drastically improve the Project site's and the neighborhood's street network, pedestrian-orientation, view-orientation, safety, aesthetic appeal, contextualization with underlying topography and the rest of the City of San Francisco, and open space design and layout. The proposed density will be consistent with the density of the surrounding neighborhoods. The entire site has been master planned and the Project's design will be a vast

improvement over existing conditions. Building heights will provide appropriate transitions to neighboring properties.

Planning Code Section 145 requires that new dwellings in the RM-1 and RM-2 Zoning Districts be compatible with the established mixture of residential buildings in terms of apparent building width. The Project will comply by stepping building heights along the front elevation, providing vertical articulation, and design walls to create variation in depth of buildings. height and bulk of the existing building will remain the same and will not alter the existing appearance or character of the project vicinity. The proposed work will not affect the building envelope, yet the inclusion of outside seating will alter the use of the property.

2. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The Project will redesign the existing street network so that it forms more of a grid, connecting with the street grid elsewhere and improving vehicle and pedestrian access for persons residing or working in the vicinity.

Pedestrian and bicycle circulation will be improved. The estimated parking demand will be met on site through the provision of 672 off-street parking spaces and additional on-street parking spaces. Loading demand will be met on-site.

The Project will not result in commuter traffic that will impede Muni transit service or overburden San Francisco's streets or neighborhood parking. Although the Project could result in a net increase of up to 533 units in the Hunters View vicinity, this number falls well within the 700 net new units projected for this area that were analyzed in the Bayview Hunters Point Redevelopment Plan EIR. The Transportation Study for the Project indicates that the Project will contribute to one project-specific traffic impact at Evans Avenue/Third Street, and five cumulative (2025) significant traffic impacts, two of which can be mitigated to less than significant levels, and three of which will be significant unavoidable cumulative adverse traffic impacts. MUNI service will not be impeded as a result of the Project. Whereas there is currently no off-street parking for the 267 existing units at the project site, the Project will include up to 816 off-street spaces, with the current proposal of approximately 672 off-street parking spaces, so as not to overburden the streets.

3. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

Prior to beginning demolition and construction of the Project, the Project Sponsor will seek Bay Area Air Quality Management District ("BAAQMD") approval of best available control technology ("BACT") for demolition and construction activities that could disrupt asbestos containing serpentine present in the existing rock at the site in order to protect the health and safety of persons residing or working in the vicinity from airborne particles.

The new residential, community and small-scale retail uses will not generate significant amounts of noxious or offensive uses that may cause noise, glare, dust or odor.

4. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project will create a comprehensive, well-integrated design for the entire site, with new and improved circulation, new streetscape and landscape, new lighting and signage, off-street parking and new open space areas. All these features will create an attractive development that emphasizes the visual appeal of the neighborhood to benefit its existing and new residents, including an enhancement of views from the Project site.

Pursuant to Planning Code Section 142, the Project will screen off-street parking from view or confine it by solid building walls.

The Project will replace the existing worn landscape with new landscaping and street trees.

The Project will create three new parks on site and establish new open space throughout the site.

Planning Code Section 159 requires off-street parking spaces to be on the same lot as the dwellings they serve or within a 600 foot walking distance. All the units comply with this requirement.

- C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.

- D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

The subject project is not within a Neighborhood Commercial District.

- 13. Planned Unit Development.** Planning Code Section 304(d) establishes criteria and limitations for the authorization of PUD's over and above those applicable to Conditional Uses in general and contained in Section 303(c) and elsewhere in the Code. PUD's must:

- A. Affirmatively promote applicable objectives and policies of the Master Plan;

The Project positively contributes to advancing numerous objectives and policies of the General Plan and has no significant conflicts with the objectives and policies of the General Plan, as discussed in Finding 13 below.

- B. Provide off-street parking adequate for the occupancy proposed;

The Project will provide off-street parking adequate for the occupancy proposed. The Project currently proposes to provide approximately 672 off-street parking spaces, which when combined with on-street spaces will provide 1.27 spaces per dwelling unit.

- C. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by this Code;

As detailed in Finding 10 above, the Project will provide open space usable by the occupants and, where appropriate, by the general public, equal to the open space required by the Planning Code. The Project will provide 80 square feet of private open space or 107 square feet of common open space, as required by Code Section 135(d) in RM-2 Zoning Districts. The Project also will provide approximately 58,300 square feet of open space in the form of three parks.

- D. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property;

The subject property determines residential density according to the permissible density of an RM-2 zoning district. As a result, the Project Sponsor can construct 1,633 dwelling units as of right.

The Planned Unit Development permits an increase of density to up to 800 dwelling units, which is far less than what is allowable in an RM-2 Zoning District.

- E. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC 1 Districts under this Code;

The Project will include commercial uses in an R district in order to better serve the community. NC-1, or the Neighborhood Commercial Cluster District is described in Planning Code section 710.1 as "intended to serve as local neighborhood shopping districts, providing convenience retail goods and services for the immediately surrounding neighborhoods primarily during daytime hours" and "characterized by [locations] in residential neighborhoods, often in outlying areas of the City... Housing development in new buildings is encouraged above the ground story in most districts." Each nonresidential use in the NC-1 district can be no larger than 2,999 s.f. (though 3,000 s.f. spaces and greater are permitted via conditional use) and permitted uses include limited financial services (like a bank), personal services (like a salon) and full service restaurants (which are defined to include coffee shops, see Planning Code section 790.92).

- F. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections;

The Project is seeking a text and map amendment pursuant to Section 302 to change the height and bulk district from 40X to 40/65X.

- G. In NC Districts, be limited in gross floor area to that allowed under the floor area ratio limit permitted for the district in Section 124 and Article 7 of this Code; and

This criterion is not applicable to the subject property's zoning district.

- H. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code.

This criterion is not applicable to the subject property's zoning district.

- I. This criterion is not applicable to the subject property's zoning district.

This criterion is not applicable to the subject property's zoning district.

14. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT

Objectives and Policies

The Housing Element was certified in October 2004. In June 2007, the First District Court of Appeal ruled that the updated Housing Element should have been addressed in an EIR. Accordingly, this section refers to the 2004 Housing Element and the corresponding sections of the 1990 Residence Element in parenthesis when applicable.

OBJECTIVE 1 (*Modified Objective 1*):

IDENTIFY AND MAXIMIZE OPPORTUNITIES TO INCREASE THE POTENTIAL SUPPLY OF HOUSING IN APPROPRIATE LOCATIONS CITYWIDE.

Policy 1.4 (*Policy 1.4*):

Locate in-fill housing on appropriate sites in established residential neighborhoods.

Policy 1.7 (*New*):

Encourage and support the construction of quality, new family housing.

The Project will create up to 800 units of new affordable and market-rate housing, including 267 replacement public housing units, 83 affordable rental units and up to 450 homeownership units, of which 10-15% will be affordable.

OBJECTIVE 3 (*Modified Objective 5*):

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

Policy 3.3 (Policy 5.4):

Maintain and improve the condition of the existing supply of public housing.

OBJECTIVE 4 (Modified Objective 7):

SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY.

Policy 4.2 (Modified Policy 7.2):

Include affordable units in larger housing projects.

Policy 4.6 (Merged Policies 7.4, 7.5, 7.6, and 7.9):

Support a greater range of housing types and building techniques to promote more economical housing construction and achieve greater affordable housing production.

OBJECTIVE 8 (Modified Objective 13):

ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.

Policy 8.1 (Modified Policy 13.6):

Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable units wherever possible.

Policy 8.4 (Modified 13.5):

Encourage greater economic integration within housing projects and throughout San Francisco.

OBJECTIVE 9 (Modified Objective 14):

AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT

Policy 9.1 (Modified Policy 14.1):

Minimize the hardships of displacement by providing essential relocation services.

OBJECTIVE 11 (Modified Objective 12):

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

Policy 11.1 (New):

Use new housing development as a means to enhance neighborhood vitality and diversity.

Policy 11.3 (Modified Policy 12.2):

Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

The Project will provide new housing, especially permanently affordable housing, in an appropriate location which meets identified housing needs and takes into account the demand for affordable housing created by employment demand. The Project will create up to 800 units of new affordable and market-rate housing, including 267 replacement public housing units, 83 affordable rental units and up to 450 homeownership units, of which 10-15% will be affordable.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 2:

PRESERVE EXISTING PUBLIC OPEN SPACE

Policy 2.3:

Preserve sunlight in public open spaces

OBJECTIVE 4:

PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

Policy 4.5:

Require private usable outdoor open space in new residential development.

The Project will develop and maintain high quality open space that, in some instances, will be open to members of the community. The Project will also preserve sunlight in public open spaces. The Project will not cast shadows over any open spaces under the jurisdiction of The Recreation and Park Department. The Project will also create private outdoor open space in new residential development. With rear yards, mid-block courtyards, decks and terraces, the Project will create usable outdoor space directly accessible to dwelling units.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

Maintain and expand the planting of street trees and the infrastructure to support them.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

OBJECTIVE 34:

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.4:

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3:

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

The Project will establish and design a new street hierarchy system in which the function and design of the new streets serving the site are consistent with the character and use of adjacent land and maintaining a level of traffic that serves adjacent land uses without causing a detrimental impact. The Project will also redesign the existing street layout to improve circulation and to improve bicycle and pedestrian facilities, thereby improving safety conditions.

The Project will also assure that any new parking facilities provided for the residential uses meet need, location, and design criteria. The Project will take into account issues such as parking needs, design and access to create any optimal parking solution. The amount of parking on the site will relate to the capacity of the City's street system and land use patterns.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1:

Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3:

Recognize that buildings, when seen together, produce a total effect that characterizes the City and its districts.

Policy 6:

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

OBJECTIVE 3:

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 5:

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 6:

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

The Project will emphasize the characteristic pattern which gives the City and its neighborhoods an image, a sense of purpose, and a means of orientation. The Project will be designed to respect San Francisco's characteristic pattern and to take advantage of the Project site's hilltop location and proximity to the Bay in developing a comprehensive development that will blend into the neighborhood and improve the area.

Major views in the City will be recognized and protected, with particular attention to those of open space and water. By modifying the street grid and aligning the buildings to the view corridors, the Project preserves and/or creates views from streets and parks to the Bay and Downtown that currently are not available.

The streets' relationships to topography will be protected and reinforced. The existing street configuration at the site is atypical for San Francisco; the new streets will improve the connectivity to the rest of the neighborhood and will be closer to a typical San Francisco grid pattern.

The bulk of buildings will relate to the prevailing scale of development to avoid an overwhelming appearance in new construction. By using a variety of building types, the Project will successfully keep a scale consistent with the neighborhood.

The Project will also replace the existing public housing which has deteriorated and become blighted. The Project will redevelop the site with a mixture of housing types, including one for one replacement of 267 public housing units, in a manner that will enhance personal safety for the residents and increase comfort, pride of occupancy and/or ownership, and create new opportunities for employment and housing.

NEIGHBORHOOD COMMERCE

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

Policy 1.2:

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3:

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1:

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1:

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

The following guidelines, in addition to others in this objective for neighborhood commercial districts, should be employed in the development of overall district zoning controls as well as in the review of individual permit applications, which require case-by-case review and City Planning Commission approval. Pertinent guidelines may be applied as conditions of approval of individual permit applications. In general, uses should be encouraged which meet the guidelines; conversely, uses should be discouraged which do not.

Eating and Drinking Establishments

Eating and drinking establishments include bars, sit-down restaurants, fast food restaurants, self-service restaurants, and take-out food. Associated uses, which can serve similar functions and create similar land use impacts, include ice cream stores, bakeries and cookie stores. Guidelines for eating and drinking establishments are needed to achieve the following purposes:

- Regulate the distribution and proliferation of eating and drinking establishments, especially in districts experiencing increased commercial activity;
- Control nuisances associated with their proliferation;
- Preserve storefronts for other types of local-serving businesses; and
- Maintain a balanced mix of commercial goods and services.
- The regulation of eating and drinking establishments should consider the following:
 - Balance of retail sales and services;
 - Current inventory and composition of eating and drinking establishments;
 - Total occupied commercial linear frontage, relative to the total district frontage;

- Uses on surrounding properties;
- Available parking facilities, both existing and proposed;
- Existing traffic and parking congestion; and
- Potential impacts on the surrounding community.

Policy 6.2:

Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to the economic and technological innovation in the marketplace and society.

BAYVIEW HUNTERS POINT PLAN

OBJECTIVE 5:

PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS.

Policy 5.1:

Preserve and enhance the existing character of residential neighborhoods.

Policy 5.3:

Conserve and enhance the existing supply of public housing.

OBJECTIVE 6:

ENCOURAGE THE CONSTRUCTION OF NEW AFFORDABLE AND MARKET RATE HOUSING AT LOCATIONS AND DENSITY LEVELS THAT ENHANCE THE OVERALL RESIDENTIAL QUALITY OF BAYVIEW HUNTERS POINT.

Policy 6.1:

Encourage development of new moderate density affordable ownership units, appropriately designed and located and especially targeted for existing Bayview Hunters Point residents.

The Project will increase the community's supply of housing by facilitating economically feasible, affordable housing for existing very low-, low- and moderate-income households and residents in the community. The Project will provide a mix of housing types, including public housing units, affordable rental and homeownership units and market-rate home ownership units.

REDEVELOPMENT PLAN FOR BAYVIEW HUNTERS POINT

The Project will support the Planning Goals and Objective for the Project Area, as set forth in Section 1.2.1 of the Redevelopment Plan. The Project will increase the community's supply of housing by facilitating economically feasible, affordable housing for existing very low-, low- and moderate-income households and residents in the community. The Project will provide a mix of housing types, including public housing units, affordable rental and homeownership units and market-rate home ownership units.

The Project will strengthen the economic base of the Project Area and the community by strengthening retail and other commercial functions. The Project will include approximately 6,400 square feet of commercial space to support neighborhood-oriented retail uses.

The Project will retain existing residents and retain existing cultural diversity. The construction of the Project in three separate phases will allow the existing residents to continue to live on the site and move into the new units after each of the three phases of construction is completed.

The Project will encourage participation of the area residents in the economic development that will occur by creating commercial and community spaces on site.

The Project will support locally owned small businesses and local entrepreneurship by providing retail space for small businesses to serve the residents of the neighborhood.

The Project will help eliminate blight by demolishing deteriorating and dilapidated buildings and creating new housing units with enhanced landscaping and improved access routes.

The Project will remove structurally substandard buildings and facilitate modern integrated development. The Project design will take into account pedestrian and vehicular circulation within the Project site and improve connectivity to the rest of the community.

The Project will redesign and redevelop an underdeveloped area. The site currently contains 267 public housing units, and the Project will increase the density to between 650 and 800 housing units, along with some commercial and community spaces. The Project will introduce more land uses and encourage an economically-diverse population.

The Project provides flexibility in development of real property by creating a mix of housing types. The Project will mix public housing units, affordable rental and homeownership units and market rate homeownership units with a small amount of neighborhood-serving retail space and community space which will allow the Project Sponsor to respond expeditiously and appropriately to market conditions.

The Project will increase the community's supply of housing by facilitating economically feasible, affordable housing for existing very low-, low- and moderate-income households and residents in the community. The Project will provide a mix of housing types, including public housing units, affordable rental and homeownership units and market-rate home ownership units.

The Project will promote the integration of affordable housing sites with sites developed for market rate housing. The Project will integrate different housing types and build affordable housing units next to market rate units.

The Project will help the Redevelopment Agency to promote the retention of existing businesses and attraction of new businesses. The Project will provide new neighborhood-serving commercial space to attract new businesses to the neighborhood.

The Project will promote Section 3.2.2 of the Redevelopment Plan by developing residential uses and some compatible neighborhood-serving retail and service uses in a residential area.

The Project will promote Section 3.2.8 of the Redevelopment Plan by developing a much improved circulation system that will increase connectivity to the surrounding neighborhoods.

The Project will be consistent with Section 3.3.2 of the Redevelopment Plan with respect to type, size, height and use of buildings. The Project will be consistent with the General Plan and the Planning Code except for minor exceptions permissible as part of the Planned Unit Development pursuant to Planning Code Section 304 and except for the requested modifications of the height limit and the new special use district enabling densities on portions of the site greater than allowed by underlying zoning in some cases. Section 3.3.2 provides that the Planning Commission and Board of Supervisors may adopt amendments to the Planning Code to better achieve the goals and objectives of the Redevelopment Plan, and the requested increase in height limit and flexibility regarding density will allow a superior development on the Project site with its challenging topography.

The Project will be consistent with Section 3.3.4 of the Redevelopment Plan by developing up to 533 net new units of housing in a planning node allowing for up to 700 net new units.

The Project will be consistent with Section 3.3.5 of the Redevelopment Plan by providing parking (off-street and on-street) adequate for the proposed uses.

The Project will affirmatively promote the Affordable Housing Production Goals set forth in Section 3.4.2 of the Redevelopment Plan. The Project will develop 350 affordable rental units, and up to 10-15% of the for-sale units will be affordable, resulting in a substantially greater percentage of affordability than the fifteen percent required by the Community Redevelopment Law or the twenty-five percent required by the Redevelopment Agency. In addition, the income eligibility restrictions of the Redevelopment Plan will be followed for the affordable rental and ownership units.

The Project will be consistent with Section 3.4.5 of the Redevelopment Plan by replacing all 267 units of public housing on site, so that none of the existing residents will be displaced as a result of the Project. By developing the Project in three phases, all demolished units will be replaced within less than four years.

The Project will be consistent with Section 3.4.6 of the Redevelopment Plan by giving priority to families of low- and moderate-income and other residency preferences created by the Agency.

The Project will further the Redevelopment Plan's goals for the Economic Development Activity Node of Hunters Point Shoreline, as set forth in Section 3.5.2 of the Redevelopment Plan. The Project will promote new housing on an available infill development site. It will assist with the renovation of a Housing Authority project by replacing substandard public housing with new housing units that fit in architecturally with other residential development in the area.

The Project will promote the Redevelopment Plan's Community Enhancement Program for project Area B as set forth in Section 3.6.2 of the Redevelopment Plan. The Project will create a new streetscape plan for the site and new landscaping and lighting of local streets. The Project will create new signage, open space and community facilities.

15. **Demolition of Dwelling Units.** On December 5, 2003, the Planning Commission adopted Resolution No. 16700 adopting policies regarding the demolition of dwelling units. The policy established procedures on how to evaluate the merits of allowing the demolition of dwelling units. Pursuant to the Policy, the Commission allows demolition, whether a building is sound or unsound, where it is found that there is preponderance of other General Plan Policies and Objectives for the Commission to approve the demolition. Such policies may include the provision of new family housing, adding units to the City's housing stock, proposing a high quality design for the replacement building that preserves and enhances the character of the neighborhood, or providing affordable rental or ownership opportunities. Here, the project will not only replace the units proposed for demolition, but will add a significant number of new affordable units, along with market rate units. The Commission finds that the Hunters View Development Project meets a preponderance of such Policies and Objectives and therefore is consistent with its policy on residential demolitions.

16. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

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

The Project is consistent with Priority Policy No. 1 in that it will not affect any existing neighborhood-serving retail uses because none currently exists on the Project site. However, the Project will provide future opportunities for resident employment and ownership of neighborhood-serving retail uses that will be developed on the site. Small-scale, neighborhood-serving retail is permitted in the RM-1 zone, pursuant to a Planned Unit Development permit, complies with the Redevelopment Plan and will be beneficial to the neighborhood's residents.

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

The Project is consistent with Priority Policy No. 2 in that it will protect and enhance existing housing and neighborhood character and preserve the cultural and economic diversity of San Francisco's neighborhoods. Although 267 units of deteriorating public housing will be demolished, each public housing unit will be replaced on a one-to-one basis. In addition, the Project will create at least an additional 83 affordable rental units, and up to 450 home ownership units, of which 10-15% will be affordable to restricted income households. It is anticipated that the proposed revitalization of Hunters View will result in a mixed-race and mixed-income community, with much greater housing variety and opportunity than currently exists..

- C. That the City's supply of affordable housing be preserved and enhanced,

The Project is consistent with Priority Policy No. 3 in that it will preserve and enhance the City's supply of affordable housing by replacing the 267 existing public housing units at Hunters View on a one-to-one basis with new, modern, affordable housing units and providing at least an additional 83 affordable rental units and additional home ownership units that will be affordable to restricted income households..

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

The Project is consistent with Priority Policy No. 4 in that it will not result in commuter traffic that will impede Muni transit service or overburden San Francisco's streets or neighborhood parking. Although the Project could result in a net increase of up to 533 units in the Hunters View vicinity, this number falls well within the 700 net new units projected for this area that were analyzed in the Bayview Hunters Point Redevelopment Plan EIR. The Transportation Study for the Project indicates that the Project will contribute to one project-specific traffic impact at Evans Avenue/Third Street, and five cumulative (2025) significant traffic impacts, two of which can be mitigated to less than significant levels, and three of which will be significant unavoidable cumulative adverse traffic impacts. MUNI service will not be impeded as a result of the Project. Whereas there is currently no off-street parking for the 267 existing units at the Project site, the Project will include up to 816 off-street spaces, with the current proposal of approximately 672 off-street parking spaces, so as not to overburden the streets.

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

The Project is consistent with Priority Policy No. 5 in that it will develop residential uses on a site that is currently completely devoted to residential uses. The Project will not displace any industrial or service sector uses due to commercial office development, as no industrial or service development exists on the site, and the Project does not include commercial office space. The Project is entirely residential in nature, except for community space and neighborhood-serving retail space, which offers potential opportunity for resident employment and ownership.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project is consistent with Priority Policy No. 6 in that the existing, deteriorating public housing on the site will be demolished and replaced with modern residential units built to current earthquake and seismic regulations

- G. That landmarks and historic buildings be preserved.

The Project is consistent with Priority Policy No. 7 in that it will have no effect on landmarks or historic buildings because none exists on the site. A Historic Structures Report for the existing structures has been completed and concluded that the existing public housing is not deemed eligible for listing on the California Register of Historical Places.

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

The Project is consistent with Priority Policy No. 8 in that it will not affect the City's parks or open space or their access to sunlight and vistas. The new construction on the site will be 2-7 stories in height and a shadow study has been completed and concluded that the new buildings will not cast excessive shadow on any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission. The open space designed to be part of the Project will be privately owned and maintained.

17. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
18. Where feasible, all significant environmental impacts of the Project have been mitigated to a less than significant level, and to the extent that an environmental impact of the Project cannot feasibly be mitigated to a less than significant level, specific overriding economic, legal, social, technological and other benefits of the Project each independently outweigh these significant and unavoidable impacts and warrant approval of the Project, as stated in the Findings of Fact, Evaluation of Mitigation Measures and Alternatives, and Statement of Overriding Considerations which is attached hereto as "Attachment A" and incorporated by this reference.
19. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

The Commission, after carefully balancing the competing public and private interests, and based upon the Recitals and Findings set forth above, in accordance with the standards specified in the Code, hereby approves the Project Authorization for a Planned Unit Development, including up to 800 dwelling units, approximately 6,400 square feet of retail use, approximately 21,600 square feet of community space, approximately 58,300 square feet of parks, and up to 816 off-street parking spaces, at 227-229 West Point Road in three construction phases, subject to the conditions of approval attached hereto as **Exhibit A**, which are incorporated herein by this reference, and further subject to determinations by Department staff that Phases 2 and 3 of the Project are consistent with this Project Authorization, the Design for Development dated May 29, 2008, attached hereto as **Exhibit C**, and the Planning Code.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. 17621. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the foregoing Motion was adopted by the City Planning Commission on **June 12, 2008**.

Linda Avery
Commission Secretary

AYES: Commissioners Michael Antonini, William L. Lee, Ron Miguel, Kathrin Moore, Christina Olague, and Bill Sugaya

NAYS: None

ABSENT: None

ADOPTED: June 12, 2008

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Exhibit A

Conditions of Approval

Whenever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

1. This approval is pursuant to Sections 303 (Conditional Use) and 304 (Planned Unit Development) for a Planned Unit Development, including up to 800 dwelling units, approximately 6,400 square feet of retail use, approximately 21,600 square feet of community space, approximately 58,300 square feet of parks, and up to 816 off-street parking spaces on an approximately 980,100 square foot site. The approval is in general conformance with the plans dated May 29, 2008, and stamped "Exhibit B", and the Design for Development document dated May 29, 2008, stamped "Exhibit C".
2. **Community Liaison.** The Project Sponsor shall appoint a community liaison officer to deal with issues of concern to the owners and occupants of nearby properties at all times during Project construction. Prior to the commencement of Project construction, the Project Sponsor shall give the Zoning Administrator the name, address and telephone number of such liaison.
3. **Reporting.** The Project Sponsor shall submit to the Zoning Administrator two copies of a written report describing the status of compliance with the conditions of approval contained within this Motion every six months from the date of this approval through the issuance of the first temporary certificate of occupancy. Thereafter, the submittal of the report shall be on an annual basis. This requirement shall lapse when the Zoning Administrator determines that all the conditions of approval have been satisfied or that the report is no longer required for other reasons.
4. **Design-for-Development.** The Hunters View Design for Development, Exhibit C, is hereby incorporated into these Conditions of Approval. This document provides the following: (1) a site plan for the overall project, (2) discussions of the project's overall design principles and intent, (3) discussion of the design principles and intent for features that will become part of the public realm (i.e. new street, parks, and other open space); (4) discussion of design principles and intent for buildings and uses; (5) the establishment of specific requirements for public realm features, buildings, and uses (referred to as "Design Controls") along with design recommendations for public realm features, buildings and uses (referred to as "Design Guidelines").

The further design, construction, and maintenance of the Project shall conform to the Design for Development in the following manner. All features, including, but not limited to, street and block layout, street design, parks and open space, buildings, and uses shall meet the general overarching goals and intent of the Design for Development, including the "Principles of San Francisco Neighborhood Design" discussed in Chapter 2. Public realm features that are provided with individual descriptions and discussions (i.e. Promontory Park, New Street) are required improvements and shall meet the general design intent described therein. Design specifics, such as lane dimensions and configuration of open space, may vary as long as the general design intent for the given feature has been met, and for parks and public open space, provide approximately the same square footage of open space.

Design provisions throughout the Design for Development that fall under a “Development Controls” heading must be met to be in conformance with this Planned Unit Development approval, except as provided under 4A, below.

Design provisions throughout the Design for Development that fall under the “Development Guidelines” heading are strongly recommended; they are not required as long as the general design intent for that feature has been met.

A. Provisions for “Development Controls” may vary as long as the following two conditions are met: (1) there is no more than a five-percent variance of the subject provision for the subject block; and (2) the Zoning Administrator finds that the general intent for the subject provision and overall Design for Development has been met. Design features that do not meet either the “Development Controls” and do not meet these conditions would require an amendment to the Design for Development Document and this Planned Unit Development approval.

5. Land Use.

A. The Project Sponsor has received an approval for the construction of up to 800 dwelling units, approximately 6,400 square feet of retail use, approximately 21,600 square feet of community space, approximately 58,300 square feet of parks, and up to 816 parking spaces in three phases.

B. Uses listed under the NC-1 (Neighborhood Commercial Cluster) District whether conditionally or principally permitted are in general principally permitted within the proposed Special Use District under Planning Code Section 249.39.

C. For social service and institutional uses, including those that fall under the definitions of large and small institutions (Planning Code Sections 790.50 and 790.51 respectively), the Project Sponsor shall promote alternative methods of transportation to and from the use’s facility by employees. The Project Sponsor shall encourage the use of carpooling and public transportation for users of the facility in order to minimize congestion and reduce peak queuing of automobile pick-up and drop-off.

D. For commercial uses including full- and self-service restaurants, the following conditions shall apply:

1. The property owner shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean condition. Such maintenance shall include, at a minimum, daily sweeping and litter pickup and disposal as well as washing or steam cleaning of the main entrance and abutting sidewalks at least once each week.
2. Until removal by a waste disposal service, all garbage and/or waste containers shall be either kept within the subject building, or kept in a sealed enclosure which prevents the emission of any noxious odors.
3. The Project Sponsor shall maintain appropriate odor control equipment to prevent any significant noxious or offensive kitchen odors from escaping the premises.
4. The Project Sponsor shall operate the proposed use such that noise is kept at reasonable levels so as not to unduly disturb neighboring businesses and residents.

5. The Project Sponsor shall maintain an attractive storefront providing visibility of the restaurant interior through the storefront windows.
6. Signs for the business shall be reviewed and approved by the Planning Department before they are installed.

6. Design.

- A. The final plans shall meet the standards of the Planning Code, except for those modifications to Planning Code provisions approved by this Project Authorization or as Development Controls in the approved Design for Development dated May 29, 2008, and be in general conformity with the plans approved by the Commission on June 12, 2008 as Exhibit B found in the Case docket.
- B. Final detailed building plans shall be reviewed and approved by the Planning Department before issuance of the first superstructure addendum to a site permit. Detailed building plans shall include a final site plan for the building, unit plans, elevations, sections, landscape plan, choice of finish materials and colors, and details of construction.
- C. Final detailed plans sufficient for Conditional Use/Planned Unit Development approval for Phases 2 and 3 shall be submitted to the Planning Department prior to application for any site or building permits for those phases. The Planning Department shall review such plans for general conformity with this Project Authorization, the approved Design for Development and the Planning Code. Plans for Phases 2 and 3 shall be presented to the Planning Commission as information items.
- D. Space for the collection and storage of garbage shall be provided within an enclosed area on the property. Garbage containers shall be kept inside the building, and placed outside only when being serviced by the disposal company. Space for the collection and storage of recyclable materials which meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program, shall be provided at the ground level of the Project.
- E. All proposed signage will be in general conformance with Article 6 of the Planning Code.
- F. The project sponsor shall continue to work with Planning Department staff on the details of the design of the project that include but not limited to assuring quality materials and detailing, and assuring a sufficient variety of materials and treatments across the site. Special attention shall also be given to the architectural treatment of corners and assuring that internal mews are appropriately activated. Designs for buildings on blocks 1b, 5, 6 and 7a may deviate from those shown in Exhibit "B" to allow greater diversity in form than those presented, as long as the overall design intent of the Design for Development and the required controls have been met. Likewise, configuration of front stoops may be reconfigured to be made larger, if appropriate.

7. Housing.

- A. The Project shall not be marketed for time share, executive suites or short term transient use.
- B. Covenants, conditions and restrictions approved by the Planning Department shall be imposed upon the project units to restrict use to occupancy for permanent residents and to preclude time-share ownership or occupancy. No residential units shall be used as hotel units, as defined in Section 203.8 of the San Francisco Housing Code.

- C. The project is subject to affordable housing requirements through the Redevelopment Agency and not through Planning Code Section 315.

8. Performance.

- A. Prior to the issuance of any new or amended building permit for the construction of the Project, the Zoning Administrator shall approve and order the recordation of a notice in the Official Records of the Recorder of the City and County of San Francisco, if not already recorded, which notice shall state that construction of the Project has been authorized by and is subject to the conditions of this Motion. From time to time after the recordation of such notice, at the request of the Project Sponsor or the successor thereto, the Zoning Administrator shall affirm in writing the extent to which the conditions of this Motion have been satisfied.
- B. The Project Sponsor shall obtain site or building permits for Phase 1 of this Project within three years from the date of this conditional use authorization, and construction shall thereafter be pursued diligently to completion or the said authorization shall be deemed null and void.
- C. The project requires the adoption of the proposed Planning Code Text and Map Amendments by the Board of Supervisors. In the event that the Board of Supervisors does not approve the project, the project would need to be redesigned.
- D. This authorization is valid for a period of ten years from the date of approval by the Planning Commission.
- E. After ten years, an extension for up to an additional two years may be specifically authorized by the Planning Commission. In the case where delays have been caused by a government agency or legal action, time shall be tolled and the authorization extended for such period by the Zoning Administrator.
- F. Failure to comply with these Conditions of Approval shall be grounds for revocation of the conditional use authorization. Should the Project result in complaints from neighbors that are not resolved by the Project Sponsor and are subsequently reported to the Zoning Administrator and found to be in violation of the Planning Code and/or the specific Conditions of Approval contained in this Exhibit A of this motion, the Zoning Administrator shall report such complaints to the Planning Commission which may thereafter hold a public hearing on the matter in accordance with the hearing notification and conduct procedures in Planning Code Sections 174, 306.3 and 306.4 to consider revocation of this Conditional Use Authorization. The subject authorization shall otherwise be reviewed administratively by the Planning Department one year from the effective date of approval.
- G. First Source hiring requirements shall be administered through the San Francisco Redevelopment Agency.

9. **Project mitigation.** "Mitigation Measures" and "Improvement Measures" to be included in the Project, as outlined in the Final Environmental Impact Report, Hunters View Redevelopment Project (State Clearinghouse No. SCH 2007112086). If said mitigation measures are less restrictive than the following conditions, the more restrictive and protective, as determined by the Zoning Administrator, shall govern. These measures are as follows:

A. Transportation and Circulation

The Project impacts at the Third Street/Evans Avenue intersection under the Baseline Plus Project Conditions could be mitigated by adjusting the maximum allowable southbound left turn green time. In the Baseline Plus Project Conditions, the southbound left turn movement is projected to have an allotted green time of 11 seconds per 100-second cycle (LOS F) and the opposing northbound through movement is projected to have an allotted green time of 37 seconds per 100-second cycle (LOS B). To mitigate the impact caused by the Project, the southbound left turn green time could be increased to 16 seconds per 100-second cycle and the opposing northbound through movement green time could be decreased to 32 seconds per 100-second cycle.

Implementation of the proposed mitigation measure would be dependent upon an assessment of transit and traffic coordination along Third Street and Evans Avenue to ensure that the changes would not substantially affect MUNI transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

If the proposed mitigation is determined to be feasible, the Project Sponsor shall be required to fund its fair share of the cost of such mitigation.

Under 2025 Cumulative Plus Project Conditions, a substantial amount of the delay at the Third Street/25th Street intersection would be caused by the permitted eastbound and westbound through-and right-turn movements. 25th Street would have one all-movement lane in each direction. To the west of the intersection, 25th Street is approximately 40 feet wide and accommodates on-street parking. To the east of the intersection, 25th Street is approximately 30 feet wide and does not accommodate on-street parking. With the removal of the on-street parking to the west of the Third Street/25th Street intersection, the eastbound approach would have sufficient width to accommodate a through-left lane and an exclusive right turn lane. The eastbound right turn lane could include an overlap phase to coincide with the northbound left-turn phase, with U-turns from northbound Third Street prohibited. With this modification, the intersection steady demand green time splits could be recalculated, while maintaining a 100-second cycle length. The green time allotted to the T-Third trains and intersection offset would not be modified with the implementation of this mitigation measure. With the re-striping of the eastbound approach, the removal of on-street parking, addition of an eastbound right-turn overlap phase, and recalculation of the signal timing steady demand green time splits, the Third Street/25th Street intersection would operate at LOS D with an average delay of 35.9 seconds per vehicle.

While mitigation has been identified to reduce impacts, further analysis of some of the measures is required to determine feasibility.

If the proposed mitigation is determined to be feasible, the Project Sponsor shall be required to fund its fair share of the cost of such mitigation.

Under the 2025 Cumulative Plus Project Conditions, the expected traffic volumes at the all-way stop-controlled Middle Point Road/Evans Avenue intersection, would meet signal warrants and signalization would be required. With the existing geometry, the intersection would continue to operate at an unacceptable level (LOS F), even with signalization.

Removal of the on-street parking on Middle Point/Jennings to the north of the Middle Point Road/Evans Avenue intersection, would allow the southbound approach to provide an exclusive left-turn lane and a shared left-through-right lane.

With the installation of an actuated-uncoordinated traffic signal, southbound and westbound approach lane reconfiguration, and removal of on-street parking, the Middle Point Road/Evans Avenue intersection would operate at LOS D, with an average delay of 53.1 seconds per vehicle.¹ Implementation of the proposed mitigation measure would be dependent upon an assessment of traffic coordination along Evans Avenue to ensure that the changes would not substantially affect signal progressions, pedestrian conditions requirements, and programming limitations of signals. If signalization is implemented, the Project Sponsor shall be required to fund its fair share of the cost of such signalization.

Further analysis is required to determine the feasibility of this mitigation. If the proposed mitigation is determined to be feasible, the Project Sponsor shall be required to fund its fair share of the cost of such mitigation.

B. Construction Air Quality

1. To reduce particulate matter emissions during project excavation and construction phases, the Project Sponsor shall comply with the dust control strategies developed by the BAAQMD. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.
 - Cover all truck hauling soil, sand, and other loose construction and demolition debris from the site, or require all such trucks to maintain at least two feet of freeboard;
 - Water all exposed or disturbed soil surfaces in active construction areas at least twice daily;
 - Use watering to control dust generation during demolition of structures or break-up of pavement;
 - Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas;
 - Sweep daily (with water sweepers) all paved parking areas and staging areas;
 - Provide daily clean-up of mud and dirt carried onto paved streets from the site;
 - Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);
 - Limit traffic speeds on unpaved roads to 15 mph;
 - Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
 - Replant vegetation in disturbed areas as quickly as possible;
 - Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
 - Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;

- Install wind breaks at the windward side(s) of construction areas;
 - Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour over a 30-minute period or more; and
 - To the extent possible, limit the area subject to excavation, grading, and other dust-generating construction activity at any one time.
2. The Project Sponsor shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site during project excavation and construction phases. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.
- Keep all construction equipment in proper tune in accordance with manufacturer's specifications;
 - Use late model heavy-duty diesel-powered equipment at the Project site to the extent that it is readily available in the San Francisco Bay Area;
 - Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area;
 - Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the Project site to the extent that it is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site);
 - Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area;
 - Limit truck and equipment idling time to five minutes or less;
 - Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.
3. The Project Sponsor will be responsible for compliance with Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operation as enforced by CARB. These measures require that areas greater than one acre that have any portion of the area to be disturbed located in a geographic ultramafic rock unit or has naturally occurring asbestos, serpentine, or ultramafic rock as determined by the sponsor or an Air Pollution Control Officer shall not engage in any construction or grading operation on property where the area to be disturbed is greater than one acre unless an Asbestos Dust Mitigation Plan for the operation has been:
- Submitted to and approved by the district before the start of any construction or grading activity; and
 - The provisions of that dust mitigation plan are implemented at the beginning and maintained throughout the duration of the construction or grading activity.
 - Compliance with these dust control measures would reduce air quality impacts to a less-than-significant level.

C. Construction Noise

1. To the extent feasible, the Project Sponsor shall limit construction activity to the hours of 7:00 a.m. to 6:00 p.m. on weekdays, and 7:00 a.m. to 5:00 p.m. on Saturdays and Sundays. If nighttime construction is required, the Project Sponsor shall apply for, and abide by the terms of, a permit from the San Francisco Department of Public Works. The Project Sponsor shall require contractors to comply with the City Noise Ordinance.
2. Construction contractors shall implement appropriate additional noise reduction measures that include using noise-reducing mufflers and other noise abatement devices, changing the location of stationary construction equipment, where possible, shutting off idling equipment, and notifying adjacent residences and businesses in advance of construction work. In addition, the Project Sponsor shall require the posting of signs prior to construction activities with a phone number for residents to call with noise complaints.

D. Construction Vibration

1. The Project Sponsor shall provide notification to the closest receptors, at least ten days in advance, of construction activities that could cause vibration levels above the threshold.
2. The Project Sponsor shall require construction contractors to conduct demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period.
3. The Project Sponsor shall require construction contractors to, where possible, and financially feasible, select demolition methods to minimize vibration (e.g., sawing masonry into sections rather than demolishing it by pavement breakers)
4. The Project Sponsor shall require construction contractors to operate earthmoving equipment on the construction site as far away from vibration sensitive sites as possible.
5. The construction contractor shall implement methods to reduce vibration, including, but not limited to, sound attenuation barriers, cutoff trenches and the use of smaller hammers.

E. Mechanical Equipment

The Project is zoned RM-1, which is prohibited by San Francisco Police Code Section 2909, to have a fixed source noise that exceeds 50 dBA, at the property line, between 10:00 p.m. and 7:00 a.m. The Project's mechanical equipment could exceed 50 dBA at the property line. The Project Sponsor shall provide shielding to minimize noise from stationary mechanical equipment, including ventilation units, such that noise levels from the equipment at the nearest property line would be below 50 dBA.

F. Biological Resources

1. The Project Sponsor shall retain a qualified biologist to conduct preconstruction breeding-season surveys (approximately March 15 through August 30) of the Project Site and immediate vicinity during the same calendar year that construction is planned to begin, in consultation with the City of San Francisco and CDFG.
 - If phased construction procedures are planned for the Project, the results of the above survey shall be valid only for the season when it is conducted.
 - A report shall be submitted to the City of San Francisco, following the completion of the bird nesting survey that includes, at a minimum, the following information:

- A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.
 - A map showing the location(s) of any bird nests observed on the Project Site.
2. If the above survey does not identify any nesting bird species on the Project site, no further mitigation would be required. Should any active bird nests be located on the Project Site, the Project Sponsor, in consultation with the City and County of San Francisco and California Department of Fish and Game (CDFG), shall delay construction in the vicinity of active bird nest sites located on or adjacent to the Project Site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. If active nests are identified, construction activities should not occur within 500 ft of the nest. A qualified biologist, determined by the Environmental Review Officer, shall monitor the active nest until the young have fledged, until the biologist determines that the nest is no longer active, or if it is reasonable that construction activities are not disturbing nesting behaviors. The buffer zone shall be delineated by highly visible temporary construction fencing.
 3. Due to the presence of steep slopes, all construction activities associated with the pedestrian route on the PG&E property, if the Project Sponsor can obtain site control for an easement on the PG&E property and if it is developed, shall occur during the dry season (typically from the end of May to mid-October) to limit the likelihood of soil erosion and to minimize the need to install erosion-control barriers (e.g., silt fencing, wattles) that may impact existing serpentine bunchgrass remnants from their placement along slope contours.

Prior to the initiation of any construction activities on the PG&E property, the Project Sponsor shall prepare a detailed plan showing proposed construction-related activities on the PG&E site. A qualified botanist familiar with serpentine bunchgrass communities shall conduct a pre-construction survey of the PG&E property, during the portion of the growing season when most native vascular plant species previously documented as occurring on the site are evident and readily identifiable. Any areas containing remnants of serpentine bunchgrass habitat outside the proposed footprint for the walkway (including access routes), but within 20 feet of these areas shall be clearly delineated by appropriate avoidance markers (e.g., orange construction fencing, brightly colored flagging tape on lath stakes). An appropriate access route to and from the walkway area shall be developed, utilizing existing service roads and/or concrete building pads to avoid remnants of serpentine bunchgrass. Staging areas for this construction shall be limited to areas where remnants of serpentine bunchgrass do not occur.

The Project Sponsor shall conduct Worker Environmental Awareness Program (WEAP) training for construction crews (primarily crew and construction foreman) and City inspectors before construction activities begin. The WEAP shall include a brief review of the serpentine bunchgrass resource that occurs on the PG&E site. The program shall also cover all mitigation measures, and Project plans, such as BMPs and any other required plans. During WEAP training, construction personnel shall be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. The designated biological monitor shall be responsible for ensuring that construction personnel adhere to the guidelines and restrictions. WEAP training sessions shall be conducted as needed for new personnel brought onto the job during the construction period.

4. Best Management Practices (BMPs) shall be employed during all construction activities on the PG&E site (e.g., all fueling of equipment within designated areas, containment of hazardous materials in the advent of accidental spills).
5. After construction is complete, all trash shall be removed from within the PG&E site.
6. After construction is complete, all areas of identified serpentine bunchgrass habitat on the PG&E property impacted by construction activities shall be restored to a level equal to, or exceeding the quality of habitat that existed before impacts to these habitats occurred. Mitigation shall be achieved by implementation of the following planting plan:
 - Installation of transplants and/or planting of locally-collected seeds from native plant species associated with serpentine grassland habitats into areas impacted by the Project. The frequency, density, and distribution of native species used within the mitigation plantings shall be determined through consultation with appropriate resource agencies, organizations, and practitioners. Installation shall be supervised by a qualified horticulturalist or botanist. Measures to reduce transplant mortality may include, but are not limited to the following:
 - Placement of cages, temporary fences, or other structures to reduce small mammal access, until transplants are sufficiently established;
 - Any weeding around transplants to reduce competition from non-native species shall be done manually;
 - Placement of a temporary irrigation system or periodic watering by mobile equipment sources for the first two years until transplants are sufficiently established.
 - General success of the mitigation plantings shall be measured by the following criteria:

Periodically assess the overall health and vigor of transplants during the growing season for the first three years; no further success criteria is required if transplants within the mitigation plantings have maintained a 70 percent or greater success rate by the end of the third year. If transplant success rate is below 70 percent by the end of the third year, a contingency plan to replace transplants due to mortality loss (e.g., foraging by small mammals, desiccation) shall be implemented.
7. The Project will comply with Article 16 of the Public Works Code for protection for significant trees. "Significant trees" are defined as trees within 10 feet of a public right-of-way, and also meet one of the following size requirements:
 - 20 feet or greater in height;
 - 15 feet or greater in canopy width; or
 - 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

Street trees are also protected by the City's Urban Forestry Ordinance and both require a permit for removal. Some tree species within the Project Site meet the criterion of "Significant Tree" status; before construction occurs within any portions of the Project Site that could contain "Significant Trees," a tree survey shall be performed by a qualified arborist, and a map shall be prepared showing the genus and species, location, and drip line of all trees greater than 36 inches in diameter at breast height (DBH) or greater that are proposed to be altered, removed, or relocated. Any removal of these trees associated with the Project will

require a permit review, and replacement of affected “significant” trees as specified in the ordinance. Adherence to the ordinance will avoid the potential impact on the loss of significant trees.

G. Archaeological Resources

The Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archeology. The archaeological consultant shall undertake an archaeological monitoring program during construction activities in Blocks 13, 18, and 19. The archaeological consultant shall first undertake a geoarchaeological study of this project sub-area to determine if any buried land surfaces available for prehistoric occupation are present. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the Project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archaeological monitoring program (AMP). The archaeological monitoring program shall minimally include the following provisions:

The archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archaeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;

The archaeological monitor(s) shall be present on the Project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;

The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

If an intact archaeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological

monitor has cause to believe that the pile driving activity may affect an archaeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archaeological consultant determines that a significant archaeological resource is present and that the resource could be adversely affected by the Project, at the discretion of the Project Sponsor either:

The Project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or

An archaeological data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archaeological data recovery program is required by the ERO, the archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The project archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the ADRP. The archaeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations.
- Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.
- Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies.
- Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- Security Measures. Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- Final Report. Description of proposed report format and distribution of results.
- Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

- **Human Remains, Associated or Unassociated Funerary Objects.** The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, Project Sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.
- **Final Archaeological Resources Report.** The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report.
- **Copies of the Draft FARR shall be sent to the ERO for review and approval.** Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

H. Hazardous Building Materials Survey

Prior to demolition of existing buildings, light fixtures and electrical components that contain PCBs or mercury should be identified, removed and disposed of in accordance with the Department of Toxic Substances Controls "universal waste" procedures. Compliance with these procedures would reduce impacts to a less-than-significant level.

I. Contaminated Soil Identification and Disposal

1. Prior to issuance of a grading permit a Phase II analysis should be conducted on the Project Site. The Phase II shall include comprehensive soil sampling and laboratory analysis with the goal of identifying lead, chromium and contaminated soils. The scope of this Phase II analysis should be developed in cooperation with the San Francisco Department of Public Health.
2. If the results of this Phase II analysis indicate that contaminated soils is, in fact present on the site, a soil remediation and disposal plan shall be developed that includes a plan for on-site reuse or disposal of contaminated soils. in the event that soils are contaminated beyond DTSC thresholds, load-and-go procedures should be identified.

J. **Improvement Measures.** Improvement measures diminish effects of the Project that were found through the environmental analysis to be less-than-significant impacts. The Project Sponsor has agreed to implement the following improvement measure.

1. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. In addition, the Project Sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, and the Planning Department to determine feasible measures to reduce traffic congestion, including transit disruption and pedestrian circulation impacts during construction of the Project.
2. Once construction activities are completed a long-term program could be implemented to enhance and restore the existing serpentine bunchgrass habitat on the PG&E site and/or create "native habitat" areas on the Project Site. This Improvement Measure would create "native habitat" areas on some portions of the Project Site that are planned for landscaping or open space as part of the Project. Implementation of this Improvement Measure on the PG&E property would be the responsibility of PG&E.
 - Seeds of locally-collected native species could be collected from valid reference sites within the surrounding area. From these seeds, transplants could be raised by local gardening clubs, science classes from local public schools, etc. Installation would be supervised by a qualified horticulturalist and/or botanist.
 - On-going community programs undertaken by local citizen groups to remove trash and rehabilitate degraded portions of the PG&E site to expand higher-quality serpentine grassland habitat could be conducted.
 - Management of invasive, non-native herbaceous and woody species would include reseeding of native plants and manual removal (e.g., by hand, loppers, chainsaws), and possibly some selective chemical applications to control highly competitive exotic species. Invasive, non-native tree species such as eucalyptus² could be systematically removed after any pre-construction nesting surveys for bird species have been conducted.
 - A long-term monitoring program could be implemented by enlisting the support from science educators from local public schools and community colleges. Permanent transects could be established to document the changes in floristic composition in terms of the frequency, density, and distribution of native plant species throughout the PG&E site.
3. An interpretive display is generally considered an on-site, publicly accessible display/exhibit area which includes interpretive materials. The display could be an outdoor all-weather plaque or a permanent collection of materials displayed in a public area, such as in the community building.

For Hunters View, interpretive materials could document the history of the San Francisco Housing Authority, history of the Hunters View Housing Development, photographs,

architectural drawings and site plans, and/or oral and written histories documenting the lives of, and events associated with, past and present occupants of the Hunters View Housing Development. It is recommended that the Project Sponsor install an exterior interpretive plaque, not smaller than two by four feet, near the entrance of the community center. A recommended enhancement to the interpretive display would be an interior interpretive display in the community center containing a timeline and a collection of photographs and/or artifacts.

The Project Sponsor could also document the existing Hunters View and the new development site via site photography and this collection of photographs (before and after) could also serve as an interpretive display for this project.



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No. 20663

HEARING DATE: FEBRUARY 20, 2020

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

Record No.: 2007.0168CUA-02
Project Address: Hunters View HOPE SF Development Project
227-229 WEST POINT ROAD
Zoning: RM-1 (Residential, Mixed Low Density) Zoning District
Hunters View Special Use District
40/65-X Height and Bulk District
Block/Lot: 4624/All Lots
Project Sponsor: Hunter's View Associates, LP
1388 Sutter Street, 11th Floor
San Francisco, CA 94109
Staff Contact: Mat Snyder - (415) 575-6891
mathew.snyder@sfgov.org

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING FINDINGS RELATED TO THE DETERMINATION OF COMPLIANCE UNDER PLANNING CODE SECTION 303(e) TO MODIFY CONDITIONS OF APPROVALS OF PLANNING COMMISSION MOTION NO. 17621 ADOPTED UNDER PLANNING CODE SECTIONS 303 AND 304 BY MODIFYING THREE CONDITIONS OF APPROVAL AND MODIFYING FOUR PROVISIONS IN THE ASSOCIATED HUNTERS VIEW DESIGN-FOR-DEVELOPMENT DOCUMENT BY (1) EXTENDING THE PERFORMANCE PERIOD FOR ANOTHER TEN YEARS (CONDITION NO. 8D AND 8E); (2) ALLOWING MODIFICATIONS FROM DESIGN-FOR-DEVELOPMENT STANDARDS UP TO TEN PERCENT (CONDITION NO. 4A) (3) REQUIRING THAT THE PLANNING COMMISSION BE NOTIFIED OF SUBSEQUENT PHASES (CONDITION NO. 6C) (4) ALLOWING BUILDINGS ON LOTS 14 AND 17 EXTEND ABOVE 50-FEET (DESIGN-FOR-DEVELOPMENT SECTION 4.4); (5) REPLACING TWO PROPOSED PARKS WITH ONE LARGER PARK (DESIGN-FOR-DEVELOPMENT SECTIONS 3.1.2 AND 3.1.3); (6) ALLOWING ADDITIONAL PORTIONS OF THE USEABLE OPEN SPACE REQUIREMENT BE MET ON ADJACENT NEW PARKS (DESIGN-FOR-DEVELOPMENT SECTION 4.3); (7) REMOVING THE OFF-STREET PARKING PROVISIONS AND ALLOWING PARKING BE DETERMINED BY THE PLANNING CODE (DESIGN-FOR-DEVELOPMENT 4.12) AND (8) ADDING LANGUAGE TO THE DESIGN-FOR-DEVELOPMENT CLARIFYING PARKING ENTRY DIMENSION LIMITATIONS DO NOT APPLY TO PARKING ALLEYS (DESIGN-FOR-DEVELOPMENT SECTION 4.12), FOR THE PROPOSED HUNTERS VIEW HOPE SF DEVELOPMENT PROJECT LOCATED ON ALL LOTS ON ASSESSOR'S BLOCK 4624 IN THE RM-1 ZONING DISTRICT, THE HUNTERS VIEW SPECIAL USE DISTRICT, AND A 40/65 X HEIGHT AND BULK DISTRICT, AND ADOPT FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On March 27, 2008, the Project Sponsor filed Application No. 2007.0168C for Conditional Use authorization pursuant to Planning Code Sections 303 and 304 to construct a new Planned Unit Development (PUD) for up to 800 dwelling units with exceptions to the following Planning Code requirements: lot width and area (Planning Code Section 121), rear yards (Planning Code Section 134(a) and (c)), usable open space (Planning Code Section 135), allowable obstructions (Planning Code Section 136), spacing of street trees (Planning Code Section 143), parking (Planning Code Sections 150, 151, 154 and 155), bicycle parking (Planning Code Section 155.5), loading (Section 152), dwelling unit exposure (Section 140), measurement of height (Planning Code Sections 102.12 and 260(a)) and density (Planning Code Section 209.1).

The proposed Hunters View HOPE SF Development Project (Project) includes the revitalization of Hunters View and consists of demolition of all existing public housing units and other community facilities on the site, which would result in a mixed-income community that will include up to 800 new residential units and provide one-for-one replacement of the existing 267 public housing units. Of the 800 residential units, the Project would construct 350 affordable rental units (267 of which will be the replacement public housing units). In addition, the net proceeds from the sale of the market-rate, for-sale units will cross-subsidize a portion of the development costs of the public housing replacement units and affordable rental units.

On June 12, 2008, the Department certified the Final Environmental Impact Report for the Hunters View Redevelopment Project (State Clearinghouse No. SCH 2007112086) for the Project (the "Final EIR").

On June 12, 2008, the Planning Commission adopted Motion No. 17621, approving the Conditional Use Authorization-Planned Unit Development, along with Planning Code text and map amendments that created the Hunters View Special Use District (Planning Code Sections 249.44 and 263.23), and changed the height and bulk district for the site from a 40-X Height and Bulk District to a 40/65-X Height and Bulk District ("Original Approvals"). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On September 18, 2018, Hunters View Associates, L.P. (hereinafter "Project Sponsor") filed Application No. 2007.0168CUA-02 (hereinafter "Application") with the Planning Department (hereinafter "Department") to modify Conditions of Approval of Motion No. 17621 by modifying three conditions of approval and modifying five provisions in the Hunters View Design-for-Development ("D4D") document.

On January 16, 2020, the Department issued an addendum to the Final EIR. The FEIR analyzed the environmental effects of implementing the Hunters View project. As shown in the addendum, the modified project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures. Additionally, no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. Therefore, as discussed in more detail below, the modified project would not change the analysis or conclusions reached in the FEIR.

On February 20, 2020, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use/Large Project Authorization/Downtown Project Authorization Application No. 2015-000123CUA.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2007.0168CUA-02, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Project Description.** Hunters View is the first HOPE SF project. HOPE SF is a San Francisco program that seeks to completely rebuild four of the City's Housing Authority sites. Through the HOPE SF Program, the City and respective Project Sponsors will rebuild these sites as mixed-income full-service neighborhoods within a built pattern that is more in keeping with typical San Francisco development. Hunters View's Original Approvals were structured as a Planned Unit Development with an extended performance period of ten years and relied on a Design-for-Development (D4D) document to guide the multi-phased buildout.

As part of Planning Commission Motion No. 17621, the Commission adopted a Design-for-Development ("D4D") document as an extension of the Conditions of Approval that specifically laid out development requirements usually regulated by the Planning Code. The D4D enables the Project Sponsor to rely on this document in developing designs for subsequent phases without requiring individual approval from the Planning Commission for such subsequent phases.

The Proposed Project (Project) includes modifications to the Conditions of Approval of Planning Commission Motion No. 17621, and include the following revisions: (1) *Performance Period*: extending the performance period for an additional ten (10) years from the date of this approval (Condition Nos. 8D and 8E); (2) *Design-for-Development Allowed Modifications*: allowing 10-percent modifications from D4D quantitative controls rather than five-percent as currently provided (Condition No. 4A); (3) *Planning Commission Review of Subsequent Phases*: substituting the requirement for informational hearings of subsequent phases with the requirement that the Planning Commission be notified of subsequent phases (Condition No. 6).

In addition, the Project includes modifications to the associated D4D, including revisions to the following sections: (1) *Height*: allowing heights on Blocks 14 and 17 to extend above 50-feet (Section 4.4 Height Diagrams, page 58) (2) *Parks*: remove the requirement for both Panhandle Park and Hudson Avenue Overlook and replace it with the requirement for one larger Bayview Park (Sections 3.1.2 and 3.1.3, pages 36, 38, and 39); (3) *Usable Open Space*: allowing additional portions of the usable open space requirement be met on adjacent new parks (Section 4.3, page 57); (4) *Parking*: amending the off-street parking requirements to allow parking be determined by the underlying zoning

(Sections 4.12); and (5) *Parking Alleys*: adding language clarifying that dimension limitations to parking garages are not applicable to parking alleys (Sections 4.12).

3. **Site Description and Present Use.** Located in the Bayview Hunters Point neighborhood of San Francisco, Hunters View originally included 267 public housing units located on approximately 21 acres of land. Constructed in 1957 on the foundations of World War II workforce housing, the units were never intended to be permanent and due to both their poor initial construction and years of deferred maintenance, the units at Hunters View had deteriorated beyond repair. Since the Original Approvals, the Project Sponsor and its affiliates have demolished all of the existing units and constructed 286 new replacement housing units, reconfigured roughly two thirds of the previous street grid and block pattern, pursuant to the approved Planned Unit Authorization (Planning Commission Motion No. 17621), and constructed two new public parks.
4. **Surrounding Properties and Neighborhood.** The subject property is located within RM-1 (Residential, Mixed, Low Density) Use District, the Hunters View Special Use District and a 40/65-X Height and Bulk District. The Hunters View project area is within the Bayview Hunters Point neighborhood on Hunters Point Hill. The surrounding Hunters Point Hill neighborhood is characterized by curvilinear streets and low-density residential development, most of which was developed as a part of the original Hunters Point Redevelopment Project Area (later referred to as Area A of the Bayview Hunters Point Redevelopment Project Area). Hunters View sits at a higher elevation and overlooks Evans Avenue and Hunters Point Avenue along with the site of the previous Hunters Point PG&E Power Station, India Basin Shoreline Park and 900 Innes Avenue (the site of a proposed new park) to its north and east. Hunters View is within the Bayview Hunters Point Redevelopment Project Area (Area B), and within the boundaries of the Bayview Hunters Point Area Plan.
5. **Public Comment.** The Project Sponsor conducts community engagement with the immediate community on an ongoing basis. Since 2005, they have conducted over 250 resident outreach and community meetings, including, but not limited with the Hunters View Tenants Association, India Basin Neighborhood Association, Malcolm X Academy, and Bayview Hunters Point PAC. For Blocks 2, 3, 9, 14 and 17, the Project Sponsor has conducted five meetings on site to engage residents and solicit feedback around building design, park space, access to parking and community building. The Project Sponsor has also recently attended India Basin Neighborhood Association meeting and the Bayview CAC. According to the Project Sponsor, response to the latest designs have been generally positive, particularly around the now proposed market-rate units. Planning staff has not heard any feedback regarding the proposal.
6. **Planning Code Compliance.** The Planning Code Compliance Findings set forth in Motion No. 17621, Case No. 2007.0168C (Conditional Use Authorization-Planned Unit Development, pursuant to Planning Code Sections 303 and 304) apply to this Motion, and are incorporated herein as though fully set forth.
7. **Planned Unit Development.** Planning Code Section 304 permits the creation of a Planned Unit Development ("PUD") for subject sites of greater than one half of an acre. "Planned Unit Developments are intended for project sites of considerable size, developed as integrated units and

designed to produce an environment of stable and desirable character which will benefit the occupants, neighborhood and the City as a whole". Where a project demonstrates outstanding overall design, it may seek exceptions for certain Planning Code Provisions.

The Original Approvals granted exceptions for rear yards (Planning Code Section 134(a) and (c)), usable open space (Planning Code Section 135), allowable obstructions (Planning Code Section 136), spacing of street trees (Planning Code Section 143), off-street parking (Planning Code Sections 150, 151, 154 and 155), bicycle parking (Planning Code Section 155.5), loading (Section 152), dwelling unit exposure (Section 140), measurement of height (Planning Code Sections 102.12 and 260(a)) and density (Planning Code Section 209.1). The PUD Authorization, in turn, referred to the Hunters View Design-for-Development to provide standards for these controls.

As part of the original PUD, the Commission identified several conditions of approval for the Project. As part of the updated Project, the Project Sponsor requests revisions to the following Conditions of Approval, as originally approved in Motion No. 17621:

- a) Performance Period. Condition Nos. 8D and 8E established a ten-year performance period for the Conditional Use Authorization-Planning Unit Development, which has passed. The Project Sponsor is requesting that the performance period be extended another ten years from the date of this amended authorization.

The Commission finds this request reasonable, since Hunters View is a high priority project for the City and is part of the overall HOPE SF project. The Project Sponsor has been making steady progress on construction over the last ten years. Given the changes in the economy and construction, the development of this multi-phase complex project has taken longer than the originally provided in the ten years performance period.

- b) Allowed Modifications under the D4D. Condition No. 4A allowed modifications from the standards set forth in the D4D up to five percent of a quantitative control if the design continued to meet the general design intent of the control. Staff recommends that this be changed to allow for a modification up to ten percent under the same condition.

The Commission supports allowing D4D modifications of up to ten percent, since this would bring this Project in conformance with other similar D4Ds of other large-scale developments that have been approved subsequent to the Original Approvals.

- c) Modification to Conditions of Approval Regarding Subsequent Phase Review. Condition No. 6c requires that subsequent phases be brought before the Planning Commission as informational presentations. Staff recommends that this condition be changed so that the Planning Commission is notified of subsequent phases but eliminates the automatic requirement of informational presentations.

The Commission supports this revision to this Condition of Approval since it is consistent with the other HOPE SF Projects and Development Agreements where phase review is generally handled at the staff level. As noted above, the Project Sponsor conducts community outreach with the Hunters View

community and other nearby Bayview organizations on an ongoing basis. Even with the elimination of the automatic informational hearings, the Planning Commission retains the ability to request such presentations per their discretion.

8. **Design for Development Modifications.** As part of the revisions to the Project, the Project Sponsor is requesting additional modification to certain Planning Code requirements, in order to support the feasibility of the Project. These modifications include:

- a) Open Space. Motion No. 17621 granted certain exceptions to the usable open space requirement and established that such requirements would be set forth in the D4D. The D4D allows up to 25% of required open space for each block to be provided in the form of public open space located within 125 feet of the building or unit entry.

The Project Sponsor is requesting that this provision be expanded to enable up to 75% of the usable open space be met on an adjacent new park, where such a park is greater than 25,000 gsf.

The Commission supports this modification to the Project, since the Project is providing a greater amount of open space through the provision of new parks than what would otherwise be required if the development were strictly adhering to the usable open space requirements of Planning Code Section 135. Some portions of the site are particularly steep, which makes meeting the usable open space requirement particularly challenging within the boundaries of some of the newly created lots.

- b) Height. Planning Code Section 263.23 allows that up to 35% of the entire Hunters View site to have buildings over 50 feet in height and up to 50% of the site to have buildings over 40 feet in height if said heights are approved through a PUD and further described and controlled within a D4D document. As such, Motion No. 17621 enabled heights above 40-feet and provided the Hunters View D4D, which identified which portions of the site could be above these heights.

Currently, the Height Diagram on page 58 of the D4D shows Blocks 14 and 17 as being limited to 40-feet. The proposal would revise the Height Diagram by showing blocks 14 and 17 within a height zone that allows portions of the building to be taller than 50-feet. Even after allowing Blocks 14 and 17 to have structures taller than 50-feet, the total area of the Hunters View site that allows buildings above 50-feet would be under 35 percent, as limited by Planning Code Section 363.23.

The Commission finds that allowing additional height above 50-feet as currently proposed will enable the Project to meet its objective to supplying additional much needed affordable housing. While the proposed buildings on Lots 14 and 17 would cast new shadows on India Basin Shoreline Park and 900 Innes Avenue, the Commission has found, through Motion No. 20664, that the new shadows were neither significant nor adverse to the use and enjoyment of the public park.

- c) Required Parking. Per Motion No. 17621, Planning Code Section 151 required at least one off-street parking space per dwelling unit, and one off-street space per each five senior dwelling units. Motion No. 17621 provided an exception to that requirement, by reducing the requirement such that at the completion of the buildout, 672 parking spaces would be provided

for the 800 units.

Since that time, Planning Code Section 151 was amended to no longer require parking minimums.

This modification would eliminate the off-street parking requirement and enable parking to be provided under the same controls as anywhere else in the City. The Commission supports this modification given the transit-first policies within San Francisco.

- d) Location of Parks. The D4D originally envisioned a "Panhandle Park" that would be configured along several blocks between two lanes of the Fairfax Avenue. A smaller park, "Hudson Avenue Overlook Park", was envisioned at the top of the unimproved Hudson Avenue alignment.

Since the Original Approvals, the Project Sponsor found that providing Panhandle Park in its original configuration as infeasible due to grading issues and would unduly break up the total area of open space into smaller less usable plots. Similarly, the Hudson Avenue overlook was also difficult to develop due to its steep slope.

The Project Sponsor is now proposing a larger 30,000 gsf park, "Bayview Park", between Blocks 14 and 17 that would provide as much open space as the two previous parks combined. The Commission finds the proposed new configuration would better serve the community as a single larger unbroken open space that could be more efficiently programmed.

- e) Parking Alleys. The D4D did not contemplate the provision of private parking alleys. The Project Sponsor has requested that additional language be added to the D4D to clarify that the parking entry dimension limitations do not apply to parking allies.

The Commission finds this request reasonable: parking alleys are more akin to public Alleys than to private parking garage entries and by incorporating private Alleys into a block's design, individual parking garage entries can be eliminated along the street frontage, thereby reducing the urban design impact of parking garages.

9. **General Plan Compliance.** The General Plan Findings set forth in Motion No. 17621, Case No. 2007.0168C apply to this Motion, and are incorporated herein as though fully set forth, except previous findings under the previous Housing Element and Recreation and Open Space Elements are hereby replaced with findings under the updated 2014 Housing Element and the updated 2014 Recreation and Open Space Element as set forth below:

OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially

affordable housing.

Policy 1.3

Work proactively to identify and secure opportunity sites for permanently affordable housing.

Policy 1.7

Consider public health objectives when designating and promoting housing development sites.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

The Project will create up to 800 units of new affordable and market-rate housing, including 267 replacement public housing units, at least additional 83 affordable rental units and up to 450 homeownership units.

OBJECTIVE 3

PROTECT THE AFFORDABILITY OF THE EXISTING HOUSING STOCK, ESPECIALLY RENTAL UNITS.

Policy 3.2

Promote voluntary housing acquisition and rehabilitation to protect affordability for existing occupants.

OBJECTIVE 4

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1

Develop new housing, and encourage remodeling of existing housing, for families with children.

Policy 4.4

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5

Ensure that new permanently affordable housing is located in all of the city's neighborhoods, and encourage integrated neighborhoods.

This HOPE SF Project has replaced all the previous existing dilapidated residential units with new replacement units. Unit configurations and bedroom counts have varied widely to address a broad need of housing by the Hunters View community.

OBJECTIVE 5

ENSURE THAT ALL RESIDENTS HAVE EQUAL ACCESS TO AVAILABLE UNITS.

Policy 5.5

Minimize the hardships of displacement by providing essential relocation services.

Policy 5.6

Offer displaced households the right of first refusal to occupy replacement housing units that are comparable in size, location, cost, and rent control protection.

A key tenant of the HOPE SF Program is to assure tenants of previous units to have first access to the new replacement units.

OBJECTIVE 7

SECURE FUNDING AND RESOURCES FOR PERMANENTLY AFFORDABLE HOUSING, INCLUDING INNOVATIVE PROGRAMS THAT ARE NOT SOLELY RELIANT ON TRADITIONAL MECHANISMS OR CAPITAL.

Policy 7.5

Encourage the production of affordable housing through process and zoning accommodations and prioritize affordable housing in the review and approval processes.

Policy 7.6

Acquire and rehabilitate existing housing to maximize effective use of affordable housing resources.

OBJECTIVE 8

BUILD PUBLIC AND PRIVATE SECTOR CAPACITY TO SUPPORT, FACILITATE, PROVIDE AND MAINTAIN AFFORDABLE HOUSING.

Policy 8.1

Support the production and management of permanently affordable housing.

Policy 8.3

Generate greater public awareness about the quality and character of affordable housing projects and generate community-wide support for new affordable housing.

OBJECTIVE 9

PRESERVE UNITS SUBSIDIZED BY THE FEDERAL, STATE OR LOCAL SOURCES.

Policy 9.2

Continue prioritization of preservation of existing affordable housing as the most effective means of providing affordable housing.

Policy 9.3

Maintain and improve the condition of the existing supply of public housing, through programs such as HOPE SF.

OBJECTIVE 11

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S

NEIGHBORHOODS.

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.5

Ensure densities in established residential areas promote compatibility with prevailing neighborhood character.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

Hunters View along with the other HOPE SF Projects seek to reconstruct the Housing Authority sites, which were originally developed in patterns that separated the respective communities from the surrounding neighborhood fabric, in a way to connects them to the surrounding neighborhood and City.

OBJECTIVE 12

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.1

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

Policy 12.2

Consider the proximity of quality of life elements, such as open space, child care, and neighborhood services, when developing new housing units.

Policy 12.3

Ensure new housing is sustainably supported by the City's public infrastructure system.

The Project will provide new housing, especially permanently affordable housing, in an appropriate location which meets identified housing needs and takes into account the demand for affordable housing created by employment demand. The Project will create up to 800 units of new affordable and market-rate housing, including 267 replacement public housing units, 83 affordable rental units and up to 450 homeownership units, of which 10-15% will be affordable.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.9

Preserve sunlight in public open spaces

Policy 1.11

Encourage private recreational facilities on private land that provide a community benefit, particularly to low and moderate-income residents.

OBJECTIVE 2

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION.

Policy 2.11

Assure that privately developed residential open spaces are usable, beautiful, and environmentally sustainable.

The Project will develop and maintain high quality open space that will be open to members of the community. The Project will also preserve sunlight in public open spaces. The Project will also create private outdoor open space in new residential development. With rear yards, mid- block courtyards, decks and terraces, the Project will create usable outdoor space directly accessible to dwelling units.

10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

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

The Project is consistent with Priority Policy No. 1 in that it will not affect any existing neighborhood-serving retail uses because none currently exists on the Project site. However, the Project will provide future opportunities for resident employment and ownership of neighborhood-serving retail uses that will be developed on the site. Small-scale, neighborhood-serving retail is permitted in the RM-1 zone, pursuant to a Planned Unit Development permit, complies with the Redevelopment Plan and will be beneficial to the neighborhood's residents.

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

The Project is consistent with Priority Policy No. 2 in that it will protect and enhance existing housing and neighborhood character and preserve the cultural and economic diversity of San Francisco's neighborhoods. Through this project 267 units of deteriorating public have been replaced to date. Further

buildout of the Hunters View will include additional much needed affordable housing and market rate housing that is proposed to cross subsidize the infrastructure and affordable housing

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

The Project is consistent with Priority Policy No. 3 in that it will preserve and enhance the City's supply of affordable housing by replacing the 267 existing public housing units at Hunters View on a one-to-one basis with new, modern, affordable housing units and providing at least an additional 112 affordable rental units and additional home ownership.

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

The Project is consistent with Priority Policy No. 4 in that it will not result in commuter traffic that will impede Muni transit service or overburden San Francisco's streets or neighborhood parking. Although the Project could result in a net increase of up to 533 units in the Hunters View vicinity, this number falls well within the 700 net new units projected for this area that were analyzed in the Bayview Hunters Point Redevelopment Plan EIR. The Transportation Study for the Project indicates that the Project will contribute to one project-specific traffic impact at Evans Avenue/Third Street, and five cumulative (2025) significant traffic impacts, two of which can be mitigated to less than significant levels, and three of which will be significant unavoidable cumulative adverse traffic impacts. MUNI service will not be impeded as a result of the Project.

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

The Project is consistent with Priority Policy No. 5 in that it will develop residential uses on a site that is currently completely devoted to residential uses. The Project will not displace any industrial or service sector uses due to commercial office development, as no industrial or service development exists on the site, and the Project does not include commercial office space. The Project is entirely residential in nature, except for community space and neighborhood-serving retail space, which offers potential opportunity for resident employment and ownership.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project is consistent with Priority Policy No. 6 in that the existing, deteriorating public housing on the site will be demolished and replaced with modern residential units built to current earthquake and seismic regulations

- G. That landmarks and historic buildings be preserved.

The Project is consistent with Priority Policy No. 7 in that it will have no effect on landmarks or historic buildings because none exists on the site. A Historic Structures Report for the existing structures has been completed and concluded that the existing public housing is not deemed eligible for listing on the California Register of Historical Places.

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

The Project is consistent with Priority Policy No. 8 in that it will not affect the City's parks or open space or their access to sunlight and vistas. The proposal includes new publicly accessible open space. While the proposals for Buildings 14 and 17 create new shadow on India Basin Shoreline Park and the 900 Innes Future Park site, the Planning Commission finds that the new shadow is neither significant nor adverse. (See Motion No. 20664).

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
12. The Commission hereby finds that approval of the Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

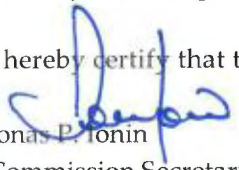
That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Authorization Application No. 2007.0168CUA-02** subject to the Conditions of Planning Code Motion No. 17621, except as modified as attached hereto as "EXHIBIT A", in general conformance with Design-for-Development as amended on file, dated February 13, 2020, and stamped "EXHIBIT B" to this Motion, which is incorporated herein by reference as though fully set forth; the Commission hereby modifies Condition of Approval Nos. 4A, 6C, and 8D and E of Motion No. 17621 and as set forth in Exhibit A of this Motion and modifies provisions of the Design-for-Development as also set forth in Exhibit A. All other Conditions of Motion No. 17621 remain in effect.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. 19301. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on February 20, 2020.


Jonas P. Ionin
Commission Secretary

AYES: Koppel, Moore, Diamond, Fung, Imperial, Johnson

NAYS: None

ABSENT: Richards

ADOPTED: February 20, 2020

EXHIBIT A

AUTHORIZATION

This authorization is to modify Motion No. 17621 by modifying three Conditions of Approval as follows: (1) extending the performance period for an additional ten years from the date of this approval (Condition Nos. 8D); (2) allowing 10-percent modifications from D4D quantitative controls rather than five-percent as currently provided (Condition No. 4A); (3) substituting the requirement for informational hearings of subsequent phases with the requirement that the Planning Commission be notified of subsequent phases (Condition No. 6C); and modifying four provisions in the Hunters View Design-for-Development ("D4D") document as follows: (1) allowing heights on Blocks 14 and 17 to extend above 50-feet (D4D Section 4.4) (2) removing the requirement for both Panhandle Park and Hudson Park and replacing it with the requirement for one larger Bayview Park (Sections 3.1.2 and 3.1.3); (3) allowing some portions of the usable open space requirement be met on adjacent new parks (Section 4.3); (4) amending the off-street parking requirements to allow parking be determined by the underlying zoning (D4D Section 4.12) and (5) amending the D4D by clarifying that parking entry and garage dimension limitations do not apply to parking alleys (Section 4.12); in general conformance with revised Design-for-Development document dated February 13, 2020 and stamped "EXHIBIT B" and included in the docket for Case No. 2007.0168CUA-02, and subject to conditions of approval in Motion No. 17621 as approved by the Commission on June 12, 2008, except as otherwise provided herein. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on February 20, 2020 under Motion No. 20663.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. 20663 shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Office Development Authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

MODIFICATIONS

[Modifications are provided with ~~cross-outs~~, indicating where a provision is no longer applicable, and double underline indicating where a provision is being modified and carried forward. Condition numbers refer to originally ordered conditions from Planning Commission Motion No. 17621.]

Condition No. 4A. Provisions for "Development Controls" may vary as long as the following two conditions are met: (1) there is no more than a ~~five-ten~~-percent variance of the subject provision for the subject block; and (2) the Zoning Administrator finds that the general intent for the subject provision and overall Design for Development has been met. Design features that do not meet either the "Development Controls" and do not meet these conditions would require an amendment to the Design for Development Document and this Planned Unit Development approval.

Condition No. 6C. Final detailed plans sufficient for Conditional Use/Planned Unit Development approval for ~~Phases 2 and 3~~ subsequent phases shall be submitted to the Planning Department prior to application for any site or building permits for those phases. The Planning Department shall review such plans for general conformity with this Project Authorization, the approved Design for Development and the Planning Code. ~~Plans for Phases 2 and 3 shall be presented to the Planning Commission as information items. The Planning Commission shall be notified of plans for subsequent phases, and may request informational hearings at their discretion.~~

Condition No. 8D. ~~This authorization is valid for a period of ten years from the date of approval by the Planning Commission.~~

Condition No. 8E. ~~After ten years, an extension for up to an additional two years may be specifically authorized by the Planning Commission. In the case where delays have been caused by a government agency or legal action, time shall be tolled and the authorization extended for such period by the Zoning Administrator.~~

The authorization and right vested by virtue of this action is valid for ten (10) years from the effective date of Motion No. 20663, adopted by the Planning Commission on February 20, 2020. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this ten-year period.

MODIFICATIONS TO THE DESIGN-FOR-DEVELOPMENT

Page 36-37, Section 3.1.2, Panhandle Park: [Replace description and graphics for "Panhandle Park" for description and graphics for "Bayview Park".]

Pages 38-39, Section 3.1.3, Hudson Park: [Remove section, which describes "Hudson Park"]

Page 57, Section 4.3, Usable Open Space: Revise Control No. 5 as follows:

Except for blocks immediately adjacent to new parks greater than 25,000 gsf, up to 25% of the required open space for each block may be provided in the form of public open space located within 125' of the building or unit entry. For buildings immediately adjacent to new parks greater than 25,000 gsf, up to 75% of the required open space said blocks may be provided in the immediately adjacent open space.

Page 58, Section 4.4, Building Heights: [Replace diagram showing blocks 14 and 17 within an area where buildings above 50-feet are permitted]

Page 66, Section 4.12 Parking, Parking Entrances and Curb Cuts:

1. Garage entrances accessing a street shall be no wider than 16' and are preferably 12'; this requirement does not apply to private parking alleys.

Page 66, Section 4.12, Parking, Parking Entrances and Curb Cuts: Add controls No. 5 as follows:

5: "Parking ratios shall be determined by the Planning Code."



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

☐ Inclusionary Housing (Redevelopment)

☐ Jobs Housing Linkage Program (Sec. 313)

☐ Downtown Park Fee (Sec. 139)

☐ First Source Hiring (Redevelopment)

☐ Child Care Requirement (Sec. 314)

☐ Other

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. 17621

HEARING DATE: JUNE 12, 2008

Date: May 29, 2008
Case No.: 2007.0168CETZ
Project Address: 227 – 229 WEST POINT ROAD
Zoning: RH-2 (Residential, House Two Family)
RM-1 (Residential, Mixed Low Density)
NC-2 (Neighborhood Commercial, Small-Scale)
M-1 (Light Industrial)
40-X Height and Bulk District
Block/Lot: 4624/003, 004, 009
4720/027
Project Sponsor: Hunter's View Associates, LP
576 Sacramento Street, 7th Floor
San Francisco, CA 94111
Staff Contact: Ben Fu – (415) 558-6318
ben.fu@sfgov.org

ADOPTING FINDINGS RELATED TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303 AND 304 TO CREATE A NEW PLANNED UNIT DEVELOPMENT (PUD) TO ALLOW THE CONSTRUCTION OF APPROXIMATELY 6,400 SQUARE FEET OF RETAIL USE, 21,600 SQUARE FEET OF COMMUNITY SPACE, AND UP TO 800 DWELLING UNITS IN RM-1, RH-2, NC-2, AND M-1 ZONING DISTRICTS WITH A 40 X HEIGHT AND BULK DESIGNATION ON ASSESSOR'S BLOCK 4624, LOTS 3, 4 & 9 AND BLOCK 4720, LOT 27. EXCEPTIONS ARE REQUESTED FROM DENSITY, REAR YARD, OPEN SPACE, EXPOSURE, OFF-STREET, LOADING AND BICYCLE PARKING REQUIREMENTS, AS MANDATED BY THE PLANNING CODE.

PREAMBLE

On March 27, 2008, Hunters View Associates, L.P. (hereinafter "Project Sponsor") filed Application No. 2007.0168C (hereinafter "Application") with the Planning Department (hereinafter "Department") for Conditional Use authorization per Planning Code Sections 303 and 304 to create a new Planned Unit Development (PUD) to allow the construction up to 800 dwelling units and including the following exceptions: lot width and area (Planning Code Section 121), rear yards (Planning Code Section 134(a) and

(c)), usable open space (Planning Code Section 135), allowable obstructions (Planning Code Section 136), spacing of street trees (Planning Code Section 143), parking (Planning Code Sections 150, 151, 154 and 155), bicycle parking (Planning Code Section 155.5), loading (Section 152), dwelling unit exposure (Section 140), measurement of height (Planning Code Sections 102.12 and 260(a)) and density (Planning Code Section 209.1).

The revitalization of Hunters View will include the demolition of all of the existing public housing units and other community facilities on the site, resulting in a mixed-income community that will include up to 800 new residential units and provide one-for-one replacement of the existing 267 public housing units. The current project proposal includes up to 800 total units, including a total of 350 affordable rental units (267 of which will be the replacement public housing units) and up to 450 home ownership units, of which 10-15% will be affordable and 17 of those will be developed by Habitat for Humanity. This new mixed-income development will result in a range of resident incomes from less than 10% to over 120% of AMI. Additionally, the net proceeds from the sale of the market-rate for-sale units will cross-subsidize a portion of the development costs of the public housing replacement units and affordable rental units.

On June 12, 2008, the Department certified the Final Environmental Impact Report for the Hunters View Redevelopment Project (State Clearinghouse No. SCH 2007112086) for the Project (the "Final EIR").

On June 12, 2008, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2007.0168C.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2007.0168C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** Located in the Bayview Hunters Point neighborhood of San Francisco, Hunters View currently includes 267 public housing units located on approximately 20 acres of land. Constructed in 1957 on the foundations of World War II workforce housing, the units were never intended to be permanent and due to both their poor initial construction and years of deferred maintenance, the units at Hunters View have deteriorated beyond repair.

The Project will be developed on two adjacent properties. The first, which is owned by the San Francisco Housing Authority, is located at Middle Point and West Point Roads and Wills and

Hare Streets, and is Assessor's Block 4624, Lots 3, 4 and 9. The second, which is adjacent to the Housing Authority property and is currently owned by the San Francisco Redevelopment Agency, is located along Keith Street and is Assessor's Block 4720, Lot 27. Both properties will ultimately be conveyed by deed or ground lease to one or more partnerships which will be formed for the sole purpose of undertaking the Project.

The San Francisco Housing Authority property currently contains 267 public housing units in 50 buildings while the San Francisco Redevelopment Authority property is vacant. The 267 residential units contain approximately 325,000 square feet of space, and there is an additional 7,000 square feet of community serving and storage space on the site. The buildings range in height from one to three stories (or 16 to 28 feet) and currently there are no off-street parking spaces.

3. **Surrounding Properties and Neighborhood.** The subject property is located within RM-1, RH-2, NC-2 and M-1 zoning districts and a 40 X height/bulk district. Most of the surrounding properties are located within an RH-2 zoning district and contain residential uses. The neighboring properties to the west and south contain residential and public uses. The properties to the north and east contain primarily industrial uses. The former Hunters Point Naval Shipyard to the east and southeast is currently being redeveloped as a mixed use project.
4. **Text and Map Amendments to Planning Code.** In order to facilitate the Project at the density required to subsidize the 350 public housing and affordable rental units on the Project site, both text and map changes to the Planning Code are proposed. First, the height and bulk district for the Project site is proposed to be modified from 40-X to 40/65-X pursuant to the addition of Planning Code Section 263.20 to create the HOPE SF Hunters View Special Use District and 40/65-X Height and Bulk District. Secondly, an amendment to Section 249 of the Planning Code by adding Section 249.39 is proposed to establish the HOPE SF Hunters View Special Use District allowing the subdivision or portions of the site as individual lots to exceed the density of the underlying zoning district and allowing uses that are either principally or conditionally permitted within NC-1 Districts to be principally permitted within the special use district. Map amendments are proposed to amend the use designations on the Redevelopment Agency parcel from RH-2, NC-1, and M-1 to RM-1 to establish consistency between the various parcels and to map the Special Use District and the 40/65-X Height and Bulk District.
5. **Redevelopment Agency Parcel.** The Redevelopment Agency parcel, Assessor's Block 4720, Lot 27, is located within Project Area A of the Bayview Hunters Point Redevelopment Plan, which prohibits structures higher than 40 feet. This plan expires on January 1, 2009. A portion of the building to be located on Block 2 exceeds 40 feet in height, but will not be constructed until after the expiration of the Redevelopment Plan for Project Area A. Therefore, this Project Authorization as it relates to the Redevelopment Area parcel, to the extent it is inconsistent with the existing provisions of the Redevelopment Plan, is conditioned upon the expiration of the Redevelopment Plan for Project Area A on January 1, 2009, and shall be effective at that time.
6. **Residential Uses.**

- A. Planning Code Section 209.1 provides that residential uses are permitted as a principal use in the RH-2 and RM-1 Zoning Districts. Pursuant to Planning Code Section 209.1, the southeastern portion of the Project, which is zoned RM-1, is allowed a density ratio not exceeding one dwelling unit for each 800 square feet of lot area. Pursuant to Section 304(d)(4), as a Planned Unit Development, the Project is allowed the density permitted in the RM-2 Zoning District, which is a density ratio not exceeding one dwelling unit for each 600 square feet of lot area, minus one unit. Up to 849 residential units are permitted as of right in the RM-1 Zoning District and 1,132 units are permitted pursuant to a PUD. Currently, the Project proposes to develop up to 800 units.
 - B. The northwestern portion of the Project site, which is primarily zoned RH-2, allows two-family dwelling units as a principally permitted use. RH-2 Districts also allow one dwelling unit for each 1,500 square feet of lot area, but no more than three dwelling units per lot, if authorized as a conditional use by the Planning Commission. The proposed town homes in Block 4720, Lot 27 exceed the density allowance and require conditional use approval.
 - C. Planning Code Section 209.1(m) permits, as a principally permitted use, dwellings for senior citizens at twice the density allowed for the principal permitted uses in Section 209.1, or one senior dwelling unit for each 400 square feet of lot area in the RM-1 Zoning District.
 - D. As detailed in Finding 4 above, the Project Sponsor is requesting a map amendment to change the use district for the entire site to RM-1.
7. **Planned Unit Development.** Planning Code Section 304 permits the creation of a Planned Unit Development for subject sites of greater than one half of an acre. "Planned Unit Developments are intended for project sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, neighborhood and the City as a whole" Where a project demonstrates outstanding overall design, it may seek exceptions for certain Planning Code Provisions. The Project Sponsor is seeking the following exceptions: rear yards (Planning Code Section 134(a) and (c)), usable open space (Planning Code Section 135), allowable obstructions (Planning Code Section 136), spacing of street trees (Planning Code Section 143), parking (Planning Code Sections 150, 151, 154 and 155), bicycle parking (Planning Code Section 155.5), loading (Section 152), dwelling unit exposure (Section 140), measurement of height (Planning Code Sections 102..12 and 260(a)) and density (Planning Code Section 209.1).
8. **Design-for-Development.** Because of the scope of the project, the unusual topography and street layout of the site, and the intent to create a new integrated neighborhood, the Commission finds it appropriate to adopt a Design for Development document that specifically lays out development requirements usually regulated by the Planning Code. The Design for Development is also important to guide the subsequent phases of development over the projected six to ten year build-out. In some cases, the Design for Development provides less stringent requirements than the Planning Code in order to meet certain goals such as addressing the site's topography and designating more land for public space. In other cases, the Design for

Development is more stringent to meet other goals such as assuring a strong public presence of the building and creating a fine-grained development pattern.

9. Use Exceptions.

A. Planning Code Section 209.3(f) provides that child care facilities providing care for 13 or more children can be approved as conditional uses in the RH-2 and RM-1 Zoning Districts. Planning Code Section 209.4 provides that community facilities can be approved as conditional uses in the RM-1 and RH-2 Zoning Districts. The Project proposes to develop approximately 21,600 square feet of community space. This proposed Special Use District would principally permit those uses that are either principally or conditionally permitted in the NC-1 Districts, such as small and large institutional uses, which include child care in their definition.

B. Planning Code Section 304(d)(5) provides that in R Districts, commercial uses are permitted only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 Districts under the Planning Code. The Project will include commercial uses in an R district in order to better serve the community. NC-1, or the Neighborhood Commercial Cluster District is described in Planning Code section 710.1 as "intended to serve as local neighborhood shopping districts, providing convenience retail goods and services for the immediately surrounding neighborhoods primarily during daytime hours" and "characterized by [locations] in residential neighborhoods, often in outlying areas of the City... Housing development in new buildings is encouraged above the ground story in most districts." Each nonresidential use in the NC-1 district can be no larger than 2,999 square feet (though 3,000 square foot spaces and greater are permitted via conditional use) and permitted uses include limited financial services (like a bank), personal services (like a salon) and full-service restaurants (which are defined to include coffee shops, see Planning Code section 790.92). The Project proposes to develop approximately 6,400 square feet of neighborhood-serving retail uses. The proposed Special Use District would allow those uses that are either principally or conditionally permitted in the NC-1 District to be principally permitted.

10. Public Comment. The Department has received no opposition to the proposal.

11. Planning Code Compliance: The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

A. Front Setback

Planning Code Section 132(e) requires front setback based on an average of adjacent buildings, up to a maximum requirement of 15 feet from the property line. This requirement is not applicable because the buildings in the Project will not be adjacent to any existing buildings.

As proposed in Development Control 4.7 of the Design for Development, the Project proposes that all residential buildings will have a minimum setback of 5 feet, a required

8 foot "build-to" line will be required for all streets and that a minimum 75 percent of the building façade must be built to the "build-to" line. Development Control 4.7.2 of the Design for Development provides that setbacks are not required at street frontages with an extreme slope or shallow lot.

B. Rear Yard

Planning Code Section 134(a) requires a minimum rear yard with a depth that is equal to 45 percent of the total depth of the lot, but Section 134(c) provides an exception that allows the minimum depth to be reduced to 25 percent of the total depth of the lot or 15 feet, whichever is greater. Most of the individual rear yards in the Project are between 25 percent to 45 percent of the total depth of the lot, with the exception of Block 7B.

C. Open Space

Planning Code Section 135(a) requires that usable open space be located on the same lot as the dwelling units it serves. In most cases, the Project will comply with this requirement. However, in order to achieve the highest quality of overall design, the Project will propose to locate some of the open space for Block 7B in the private parks immediately adjacent.

Planning Code Section 135(d) requires 80 square feet and 107 square feet respectively of open space in the RM-2 Zoning District. The Project will meet the open space requirements.

Planning Code Section 135(f) requires that private open space have a minimum horizontal dimension of 6 feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof. Some private balconies in the Project will have a minimum horizontal dimension of 3 feet.

D. Obstructions.

Planning Code Section 136 requires that obstructions such as overhanging balconies, bays, sunshades and trellises meet minimal height and setback requirements. Most of the obstructions in the Project will meet Planning Code requirements, but some of the obstructions may reach into front and rear setbacks. The Project seeks front and rear setback exceptions to accommodate these limited architectural features, as proposed in Development Control 4.2.3 of the Design for Development. Overhanging balconies, bays, sunshades and trellises meeting the limitations of Planning Code Section 134 and the Design for Development may extend into the unbuilt area.

E. Exposure

Planning Code Section 140 provides that in each dwelling unit in any use district, the required windows of at least one room that meets the 120 square foot minimum superficial floor area requirement of Section 501.1 of the Housing Code must face on an open area such as a public street, a public alley at least 25 feet in width, a side yard of at least 25 feet in width, a rear yard meeting the requirements of the Code, or an open area which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it. A limited number of units may not meet this requirement.

F. Street Trees.

Planning Code Section 143 requires the owner or developer of a new building in any R District to install street trees. Street trees must be a minimum of one tree of 15-gallon size for 20 feet of frontage of the property along each street or alley.

The Project Sponsor seeks a modification of this requirement. Development Control 3.4.1 of the Design for Development provides that street trees shall be provided at a minimum of 20 feet and a maximum of 30 feet apart on streets and mews.

G. Density.

Planning Code Section 209.1 provides that the density ratio for an RM-1 Zoning District shall not exceed one dwelling unit per each 800 square feet of lot area. In order to accommodate all the planned affordable housing units, the Project requires the density to exceed the Code for up to one dwelling unit per 600 square feet of lot area. As described above, pursuant to Planning Code Section 304(d)(4), the Project seeks an exception to allow the density permitted in the RM-2 Zoning District. Also, the proposed SUD would enable portions of the site to be sub-divided which may be over the density limit for the newly created lot.

H. Height and Bulk Stepping.

As described above, the proposed HOPE SF Hunters View SUD and 40/65-X Height and Bulk District provides that up to 35% of the entire Project site may have buildings over 50 feet in height and up to 50% of the entire Project site may have buildings over 40 feet in height. Buildings over 50 feet in height will be limited as specified in Development Control 4.4.1 of the Design for Development. Buildings over 40 feet in height not specified in Development Control 4.4.1 will be limited as specified in Development Control 4.4.2 of the Design for Development.

Planning Code Section 260(a)(3) requires that in areas where the building height limit is 65 feet or less and the buildings are on a slope, the average slope of curb or ground from which height is measured affects the maximum width for the portion of building that may be measured from a single point. The greater the slope, the more narrow the width of the building that may be measured from a single point.

The Project seeks an exception as described in Development Control 4.4.3 of the Design for Development to provide that building height shall be measured at the uphill end of each segment of a building that steps laterally in relation to the street that is the basis for the measurement. The Design for Development further provides that stepping shall be required in increments of at least 50 feet for buildings 50 feet or less in height.

I. Ground Story Street Frontages

Planning Code Section 144 requires that no less than 30 percent of the width of the ground story shall be devoted to windows, entrances, landscaping and other architectural features. The Project will comply with this section. Section 144 does not apply to Fairfax or Keith (Blocks 1A and 1B) as the lots have an upward slope of more than 20%.

The Residential Design Guidelines provide that the width of parking entries should not exceed 12 feet. Development Control 4.12.1 of the Design for Development provides that parking entrances shall be no wider than 16 feet, with 12 feet preferred.

J. Required Parking and Loading

Planning Code Section 151 requires one off-street parking space per dwelling unit, and one off-street space per each five senior dwelling units.

The Project Sponsor seeks a modification to provide approximately 672 off-street parking spaces. The average ratio of parking spaces (off-street and on-street) to units is 1.2 to 1. Some blocks have no off-street parking provided; others have up to 1.5 spaces per unit. Except on Keith Street and the northern part of Fairfax where the single-family homes each require a curb cut due to the sloping site conditions, the site has been designed to aggregate parking and to minimize garage entrances and curb cuts. The Project also seeks a modification to allow some of the parking requirements to be met through parking lifts and tandem parking and seeks a relaxation of parking space size and maneuverability requirements, as described in Development Control 4.12.2.

Planning Code Section 155.5 requires bicycle parking spaces for residential uses. Table 155.5 provides that for projects with over 50 dwelling units, the bicycle parking requirement is 25 Class 1 spaces plus one Class 1 space for every four dwelling units over 50. Section 155.5(c) provides that bicycle parking must meet the standards for Class 1 parking described in Section 155.1(d), which requires that the parking be at least as conveniently located as the most convenient non-disabled parking. The Project seeks an exception to this requirement in Development Control 4.12.3, which provides that bicycle parking requirements may be met site wide rather than on a block by block basis.

Planning Code Section 155 requires loading spaces to be located off the street. The Project Sponsor seeks a modification to provide the Project's loading spaces on the street.

12. Conditional Use Findings

Under the provisions of Planning Code Section 303, the Commission may authorize a Conditional Use after finding that the proposed use will provide a development that is necessary or desirable for and compatible with the neighborhood or the community, that such use will not be detrimental to the health, safety, convenience or general welfare or persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity and that such use will not adversely affect the General Plan. The Project is found to be consistent with the criteria of Section 303 of the Code in that:

- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The Project, including up to 800 new dwelling units, approximately 21,600 square feet of new community use space, and approximately 6,400 square feet of new neighborhood serving retail use

space, will provide a development that is necessary and desirable for, and compatible with, the surrounding neighborhood and existing community.

The Project is desirable for the existing community because redevelopment of the 267 existing public housing units on the site will be phased so that the approximately 570 residents currently residing at the Project site can be relocated on-site during demolition and construction activities to address the strong preference for on-site relocation expressed by the existing residents. Existing residents will help inform a comprehensive temporary relocation plan that will govern the process and outline the rules, regulations and assistance that will be provided to residents. Residents will not bear any of the costs attributable to their relocation on-site.

The Project is desirable for the existing community and the surrounding neighborhood because in addition to redeveloping the existing 267 public housing units, it will add approximately 83 additional affordable rental units, and up to 450 new for-sale units, of which at least 10 to 15% will be affordable (17 of which will be Habitat for Humanity units), thereby increasing affordable housing opportunities, adding home ownership opportunities, improving the economic diversity of the neighborhood through the addition of market rate units, and helping to meet San Francisco's housing shortage.

The proposed density of the Project will be compatible with the neighborhood and community and will be less than that permitted by the Planning Code for the RM-1 Zoning District by right, will be far less than that permitted via Planned Unit Development ("PUD"), and will be within the intensity contemplated by the Bayview Hunters Point Redevelopment Plan ("Redevelopment Plan").

The Project area currently has no neighborhood serving retail businesses and the Project will provide space for such uses. The size of the proposed use is in keeping with other storefronts on the block face.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

1. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The subject property is approximately 22.5 acres and is currently poorly designed and underutilized. The existing street grid isolates the Project site from the surrounding neighborhoods and the rest of the City. It provides an excellent opportunity for infill housing.

The Project's size and shape, and the proposed size, shape and arrangement of structures upon it have been designed to drastically improve the Project site's and the neighborhood's street network, pedestrian-orientation, view-orientation, safety, aesthetic appeal, contextualization with underlying topography and the rest of the City of San Francisco, and open space design and layout. The proposed density will be consistent with the density of the surrounding neighborhoods. The entire site has been master planned and the Project's design will be a vast

improvement over existing conditions. Building heights will provide appropriate transitions to neighboring properties.

Planning Code Section 145 requires that new dwellings in the RM-1 and RM-2 Zoning Districts be compatible with the established mixture of residential buildings in terms of apparent building width. The Project will comply by stepping building heights along the front elevation, providing vertical articulation, and design walls to create variation in depth of buildings. height and bulk of the existing building will remain the same and will not alter the existing appearance or character of the project vicinity. The proposed work will not affect the building envelope, yet the inclusion of outside seating will alter the use of the property.

2. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The Project will redesign the existing street network so that it forms more of a grid, connecting with the street grid elsewhere and improving vehicle and pedestrian access for persons residing or working in the vicinity.

Pedestrian and bicycle circulation will be improved. The estimated parking demand will be met on site through the provision of 672 off-street parking spaces and additional on-street parking spaces. Loading demand will be met on-site.

The Project will not result in commuter traffic that will impede Muni transit service or overburden San Francisco's streets or neighborhood parking. Although the Project could result in a net increase of up to 533 units in the Hunters View vicinity, this number falls well within the 700 net new units projected for this area that were analyzed in the Bayview Hunters Point Redevelopment Plan EIR. The Transportation Study for the Project indicates that the Project will contribute to one project-specific traffic impact at Evans Avenue/Third Street, and five cumulative (2025) significant traffic impacts, two of which can be mitigated to less than significant levels, and three of which will be significant unavoidable cumulative adverse traffic impacts. MUNI service will not be impeded as a result of the Project. Whereas there is currently no off-street parking for the 267 existing units at the project site, the Project will include up to 816 off-street spaces, with the current proposal of approximately 672 off-street parking spaces, so as not to overburden the streets.

3. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

Prior to beginning demolition and construction of the Project, the Project Sponsor will seek Bay Area Air Quality Management District ("BAAQMD") approval of best available control technology ("BACT") for demolition and construction activities that could disrupt asbestos containing serpentine present in the existing rock at the site in order to protect the health and safety of persons residing or working in the vicinity from airborne particles.

The new residential, community and small-scale retail uses will not generate significant amounts of noxious or offensive uses that may cause noise, glare, dust or odor.

4. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project will create a comprehensive, well-integrated design for the entire site, with new and improved circulation, new streetscape and landscape, new lighting and signage, off-street parking and new open space areas. All these features will create an attractive development that emphasizes the visual appeal of the neighborhood to benefit its existing and new residents, including an enhancement of views from the Project site.

Pursuant to Planning Code Section 142, the Project will screen off-street parking from view or confine it by solid building walls.

The Project will replace the existing worn landscape with new landscaping and street trees.

The Project will create three new parks on site and establish new open space throughout the site.

Planning Code Section 159 requires off-street parking spaces to be on the same lot as the dwellings they serve or within a 600 foot walking distance. All the units comply with this requirement.

- C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.

- D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

The subject project is not within a Neighborhood Commercial District.

13. **Planned Unit Development.** Planning Code Section 304(d) establishes criteria and limitations for the authorization of PUD's over and above those applicable to Conditional Uses in general and contained in Section 303(c) and elsewhere in the Code. PUD's must:

- A. Affirmatively promote applicable objectives and policies of the Master Plan;

The Project positively contributes to advancing numerous objectives and policies of the General Plan and has no significant conflicts with the objectives and policies of the General Plan, as discussed in Finding 13 below.

- B. Provide off-street parking adequate for the occupancy proposed;

The Project will provide off-street parking adequate for the occupancy proposed. The Project currently proposes to provide approximately 672 off-street parking spaces, which when combined with on-street spaces will provide 1.27 spaces per dwelling unit.

- C. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by this Code;

As detailed in Finding 10 above, the Project will provide open space usable by the occupants and, where appropriate, by the general public, equal to the open space required by the Planning Code. The Project will provide 80 square feet of private open space or 107 square feet of common open space, as required by Code Section 135(d) in RM-2 Zoning Districts. The Project also will provide approximately 58,300 square feet of open space in the form of three parks.

- D. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property;

The subject property determines residential density according to the permissible density of an RM-2 zoning district. As a result, the Project Sponsor can construct 1,633 dwelling units as of right.

The Planned Unit Development permits an increase of density to up to 800 dwelling units, which is far less than what is allowable in an RM-2 Zoning District.

- E. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC 1 Districts under this Code;

The Project will include commercial uses in an R district in order to better serve the community. NC-1, or the Neighborhood Commercial Cluster District is described in Planning Code section 710.1 as "intended to serve as local neighborhood shopping districts, providing convenience retail goods and services for the immediately surrounding neighborhoods primarily during daytime hours" and "characterized by [locations] in residential neighborhoods, often in outlying areas of the City... Housing development in new buildings is encouraged above the ground story in most districts." Each nonresidential use in the NC-1 district can be no larger than 2,999 s.f. (though 3,000 s.f. spaces and greater are permitted via conditional use) and permitted uses include limited financial services (like a bank), personal services (like a salon) and full service restaurants (which are defined to include coffee shops, see Planning Code section 790.92).

- F. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections;

The Project is seeking a text and map amendment pursuant to Section 302 to change the height and bulk district from 40X to 40/65X.

- G. In NC Districts, be limited in gross floor area to that allowed under the floor area ratio limit permitted for the district in Section 124 and Article 7 of this Code; and

This criterion is not applicable to the subject property's zoning district.

- H. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code.

This criterion is not applicable to the subject property's zoning district.

- I. This criterion is not applicable to the subject property's zoning district.

This criterion is not applicable to the subject property's zoning district.

14. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT

Objectives and Policies

The Housing Element was certified in October 2004. In June 2007, the First District Court of Appeal ruled that the updated Housing Element should have been addressed in an EIR. Accordingly, this section refers to the 2004 Housing Element and the corresponding sections of the 1990 Residence Element in parenthesis when applicable.

OBJECTIVE 1 (*Modified Objective 1*):

IDENTIFY AND MAXIMIZE OPPORTUNITIES TO INCREASE THE POTENTIAL SUPPLY OF HOUSING IN APPROPRIATE LOCATIONS CITYWIDE.

Policy 1.4 (*Policy 1.4*):

Locate in-fill housing on appropriate sites in established residential neighborhoods.

Policy 1.7 (*New*):

Encourage and support the construction of quality, new family housing.

The Project will create up to 800 units of new affordable and market-rate housing, including 267 replacement public housing units, 83 affordable rental units and up to 450 homeownership units, of which 10-15% will be affordable.

OBJECTIVE 3 (*Modified Objective 5*):

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

Policy 3.3 (Policy 5.4):

Maintain and improve the condition of the existing supply of public housing.

OBJECTIVE 4 (Modified Objective 7):

SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY.

Policy 4.2 (Modified Policy 7.2):

Include affordable units in larger housing projects.

Policy 4.6 (Merged Policies 7.4, 7.5, 7.6, and 7.9):

Support a greater range of housing types and building techniques to promote more economical housing construction and achieve greater affordable housing production.

OBJECTIVE 8 (Modified Objective 13):

ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.

Policy 8.1 (Modified Policy 13.6):

Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable units wherever possible.

Policy 8.4 (Modified 13.5):

Encourage greater economic integration within housing projects and throughout San Francisco.

OBJECTIVE 9 (Modified Objective 14):

AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT

Policy 9.1 (Modified Policy 14.1):

Minimize the hardships of displacement by providing essential relocation services.

OBJECTIVE 11 (Modified Objective 12):

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

Policy 11.1 (New):

Use new housing development as a means to enhance neighborhood vitality and diversity.

Policy 11.3 (Modified Policy 12.2):

Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

The Project will provide new housing, especially permanently affordable housing, in an appropriate location which meets identified housing needs and takes into account the demand for affordable housing created by employment demand. The Project will create up to 800 units of new affordable and market-rate housing, including 267 replacement public housing units, 83 affordable rental units and up to 450 homeownership units, of which 10-15% will be affordable.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 2:

PRESERVE EXISTING PUBLIC OPEN SPACE

Policy 2.3:

Preserve sunlight in public open spaces

OBJECTIVE 4:

PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

Policy 4.5:

Require private usable outdoor open space in new residential development.

The Project will develop and maintain high quality open space that, in some instances, will be open to members of the community. The Project will also preserve sunlight in public open spaces. The Project will not cast shadows over any open spaces under the jurisdiction of The Recreation and Park Department. The Project will also create private outdoor open space in new residential development. With rear yards, mid-block courtyards, decks and terraces, the Project will create usable outdoor space directly accessible to dwelling units.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

Maintain and expand the planting of street trees and the infrastructure to support them.

Policy 24.4:

Preserve pedestrian-oriented building frontages.

OBJECTIVE 34:

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.4:

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

Policy 34.3:

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

The Project will establish and design a new street hierarchy system in which the function and design of the new streets serving the site are consistent with the character and use of adjacent land and maintaining a level of traffic that serves adjacent land uses without causing a detrimental impact. The Project will also redesign the existing street layout to improve circulation and to improve bicycle and pedestrian facilities, thereby improving safety conditions.

The Project will also assure that any new parking facilities provided for the residential uses meet need, location, and design criteria. The Project will take into account issues such as parking needs, design and access to create any optimal parking solution. The amount of parking on the site will relate to the capacity of the City's street system and land use patterns.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1:

Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3:

Recognize that buildings, when seen together, produce a total effect that characterizes the City and its districts.

Policy 6:

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

OBJECTIVE 3:

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 5:

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 6:

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

The Project will emphasize the characteristic pattern which gives the City and its neighborhoods an image, a sense of purpose, and a means of orientation. The Project will be designed to respect San Francisco's characteristic pattern and to take advantage of the Project site's hilltop location and proximity to the Bay in developing a comprehensive development that will blend into the neighborhood and improve the area.

Major views in the City will be recognized and protected, with particular attention to those of open space and water. By modifying the street grid and aligning the buildings to the view corridors, the Project preserves and/or creates views from streets and parks to the Bay and Downtown that currently are not available.

The streets' relationships to topography will be protected and reinforced. The existing street configuration at the site is atypical for San Francisco; the new streets will improve the connectivity to the rest of the neighborhood and will be closer to a typical San Francisco grid pattern.

The bulk of buildings will relate to the prevailing scale of development to avoid an overwhelming appearance in new construction. By using a variety of building types, the Project will successfully keep a scale consistent with the neighborhood.

The Project will also replace the existing public housing which has deteriorated and become blighted. The Project will redevelop the site with a mixture of housing types, including one for one replacement of 267 public housing units, in a manner that will enhance personal safety for the residents and increase comfort, pride of occupancy and/or ownership, and create new opportunities for employment and housing.

NEIGHBORHOOD COMMERCE

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

Policy 1.2:

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3:

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1:

Seek to retain existing commercial and industrial activity and to attract new such activity to the City.

OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1:

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

The following guidelines, in addition to others in this objective for neighborhood commercial districts, should be employed in the development of overall district zoning controls as well as in the review of individual permit applications, which require case-by-case review and City Planning Commission approval. Pertinent guidelines may be applied as conditions of approval of individual permit applications. In general, uses should be encouraged which meet the guidelines; conversely, uses should be discouraged which do not.

Eating and Drinking Establishments

Eating and drinking establishments include bars, sit-down restaurants, fast food restaurants, self-service restaurants, and take-out food. Associated uses, which can serve similar functions and create similar land use impacts, include ice cream stores, bakeries and cookie stores. Guidelines for eating and drinking establishments are needed to achieve the following purposes:

- Regulate the distribution and proliferation of eating and drinking establishments, especially in districts experiencing increased commercial activity;
- Control nuisances associated with their proliferation;
- Preserve storefronts for other types of local-serving businesses; and
- Maintain a balanced mix of commercial goods and services.
- The regulation of eating and drinking establishments should consider the following:
 - Balance of retail sales and services;
 - Current inventory and composition of eating and drinking establishments;
 - Total occupied commercial linear frontage, relative to the total district frontage;

- Uses on surrounding properties;
- Available parking facilities, both existing and proposed;
- Existing traffic and parking congestion; and
- Potential impacts on the surrounding community.

Policy 6.2:

Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to the economic and technological innovation in the marketplace and society.

BAYVIEW HUNTERS POINT PLAN

OBJECTIVE 5:

PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS.

Policy 5.1:

Preserve and enhance the existing character of residential neighborhoods.

Policy 5.3:

Conserve and enhance the existing supply of public housing.

OBJECTIVE 6:

ENCOURAGE THE CONSTRUCTION OF NEW AFFORDABLE AND MARKET RATE HOUSING AT LOCATIONS AND DENSITY LEVELS THAT ENHANCE THE OVERALL RESIDENTIAL QUALITY OF BAYVIEW HUNTERS POINT.

Policy 6.1:

Encourage development of new moderate density affordable ownership units, appropriately designed and located and especially targeted for existing Bayview Hunters Point residents.

The Project will increase the community's supply of housing by facilitating economically feasible, affordable housing for existing very low-, low- and moderate-income households and residents in the community. The Project will provide a mix of housing types, including public housing units, affordable rental and homeownership units and market-rate home ownership units.

REDEVELOPMENT PLAN FOR BAYVIEW HUNTERS POINT

The Project will support the Planning Goals and Objective for the Project Area, as set forth in Section 1.2.1 of the Redevelopment Plan. The Project will increase the community's supply of housing by facilitating economically feasible, affordable housing for existing very low-, low- and moderate-income households and residents in the community. The Project will provide a mix of housing types, including public housing units, affordable rental and homeownership units and market-rate home ownership units.

The Project will strengthen the economic base of the Project Area and the community by strengthening retail and other commercial functions. The Project will include approximately 6,400 square feet of commercial space to support neighborhood-oriented retail uses.

The Project will retain existing residents and retain existing cultural diversity. The construction of the Project in three separate phases will allow the existing residents to continue to live on the site and move into the new units after each of the three phases of construction is completed.

The Project will encourage participation of the area residents in the economic development that will occur by creating commercial and community spaces on site.

The Project will support locally owned small businesses and local entrepreneurship by providing retail space for small businesses to serve the residents of the neighborhood.

The Project will help eliminate blight by demolishing deteriorating and dilapidated buildings and creating new housing units with enhanced landscaping and improved access routes.

The Project will remove structurally substandard buildings and facilitate modern integrated development. The Project design will take into account pedestrian and vehicular circulation within the Project site and improve connectivity to the rest of the community.

The Project will redesign and redevelop an underdeveloped area. The site currently contains 267 public housing units, and the Project will increase the density to between 650 and 800 housing units, along with some commercial and community spaces. The Project will introduce more land uses and encourage an economically-diverse population.

The Project provides flexibility in development of real property by creating a mix of housing types. The Project will mix public housing units, affordable rental and homeownership units and market rate homeownership units with a small amount of neighborhood-serving retail space and community space which will allow the Project Sponsor to respond expeditiously and appropriately to market conditions.

The Project will increase the community's supply of housing by facilitating economically feasible, affordable housing for existing very low-, low- and moderate-income households and residents in the community. The Project will provide a mix of housing types, including public housing units, affordable rental and homeownership units and market-rate home ownership units.

The Project will promote the integration of affordable housing sites with sites developed for market rate housing. The Project will integrate different housing types and build affordable housing units next to market rate units.

The Project will help the Redevelopment Agency to promote the retention of existing businesses and attraction of new businesses. The Project will provide new neighborhood-serving commercial space to attract new businesses to the neighborhood.

The Project will promote Section 3.2.2 of the Redevelopment Plan by developing residential uses and some compatible neighborhood-serving retail and service uses in a residential area.

The Project will promote Section 3.2.8 of the Redevelopment Plan by developing a much improved circulation system that will increase connectivity to the surrounding neighborhoods.

The Project will be consistent with Section 3.3.2 of the Redevelopment Plan with respect to type, size, height and use of buildings. The Project will be consistent with the General Plan and the Planning Code except for minor exceptions permissible as part of the Planned Unit Development pursuant to Planning Code Section 304 and except for the requested modifications of the height limit and the new special use district enabling densities on portions of the site greater than allowed by underlying zoning in some cases. Section 3.3.2 provides that the Planning Commission and Board of Supervisors may adopt amendments to the Planning Code to better achieve the goals and objectives of the Redevelopment Plan, and the requested increase in height limit and flexibility regarding density will allow a superior development on the Project site with its challenging topography.

The Project will be consistent with Section 3.3.4 of the Redevelopment Plan by developing up to 533 net new units of housing in a planning node allowing for up to 700 net new units.

The Project will be consistent with Section 3.3.5 of the Redevelopment Plan by providing parking (off-street and on-street) adequate for the proposed uses.

The Project will affirmatively promote the Affordable Housing Production Goals set forth in Section 3.4.2 of the Redevelopment Plan. The Project will develop 350 affordable rental units, and up to 10-15% of the for-sale units will be affordable, resulting in a substantially greater percentage of affordability than the fifteen percent required by the Community Redevelopment Law or the twenty-five percent required by the Redevelopment Agency. In addition, the income eligibility restrictions of the Redevelopment Plan will be followed for the affordable rental and ownership units.

The Project will be consistent with Section 3.4.5 of the Redevelopment Plan by replacing all 267 units of public housing on site, so that none of the existing residents will be displaced as a result of the Project. By developing the Project in three phases, all demolished units will be replaced within less than four years.

The Project will be consistent with Section 3.4.6 of the Redevelopment Plan by giving priority to families of low- and moderate-income and other residency preferences created by the Agency.

The Project will further the Redevelopment Plan's goals for the Economic Development Activity Node of Hunters Point Shoreline, as set forth in Section 3.5.2 of the Redevelopment Plan. The Project will promote new housing on an available infill development site. It will assist with the renovation of a Housing Authority project by replacing substandard public housing with new housing units that fit in architecturally with other residential development in the area.

The Project will promote the Redevelopment Plan's Community Enhancement Program for project Area B as set forth in Section 3.6.2 of the Redevelopment Plan. The Project will create a new streetscape plan for the site and new landscaping and lighting of local streets. The Project will create new signage, open space and community facilities.

15. **Demolition of Dwelling Units.** On December 5, 2003, the Planning Commission adopted Resolution No. 16700 adopting policies regarding the demolition of dwelling units. The policy established procedures on how to evaluate the merits of allowing the demolition of dwelling units. Pursuant to the Policy, the Commission allows demolition, whether a building is sound or unsound, where it is found that there is preponderance of other General Plan Policies and Objectives for the Commission to approve the demolition. Such policies may include the provision of new family housing, adding units to the City's housing stock, proposing a high quality design for the replacement building that preserves and enhances the character of the neighborhood, or providing affordable rental or ownership opportunities. Here, the project will not only replace the units proposed for demolition, but will add a significant number of new affordable units, along with market rate units. The Commission finds that the Hunters View Development Project meets a preponderance of such Policies and Objectives and therefore is consistent with its policy on residential demolitions.

16. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

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

The Project is consistent with Priority Policy No. 1 in that it will not affect any existing neighborhood-serving retail uses because none currently exists on the Project site. However, the Project will provide future opportunities for resident employment and ownership of neighborhood-serving retail uses that will be developed on the site. Small-scale, neighborhood-serving retail is permitted in the RM-1 zone, pursuant to a Planned Unit Development permit, complies with the Redevelopment Plan and will be beneficial to the neighborhood's residents.

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

The Project is consistent with Priority Policy No. 2 in that it will protect and enhance existing housing and neighborhood character and preserve the cultural and economic diversity of San Francisco's neighborhoods. Although 267 units of deteriorating public housing will be demolished, each public housing unit will be replaced on a one-to-one basis. In addition, the Project will create at least an additional 83 affordable rental units, and up to 450 home ownership units, of which 10-15% will be affordable to restricted income households. It is anticipated that the proposed revitalization of Hunters View will result in a mixed-race and mixed-income community, with much greater housing variety and opportunity than currently exists..

- C. That the City's supply of affordable housing be preserved and enhanced,

The Project is consistent with Priority Policy No. 3 in that it will preserve and enhance the City's supply of affordable housing by replacing the 267 existing public housing units at Hunters View on a one-to-one basis with new, modern, affordable housing units and providing at least an additional 83 affordable rental units and additional home ownership units that will be affordable to restricted income households..

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

The Project is consistent with Priority Policy No. 4 in that it will not result in commuter traffic that will impede Muni transit service or overburden San Francisco's streets or neighborhood parking. Although the Project could result in a net increase of up to 533 units in the Hunters View vicinity, this number falls well within the 700 net new units projected for this area that were analyzed in the Bayview Hunters Point Redevelopment Plan EIR. The Transportation Study for the Project indicates that the Project will contribute to one project-specific traffic impact at Evans Avenue/Third Street, and five cumulative (2025) significant traffic impacts, two of which can be mitigated to less than significant levels, and three of which will be significant unavoidable cumulative adverse traffic impacts. MUNI service will not be impeded as a result of the Project. Whereas there is currently no off-street parking for the 267 existing units at the Project site, the Project will include up to 816 off-street spaces, with the current proposal of approximately 672 off-street parking spaces, so as not to overburden the streets.

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

The Project is consistent with Priority Policy No. 5 in that it will develop residential uses on a site that is currently completely devoted to residential uses. The Project will not displace any industrial or service sector uses due to commercial office development, as no industrial or service development exists on the site, and the Project does not include commercial office space. The Project is entirely residential in nature, except for community space and neighborhood-serving retail space, which offers potential opportunity for resident employment and ownership.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project is consistent with Priority Policy No. 6 in that the existing, deteriorating public housing on the site will be demolished and replaced with modern residential units built to current earthquake and seismic regulations

- G. That landmarks and historic buildings be preserved.

The Project is consistent with Priority Policy No. 7 in that it will have no effect on landmarks or historic buildings because none exists on the site. A Historic Structures Report for the existing structures has been completed and concluded that the existing public housing is not deemed eligible for listing on the California Register of Historical Places.

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

The Project is consistent with Priority Policy No. 8 in that it will not affect the City's parks or open space or their access to sunlight and vistas. The new construction on the site will be 2-7 stories in height and a shadow study has been completed and concluded that the new buildings will not cast excessive shadow on any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission. The open space designed to be part of the Project will be privately owned and maintained.

17. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
18. Where feasible, all significant environmental impacts of the Project have been mitigated to a less than significant level, and to the extent that an environmental impact of the Project cannot feasibly be mitigated to a less than significant level, specific overriding economic, legal, social, technological and other benefits of the Project each independently outweigh these significant and unavoidable impacts and warrant approval of the Project, as stated in the Findings of Fact, Evaluation of Mitigation Measures and Alternatives, and Statement of Overriding Considerations which is attached hereto as "Attachment A" and incorporated by this reference.
19. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

The Commission, after carefully balancing the competing public and private interests, and based upon the Recitals and Findings set forth above, in accordance with the standards specified in the Code, hereby approves the Project Authorization for a Planned Unit Development, including up to 800 dwelling units, approximately 6,400 square feet of retail use, approximately 21,600 square feet of community space, approximately 58,300 square feet of parks, and up to 816 off-street parking spaces, at 227-229 West Point Road in three construction phases, subject to the conditions of approval attached hereto as **Exhibit A**, which are incorporated herein by this reference, and further subject to determinations by Department staff that Phases 2 and 3 of the Project are consistent with this Project Authorization, the Design for Development dated May 29, 2008, attached hereto as **Exhibit C**, and the Planning Code.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. 17621. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the foregoing Motion was adopted by the City Planning Commission on **June 12, 2008**.

Linda Avery
Commission Secretary

AYES: Commissioners Michael Antonini, William L. Lee, Ron Miguel, Kathrin Moore, Christina Olague, and Bill Sugaya

NAYS: None

ABSENT: None

ADOPTED: June 12, 2008

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Exhibit A

Conditions of Approval

Whenever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

1. This approval is pursuant to Sections 303 (Conditional Use) and 304 (Planned Unit Development) for a Planned Unit Development, including up to 800 dwelling units, approximately 6,400 square feet of retail use, approximately 21,600 square feet of community space, approximately 58,300 square feet of parks, and up to 816 off-street parking spaces on an approximately 980,100 square foot site. The approval is in general conformance with the plans dated May 29, 2008, and stamped "Exhibit B", and the Design for Development document dated May 29, 2008, stamped "Exhibit C".
2. **Community Liaison.** The Project Sponsor shall appoint a community liaison officer to deal with issues of concern to the owners and occupants of nearby properties at all times during Project construction. Prior to the commencement of Project construction, the Project Sponsor shall give the Zoning Administrator the name, address and telephone number of such liaison.
3. **Reporting.** The Project Sponsor shall submit to the Zoning Administrator two copies of a written report describing the status of compliance with the conditions of approval contained within this Motion every six months from the date of this approval through the issuance of the first temporary certificate of occupancy. Thereafter, the submittal of the report shall be on an annual basis. This requirement shall lapse when the Zoning Administrator determines that all the conditions of approval have been satisfied or that the report is no longer required for other reasons.
4. **Design-for-Development.** The Hunters View Design for Development, Exhibit C, is hereby incorporated into these Conditions of Approval. This document provides the following: (1) a site plan for the overall project, (2) discussions of the project's overall design principles and intent, (3) discussion of the design principles and intent for features that will become part of the public realm (i.e. new street, parks, and other open space); (4) discussion of design principles and intent for buildings and uses; (5) the establishment of specific requirements for public realm features, buildings, and uses (referred to as "Design Controls") along with design recommendations for public realm features, buildings and uses (referred to as "Design Guidelines").

The further design, construction, and maintenance of the Project shall conform to the Design for Development in the following manner. All features, including, but not limited to, street and block layout, street design, parks and open space, buildings, and uses shall meet the general overarching goals and intent of the Design for Development, including the "Principles of San Francisco Neighborhood Design" discussed in Chapter 2. Public realm features that are provided with individual descriptions and discussions (i.e. Promontory Park, New Street) are required improvements and shall meet the general design intent described therein. Design specifics, such as lane dimensions and configuration of open space, may vary as long as the general design intent for the given feature has been met, and for parks and public open space, provide approximately the same square footage of open space.

Design provisions throughout the Design for Development that fall under a “Development Controls” heading must be met to be in conformance with this Planned Unit Development approval, except as provided under 4A, below.

Design provisions throughout the Design for Development that fall under the “Development Guidelines” heading are strongly recommended; they are not required as long as the general design intent for that feature has been met.

A. Provisions for “Development Controls” may vary as long as the following two conditions are met: (1) there is no more than a five-percent variance of the subject provision for the subject block; and (2) the Zoning Administrator finds that the general intent for the subject provision and overall Design for Development has been met. Design features that do not meet either the “Development Controls” and do not meet these conditions would require an amendment to the Design for Development Document and this Planned Unit Development approval.

5. Land Use.

A. The Project Sponsor has received an approval for the construction of up to 800 dwelling units, approximately 6,400 square feet of retail use, approximately 21,600 square feet of community space, approximately 58,300 square feet of parks, and up to 816 parking spaces in three phases.

B. Uses listed under the NC-1 (Neighborhood Commercial Cluster) District whether conditionally or principally permitted are in general principally permitted within the proposed Special Use District under Planning Code Section 249.39.

C. For social service and institutional uses, including those that fall under the definitions of large and small institutions (Planning Code Sections 790.50 and 790.51 respectively), the Project Sponsor shall promote alternative methods of transportation to and from the use’s facility by employees. The Project Sponsor shall encourage the use of carpooling and public transportation for users of the facility in order to minimize congestion and reduce peak queuing of automobile pick-up and drop-off.

D. For commercial uses including full- and self-service restaurants, the following conditions shall apply:

1. The property owner shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean condition. Such maintenance shall include, at a minimum, daily sweeping and litter pickup and disposal as well as washing or steam cleaning of the main entrance and abutting sidewalks at least once each week.
2. Until removal by a waste disposal service, all garbage and/or waste containers shall be either kept within the subject building, or kept in a sealed enclosure which prevents the emission of any noxious odors.
3. The Project Sponsor shall maintain appropriate odor control equipment to prevent any significant noxious or offensive kitchen odors from escaping the premises.
4. The Project Sponsor shall operate the proposed use such that noise is kept at reasonable levels so as not to unduly disturb neighboring businesses and residents.

5. The Project Sponsor shall maintain an attractive storefront providing visibility of the restaurant interior through the storefront windows.
6. Signs for the business shall be reviewed and approved by the Planning Department before they are installed.

6. Design.

- A. The final plans shall meet the standards of the Planning Code, except for those modifications to Planning Code provisions approved by this Project Authorization or as Development Controls in the approved Design for Development dated May 29, 2008, and be in general conformity with the plans approved by the Commission on June 12, 2008 as Exhibit B found in the Case docket.
- B. Final detailed building plans shall be reviewed and approved by the Planning Department before issuance of the first superstructure addendum to a site permit. Detailed building plans shall include a final site plan for the building, unit plans, elevations, sections, landscape plan, choice of finish materials and colors, and details of construction.
- C. Final detailed plans sufficient for Conditional Use/Planned Unit Development approval for Phases 2 and 3 shall be submitted to the Planning Department prior to application for any site or building permits for those phases. The Planning Department shall review such plans for general conformity with this Project Authorization, the approved Design for Development and the Planning Code. Plans for Phases 2 and 3 shall be presented to the Planning Commission as information items.
- D. Space for the collection and storage of garbage shall be provided within an enclosed area on the property. Garbage containers shall be kept inside the building, and placed outside only when being serviced by the disposal company. Space for the collection and storage of recyclable materials which meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program, shall be provided at the ground level of the Project.
- E. All proposed signage will be in general conformance with Article 6 of the Planning Code.
- F. The project sponsor shall continue to work with Planning Department staff on the details of the design of the project that include but not limited to assuring quality materials and detailing, and assuring a sufficient variety of materials and treatments across the site. Special attention shall also be given to the architectural treatment of corners and assuring that internal mews are appropriately activated. Designs for buildings on blocks 1b, 5, 6 and 7a may deviate from those shown in Exhibit "B" to allow greater diversity in form than those presented, as long as the overall design intent of the Design for Development and the required controls have been met. Likewise, configuration of front stoops may be reconfigured to be made larger, if appropriate.

7. Housing.

- A. The Project shall not be marketed for time share, executive suites or short term transient use.
- B. Covenants, conditions and restrictions approved by the Planning Department shall be imposed upon the project units to restrict use to occupancy for permanent residents and to preclude time-share ownership or occupancy. No residential units shall be used as hotel units, as defined in Section 203.8 of the San Francisco Housing Code.

- C. The project is subject to affordable housing requirements through the Redevelopment Agency and not through Planning Code Section 315.

8. **Performance.**

- A. Prior to the issuance of any new or amended building permit for the construction of the Project, the Zoning Administrator shall approve and order the recordation of a notice in the Official Records of the Recorder of the City and County of San Francisco, if not already recorded, which notice shall state that construction of the Project has been authorized by and is subject to the conditions of this Motion. From time to time after the recordation of such notice, at the request of the Project Sponsor or the successor thereto, the Zoning Administrator shall affirm in writing the extent to which the conditions of this Motion have been satisfied.
- B. The Project Sponsor shall obtain site or building permits for Phase 1 of this Project within three years from the date of this conditional use authorization, and construction shall thereafter be pursued diligently to completion or the said authorization shall be deemed null and void.
- C. The project requires the adoption of the proposed Planning Code Text and Map Amendments by the Board of Supervisors. In the event that the Board of Supervisors does not approve the project, the project would need to be redesigned.
- D. This authorization is valid for a period of ten years from the date of approval by the Planning Commission.
- E. After ten years, an extension for up to an additional two years may be specifically authorized by the Planning Commission. In the case where delays have been caused by a government agency or legal action, time shall be tolled and the authorization extended for such period by the Zoning Administrator.
- F. Failure to comply with these Conditions of Approval shall be grounds for revocation of the conditional use authorization. Should the Project result in complaints from neighbors that are not resolved by the Project Sponsor and are subsequently reported to the Zoning Administrator and found to be in violation of the Planning Code and/or the specific Conditions of Approval contained in this Exhibit A of this motion, the Zoning Administrator shall report such complaints to the Planning Commission which may thereafter hold a public hearing on the matter in accordance with the hearing notification and conduct procedures in Planning Code Sections 174, 306.3 and 306.4 to consider revocation of this Conditional Use Authorization. The subject authorization shall otherwise be reviewed administratively by the Planning Department one year from the effective date of approval.
- G. First Source hiring requirements shall be administered through the San Francisco Redevelopment Agency.

- 9. **Project mitigation.** "Mitigation Measures" and "Improvement Measures" to be included in the Project, as outlined in the Final Environmental Impact Report, Hunters View Redevelopment Project (State Clearinghouse No. SCH 2007112086). If said mitigation measures are less restrictive than the following conditions, the more restrictive and protective, as determined by the Zoning Administrator, shall govern. These measures are as follows:

A. Transportation and Circulation

The Project impacts at the Third Street/Evans Avenue intersection under the Baseline Plus Project Conditions could be mitigated by adjusting the maximum allowable southbound left turn green time. In the Baseline Plus Project Conditions, the southbound left turn movement is projected to have an allotted green time of 11 seconds per 100-second cycle (LOS F) and the opposing northbound through movement is projected to have an allotted green time of 37 seconds per 100-second cycle (LOS B). To mitigate the impact caused by the Project, the southbound left turn green time could be increased to 16 seconds per 100-second cycle and the opposing northbound through movement green time could be decreased to 32 seconds per 100-second cycle.

Implementation of the proposed mitigation measure would be dependent upon an assessment of transit and traffic coordination along Third Street and Evans Avenue to ensure that the changes would not substantially affect MUNI transit operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

If the proposed mitigation is determined to be feasible, the Project Sponsor shall be required to fund its fair share of the cost of such mitigation.

Under 2025 Cumulative Plus Project Conditions, a substantial amount of the delay at the Third Street/25th Street intersection would be caused by the permitted eastbound and westbound through-and right-turn movements. 25th Street would have one all-movement lane in each direction. To the west of the intersection, 25th Street is approximately 40 feet wide and accommodates on-street parking. To the east of the intersection, 25th Street is approximately 30 feet wide and does not accommodate on-street parking. With the removal of the on-street parking to the west of the Third Street/25th Street intersection, the eastbound approach would have sufficient width to accommodate a through-left lane and an exclusive right turn lane. The eastbound right turn lane could include an overlap phase to coincide with the northbound left-turn phase, with U-turns from northbound Third Street prohibited. With this modification, the intersection steady demand green time splits could be recalculated, while maintaining a 100-second cycle length. The green time allotted to the T-Third trains and intersection offset would not be modified with the implementation of this mitigation measure. With the re-striping of the eastbound approach, the removal of on-street parking, addition of an eastbound right-turn overlap phase, and recalculation of the signal timing steady demand green time splits, the Third Street/25th Street intersection would operate at LOS D with an average delay of 35.9 seconds per vehicle.

While mitigation has been identified to reduce impacts, further analysis of some of the measures is required to determine feasibility.

If the proposed mitigation is determined to be feasible, the Project Sponsor shall be required to fund its fair share of the cost of such mitigation.

Under the 2025 Cumulative Plus Project Conditions, the expected traffic volumes at the all-way stop-controlled Middle Point Road/Evans Avenue intersection, would meet signal warrants and signalization would be required. With the existing geometry, the intersection would continue to operate at an unacceptable level (LOS F), even with signalization.

Removal of the on-street parking on Middle Point/Jennings to the north of the Middle Point Road/Evans Avenue intersection, would allow the southbound approach to provide an exclusive left-turn lane and a shared left-through-right lane.

With the installation of an actuated-uncoordinated traffic signal, southbound and westbound approach lane reconfiguration, and removal of on-street parking, the Middle Point Road/Evans Avenue intersection would operate at LOS D, with an average delay of 53.1 seconds per vehicle.¹ Implementation of the proposed mitigation measure would be dependent upon an assessment of traffic coordination along Evans Avenue to ensure that the changes would not substantially affect signal progressions, pedestrian conditions requirements, and programming limitations of signals. If signalization is implemented, the Project Sponsor shall be required to fund its fair share of the cost of such signalization.

Further analysis is required to determine the feasibility of this mitigation. If the proposed mitigation is determined to be feasible, the Project Sponsor shall be required to fund its fair share of the cost of such mitigation.

B. Construction Air Quality

1. To reduce particulate matter emissions during project excavation and construction phases, the Project Sponsor shall comply with the dust control strategies developed by the BAAQMD. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.

- Cover all truck hauling soil, sand, and other loose construction and demolition debris from the site, or require all such trucks to maintain at least two feet of freeboard;
- Water all exposed or disturbed soil surfaces in active construction areas at least twice daily;
- Use watering to control dust generation during demolition of structures or break-up of pavement;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas;
- Sweep daily (with water sweepers) all paved parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;

- Install wind breaks at the windward side(s) of construction areas;
 - Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour over a 30-minute period or more; and
 - To the extent possible, limit the area subject to excavation, grading, and other dust-generating construction activity at any one time.
2. The Project Sponsor shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site during project excavation and construction phases. The Project Sponsor shall include in construction contracts the following requirements or other measures shown to be equally effective.
- Keep all construction equipment in proper tune in accordance with manufacturer's specifications;
 - Use late model heavy-duty diesel-powered equipment at the Project site to the extent that it is readily available in the San Francisco Bay Area;
 - Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area;
 - Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the Project site to the extent that it is readily available and cost effective in the San Francisco Bay Area (this does not apply to diesel-powered trucks traveling to and from the site);
 - Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area;
 - Limit truck and equipment idling time to five minutes or less;
 - Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.
3. The Project Sponsor will be responsible for compliance with Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operation as enforced by CARB. These measures require that areas greater than one acre that have any portion of the area to be disturbed located in a geographic ultramafic rock unit or has naturally occurring asbestos, serpentine, or ultramafic rock as determined by the sponsor or an Air Pollution Control Officer shall not engage in any construction or grading operation on property where the area to be disturbed is greater than one acre unless an Asbestos Dust Mitigation Plan for the operation has been:
- Submitted to and approved by the district before the start of any construction or grading activity; and
 - The provisions of that dust mitigation plan are implemented at the beginning and maintained throughout the duration of the construction or grading activity.
 - Compliance with these dust control measures would reduce air quality impacts to a less-than-significant level.

C. Construction Noise

1. To the extent feasible, the Project Sponsor shall limit construction activity to the hours of 7:00 a.m. to 6:00 p.m. on weekdays, and 7:00 a.m. to 5:00 p.m. on Saturdays and Sundays. If nighttime construction is required, the Project Sponsor shall apply for, and abide by the terms of, a permit from the San Francisco Department of Public Works. The Project Sponsor shall require contractors to comply with the City Noise Ordinance.
2. Construction contractors shall implement appropriate additional noise reduction measures that include using noise-reducing mufflers and other noise abatement devices, changing the location of stationary construction equipment, where possible, shutting off idling equipment, and notifying adjacent residences and businesses in advance of construction work. In addition, the Project Sponsor shall require the posting of signs prior to construction activities with a phone number for residents to call with noise complaints.

D. Construction Vibration

1. The Project Sponsor shall provide notification to the closest receptors, at least ten days in advance, of construction activities that could cause vibration levels above the threshold.
2. The Project Sponsor shall require construction contractors to conduct demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period.
3. The Project Sponsor shall require construction contractors to, where possible, and financially feasible, select demolition methods to minimize vibration (e.g., sawing masonry into sections rather than demolishing it by pavement breakers)
4. The Project Sponsor shall require construction contractors to operate earthmoving equipment on the construction site as far away from vibration sensitive sites as possible.
5. The construction contractor shall implement methods to reduce vibration, including, but not limited to, sound attenuation barriers, cutoff trenches and the use of smaller hammers.

E. Mechanical Equipment

The Project is zoned RM-1, which is prohibited by San Francisco Police Code Section 2909, to have a fixed source noise that exceeds 50 dBA, at the property line, between 10:00 p.m. and 7:00 a.m. The Project's mechanical equipment could exceed 50 dBA at the property line. The Project Sponsor shall provide shielding to minimize noise from stationary mechanical equipment, including ventilation units, such that noise levels from the equipment at the nearest property line would be below 50 dBA.

F. Biological Resources

1. The Project Sponsor shall retain a qualified biologist to conduct preconstruction breeding-season surveys (approximately March 15 through August 30) of the Project Site and immediate vicinity during the same calendar year that construction is planned to begin, in consultation with the City of San Francisco and CDFG.
 - If phased construction procedures are planned for the Project, the results of the above survey shall be valid only for the season when it is conducted.
 - A report shall be submitted to the City of San Francisco, following the completion of the bird nesting survey that includes, at a minimum, the following information:

- A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.
 - A map showing the location(s) of any bird nests observed on the Project Site.
2. If the above survey does not identify any nesting bird species on the Project site, no further mitigation would be required. Should any active bird nests be located on the Project Site, the Project Sponsor, in consultation with the City and County of San Francisco and California Department of Fish and Game (CDFG), shall delay construction in the vicinity of active bird nest sites located on or adjacent to the Project Site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. If active nests are identified, construction activities should not occur within 500 ft of the nest. A qualified biologist, determined by the Environmental Review Officer, shall monitor the active nest until the young have fledged, until the biologist determines that the nest is no longer active, or if it is reasonable that construction activities are not disturbing nesting behaviors. The buffer zone shall be delineated by highly visible temporary construction fencing.
 3. Due to the presence of steep slopes, all construction activities associated with the pedestrian route on the PG&E property, if the Project Sponsor can obtain site control for an easement on the PG&E property and if it is developed, shall occur during the dry season (typically from the end of May to mid-October) to limit the likelihood of soil erosion and to minimize the need to install erosion-control barriers (e.g., silt fencing, wattles) that may impact existing serpentine bunchgrass remnants from their placement along slope contours.

Prior to the initiation of any construction activities on the PG&E property, the Project Sponsor shall prepare a detailed plan showing proposed construction-related activities on the PG&E site. A qualified botanist familiar with serpentine bunchgrass communities shall conduct a pre-construction survey of the PG&E property, during the portion of the growing season when most native vascular plant species previously documented as occurring on the site are evident and readily identifiable. Any areas containing remnants of serpentine bunchgrass habitat outside the proposed footprint for the walkway (including access routes), but within 20 feet of these areas shall be clearly delineated by appropriate avoidance markers (e.g., orange construction fencing, brightly colored flagging tape on lath stakes). An appropriate access route to and from the walkway area shall be developed, utilizing existing service roads and/or concrete building pads to avoid remnants of serpentine bunchgrass. Staging areas for this construction shall be limited to areas where remnants of serpentine bunchgrass do not occur.

The Project Sponsor shall conduct Worker Environmental Awareness Program (WEAP) training for construction crews (primarily crew and construction foreman) and City inspectors before construction activities begin. The WEAP shall include a brief review of the serpentine bunchgrass resource that occurs on the PG&E site. The program shall also cover all mitigation measures, and Project plans, such as BMPs and any other required plans. During WEAP training, construction personnel shall be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. The designated biological monitor shall be responsible for ensuring that construction personnel adhere to the guidelines and restrictions. WEAP training sessions shall be conducted as needed for new personnel brought onto the job during the construction period.

4. Best Management Practices (BMPs) shall be employed during all construction activities on the PG&E site (e.g., all fueling of equipment within designated areas, containment of hazardous materials in the advent of accidental spills).
5. After construction is complete, all trash shall be removed from within the PG&E site.
6. After construction is complete, all areas of identified serpentine bunchgrass habitat on the PG&E property impacted by construction activities shall be restored to a level equal to, or exceeding the quality of habitat that existed before impacts to these habitats occurred. Mitigation shall be achieved by implementation of the following planting plan:
 - Installation of transplants and/or planting of locally-collected seeds from native plant species associated with serpentine grassland habitats into areas impacted by the Project. The frequency, density, and distribution of native species used within the mitigation plantings shall be determined through consultation with appropriate resource agencies, organizations, and practitioners. Installation shall be supervised by a qualified horticulturalist or botanist. Measures to reduce transplant mortality may include, but are not limited to the following:
 - Placement of cages, temporary fences, or other structures to reduce small mammal access, until transplants are sufficiently established;
 - Any weeding around transplants to reduce competition from non-native species shall be done manually;
 - Placement of a temporary irrigation system or periodic watering by mobile equipment sources for the first two years until transplants are sufficiently established.
 - General success of the mitigation plantings shall be measured by the following criteria:

Periodically assess the overall health and vigor of transplants during the growing season for the first three years; no further success criteria is required if transplants within the mitigation plantings have maintained a 70 percent or greater success rate by the end of the third year. If transplant success rate is below 70 percent by the end of the third year, a contingency plan to replace transplants due to mortality loss (e.g., foraging by small mammals, desiccation) shall be implemented.
7. The Project will comply with Article 16 of the Public Works Code for protection for significant trees. "Significant trees" are defined as trees within 10 feet of a public right-of-way, and also meet one of the following size requirements:
 - 20 feet or greater in height;
 - 15 feet or greater in canopy width; or
 - 12 inches or greater diameter of trunk measured at 4.5 feet above grade.

Street trees are also protected by the City's Urban Forestry Ordinance and both require a permit for removal. Some tree species within the Project Site meet the criterion of "Significant Tree" status; before construction occurs within any portions of the Project Site that could contain "Significant Trees," a tree survey shall be performed by a qualified arborist, and a map shall be prepared showing the genus and species, location, and drip line of all trees greater than 36 inches in diameter at breast height (DBH) or greater that are proposed to be altered, removed, or relocated. Any removal of these trees associated with the Project will

require a permit review, and replacement of affected “significant” trees as specified in the ordinance. Adherence to the ordinance will avoid the potential impact on the loss of significant trees.

G. Archaeological Resources

The Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archeology. The archaeological consultant shall undertake an archaeological monitoring program during construction activities in Blocks 13, 18, and 19. The archaeological consultant shall first undertake a geoarchaeological study of this project sub-area to determine if any buried land surfaces available for prehistoric occupation are present. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the Project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archaeological monitoring program (AMP). The archaeological monitoring program shall minimally include the following provisions:

The archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archaeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;

The archaeological monitor(s) shall be present on the Project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;

The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

If an intact archaeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological

monitor has cause to believe that the pile driving activity may affect an archaeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archaeological consultant determines that a significant archaeological resource is present and that the resource could be adversely affected by the Project, at the discretion of the Project Sponsor either:

The Project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or

An archaeological data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archaeological data recovery program is required by the ERO, the archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The project archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the ADRP. The archaeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the Project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations.
- Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.
- Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies.
- Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- Security Measures. Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- Final Report. Description of proposed report format and distribution of results.
- Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

- Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, Project Sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.
- Final Archaeological Resources Report. The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report.
- Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

H. Hazardous Building Materials Survey

Prior to demolition of existing buildings, light fixtures and electrical components that contain PCBs or mercury should be identified, removed and disposed of in accordance with the Department of Toxic Substances Controls "universal waste" procedures. Compliance with these procedures would reduce impacts to a less-than-significant level.

I. Contaminated Soil Identification and Disposal

1. Prior to issuance of a grading permit a Phase II analysis should be conducted on the Project Site. The Phase II shall include comprehensive soil sampling and laboratory analysis with the goal of identifying lead, chromium and contaminated soils. The scope of this Phase II analysis should be developed in cooperation with the San Francisco Department of Public Health.
2. If the results of this Phase II analysis indicate that contaminated soils is, in fact present on the site, a soil remediation and disposal plan shall be developed that includes a plan for on-site reuse or disposal of contaminated soils. in the event that soils are contaminated beyond DTSC thresholds, load-and-go procedures should be identified.

J. **Improvement Measures.** Improvement measures diminish effects of the Project that were found through the environmental analysis to be less-than-significant impacts. The Project Sponsor has agreed to implement the following improvement measure.

1. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. In addition, the Project Sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, and the Planning Department to determine feasible measures to reduce traffic congestion, including transit disruption and pedestrian circulation impacts during construction of the Project.
2. Once construction activities are completed a long-term program could be implemented to enhance and restore the existing serpentine bunchgrass habitat on the PG&E site and/or create "native habitat" areas on the Project Site. This Improvement Measure would create "native habitat" areas on some portions of the Project Site that are planned for landscaping or open space as part of the Project. Implementation of this Improvement Measure on the PG&E property would be the responsibility of PG&E.
 - Seeds of locally-collected native species could be collected from valid reference sites within the surrounding area. From these seeds, transplants could be raised by local gardening clubs, science classes from local public schools, etc. Installation would be supervised by a qualified horticulturalist and/or botanist.
 - On-going community programs undertaken by local citizen groups to remove trash and rehabilitate degraded portions of the PG&E site to expand higher-quality serpentine grassland habitat could be conducted.
 - Management of invasive, non-native herbaceous and woody species would include reseeding of native plants and manual removal (e.g., by hand, loppers, chainsaws), and possibly some selective chemical applications to control highly competitive exotic species. Invasive, non-native tree species such as eucalyptus² could be systematically removed after any pre-construction nesting surveys for bird species have been conducted.
 - A long-term monitoring program could be implemented by enlisting the support from science educators from local public schools and community colleges. Permanent transects could be established to document the changes in floristic composition in terms of the frequency, density, and distribution of native plant species throughout the PG&E site.
3. An interpretive display is generally considered an on-site, publicly accessible display/exhibit area which includes interpretive materials. The display could be an outdoor all-weather plaque or a permanent collection of materials displayed in a public area, such as in the community building.

For Hunters View, interpretive materials could document the history of the San Francisco Housing Authority, history of the Hunters View Housing Development, photographs,

architectural drawings and site plans, and/or oral and written histories documenting the lives of, and events associated with, past and present occupants of the Hunters View Housing Development. It is recommended that the Project Sponsor install an exterior interpretive plaque, not smaller than two by four feet, near the entrance of the community center. A recommended enhancement to the interpretive display would be an interior interpretive display in the community center containing a timeline and a collection of photographs and/or artifacts.

The Project Sponsor could also document the existing Hunters View and the new development site via site photography and this collection of photographs (before and after) could also serve as an interpretive display for this project.



SAN FRANCISCO PLANNING DEPARTMENT

December 10, 2008

Ms Margaret Campbell
The John Stewart Company
1388 Sutter Street, 11th Floor
San Francisco, CA 94109

RE: CASE NO. 2007.0168R
HUNTERS VIEW - STREET VACATION, TENTATIVE MAP, FINAL MAP, AND ACCEPTANCE
OF FACILITIES

Dear Ms Campbell

On November 25, 2008, the Department received your request for a General Plan Referral for the proposed Street Vacation of several public rights-of-way, Tentative Map, Final Map, and Acceptance of Facilities for Hunters View, as required by Section 4.105 of the Charter and Section 2A.53 of the Administrative Code. The project is, on balance, in conformity with the San Francisco General Plan, as described in the attached Case Report (Attachment 2).

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

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

CONFORMITY WITH THE GENERAL PLAN

1. Street Vacation

The objectives of the Street Vacation for Hunters View Phase 1 are to remove portions of existing streets from the City street system to make way for the project. Access to new development will be by either existing streets or new streets. The following streets are proposed to be vacated:

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

- **West Point Road:** Vacate approximately eight hundred feet (800') of existing right-of-way of variable widths: fifty-one feet (51'), sixty-one feet (61') and seventy-one feet (71').
- **Fairfax Avenue:** Abandon all of the City's interest in the eighty foot (80') wide right-of-way of existing Fairfax Avenue, approximately five hundred eighty feet (580') in length.

2. Tentative Map/Final Map

The Hunters View Phase 1 Tentative Map will be the basis for the Final Map. The Tentative Map prepared by Carlile-Macy dated May 2008, provides the following information about the project:

- 354 residential condominium units within 22 lots
- 4 Open Space Parcels
- **Middle Point Road:** Install additional utilities along approximately five hundred twenty feet (520') in length of existing Middle Point Road which will continue to be sixty feet (60') in width.
- **West Point Road:** Construct approximately four hundred forty feet (440') in length of new public right-of-way, fifty five feet (55') in width, together with utilities.
- **Fairfax Avenue:** Construct approximately nine hundred seventy feet (970') in length of new public right-of-way, varying from fifty-four feet (54') to fifty-six feet (56') in width, together with new utilities.
- **Willis Street:** Construct approximately six hundred ten feet (610') in length of public right-of-way, fifty-five feet (55') in width, together with utilities.
- **New Street:** Construct approximately five hundred thirty five feet (530') in length of right-of-way, fifty five feet (55') in width, together with utilities, including mid-block widening for parking.

3. Acceptance of Facilities

The Acceptance of Facilities includes the following: water and recycled water systems; combined sewer; joint trench related to City street lighting power and City emergency communications (DTIS); curb, gutter and sidewalk; streets; street lights; and street furniture. The process for the Acceptance of Facilities will be as follows:

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

insure the Developer completes the work. It also provides time limits for completion and provisions for reducing the bonds as the construction proceeds.

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

On December 2, 2008 the Department determined that the project was evaluated in the Hunters View Redevelopment Project Environmental Impact Report (Case No. 2007.0168E), which was certified on June 12, 2008.

The project has been reviewed for consistency with the General Plan policies and with the Eight Priority Policies of the Planning Code Section 101.1 and the findings are attached (Attachment 2).

Sincerely,



John Rahaim
Director of Planning

Attachments:

1. General Plan Case Report
2. Planning Code Sec. 101.1(b) Priority Policies

cc L. Langlois, Planning Department

Citywide General Plan General Plan Referral- 2008\2007.0168R Hunters View 227 W Point Road.doc

GENERAL PLAN CASE REPORT: ATTACHMENT 1

RE: CASE NO. 2007.0168R
HUNTERS VIEW – STREET VACATION, TENTATIVE MAP, FINAL MAP, AND ACCEPTANCE
OF FACILITIES

STAFF REVIEWER: LILY LANGLOIS

GENERAL PLAN CONSIDERATIONS

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

HOUSING ELEMENT

OBJECTIVE 1

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

OBJECTIVE 3

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

Policy 3.3

Maintain and improve the condition of the existing supply of public housing.

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

OBJECTIVE 4

SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY.

Policy 4.2

Include affordable units in larger housing projects.

The Project will create up to 800 units of new affordable and market-rate housing, including 267 replacement public housing units, 83 affordable rental units and up to 450 homeownership units, of which 10-15% will be affordable.

Policy 4.6

Support a greater range of housing types and building techniques to promote more economical housing construction and achieve greater affordable housing production.

Policy 8.1

Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable units wherever possible.

Policy 8.4

Encourage greater economic integration within housing projects and throughout San Francisco.

OBJECTIVE 9

AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT

Policy 9.1

Minimize the hardships of displacement by providing essential relocation services.
The project includes one-to-one replacement of all public housing units.

OBJECTIVE 11

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

Policy 11.1

Use new housing development as a means to enhance neighborhood vitality and diversity.
The project includes a revitalization of Hunters View which will result in a mixed-income, mixed-use community.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 4:

PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

Phase 1 of the project includes the creation of a new park shown as Parcel A in the Tentative Map.

TRANSPORTATION ELEMENT

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

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

URBAN DESIGN ELEMENT

OBJECTIVE 1:

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

Policy 1:

Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

Policy 3.7

Recognize that buildings, when seen together, produce a total effect that characterizes the City and its districts.

The proposal is X in conformity not in conformity with the General Plan.

EIGHT PRIORITY POLICIES FINDINGS: ATTACHMENT 2

RE: CASE NO. 2007.0168R
HUNTERS VIEW – STREET VACATION, TENTATIVE MAP, FINAL MAP, AND ACCEPTANCE
OF FACILITIES

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

1. The project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses.

The proposed project will not affect neighborhood serving uses or opportunities for employment or ownership, because there are not any existing neighborhood serving retail uses on the project site. The proposed project will provide future opportunities for employment and ownership of neighborhood serving retail uses that will be developed on the site.

2. The project would have no adverse effect on the City's housing stock or on neighborhood character.

While the project includes the demolition of the existing 267 housing units, the projects also includes one-to-one replacement of all public housing units. Furthermore, the proposed project will create an additional 83 affordable rental units, and additional ownership units in which a certain percentage will be affordable to restricted income households. It is anticipated that the proposed project will create greater housing supply and variety than what currently exists.

3. The project would have no adverse effect on the City's supply of affordable housing.

The project includes one-to-one replacement of all existing affordable housing units, as well as the development of new rental and ownership affordable housing units.

4. The project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking.

The project includes a considerable number of off-street parking spaces, which will significantly improve neighborhood parking, because none currently exists for the existing housing units.

5. The project would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors.

The proposed project will not displace any industrial or service sector uses because no such uses currently existing on the site. Furthermore, the proposed project will develop residential uses on an

area that primarily permits residential uses. The proposed project includes some retail and community serving uses which will provide for future employment and ownership opportunities that do not currently exist on site.

6. The project would have no adverse affect the City's preparedness to protect against injury and loss of life in an earthquake.

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

7. The project would have no adverse affect on landmarks or historic buildings.

A Historic Structures Report has been completed for the existing structure and concluded that the existing structures are not eligible for listing on the California Register of Historic Places.

8. The project would have no adverse affect on parks and open space or their access to sunlight and vistas.

A shadow study has been completed and concluded that the new buildings will not cast excessive shadows on any property under the jurisdiction of or designated for acquisition by, the Recreations and Parks Department.

I:\Citycode\General Plan\General Plan Referrals\2003\2007.0168R Hunters View 227 W. Point Road.doc

City and County of San Francisco



Gavin Newsom, Mayor
Edward D. Reiskin, Director



(415) 554-5800
FAX (415) 554-5843
<http://www.sfdpw.com>

Department of Public Works
Bureau of Street-Use and Mapping
875 Stevenson Street, Room 460
San Francisco, CA 94103-0942

Barbara L. Moy, Bureau Manager
Bruce Storrs, City and County Surveyor

Date: December 1, 2008

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

Project ID:	5461		
Project Type:	Residential Condominium		
Address #	Street Name	Block	Lot
227-229	Middle Point Road	4624	003
Tentative Map Referral			

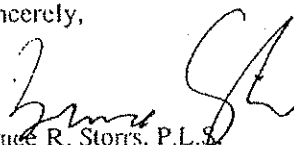
Attention: Ms. Lily Langlois

Pursuant to Section 1325 of the City and County of San Francisco Subdivision Code and Section 4.105 of the 1996 City Charter, a print of the above reference Map was submitted to your Department for your review, CEQA and General Plan conformity determination. Under the provisions of the Subdivision Map Act and the City and County of San Francisco Subdivision Code, your Department must respond to the Bureau of Street-Use and Mapping within thirty (30) days of the receipt of the application or CEQA Determination per SMA 66452.1 (c). Under these same state and local codes, the Department of Public Works is required to approve, conditionally approve or disapprove the above referenced map within fifty (50) days of the receipt of the application or CEQA Determination per SMA 66452.1 (c). Failure to do so constitutes automatic approval.

The submittal was transmitted on my behalf by the Hunters View Task Force (HVTF) to your office to the attention of Matt Snyder, dated November 4, 2008. Please forward your comments to: **Grace Kwak, Project Manager, HVTF, 30 Van Ness Avenue, Suite 4200, San Francisco, CA 94102**, and provide a copy directly to me.

Thank you for your timely review of this Tentative Map.

Sincerely,


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

RECEIVED

DEC 2 2008

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
OPERATIONS

"IMPROVING THE QUALITY OF LIFE IN SAN FRANCISCO" We are dedicated individuals committed to teamwork, customer service and continuous improvement in partnership with the community.

Customer Service

Teamwork

Continuous Improvement

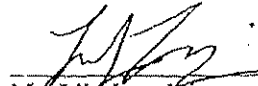
_____ The subject Tentative Map has been reviewed by the Planning Department and does comply with applicable provisions of the Planning Code. On balance, the Tentative Map is consistent with the General Plan and the Priority Policies of the Planning Code Section 101.1 based on the attached findings. The subject referral is exempt from environmental review per Class 1 California Environmental Quality Act Guidelines.

✓
_____ The subject Tentative Map has been reviewed by the Planning Department and does comply with applicable provisions of the Planning Code subject to the following condition: (See Attachment A dated December 10, 2008)

_____ The subject Tentative Map has been reviewed by the Planning Department and does not comply with applicable provisions of the Planning Code. This tentative Map has been disapproved for the following reasons: (See attached)

PLANNING DEPARTMENT

DATE: 12/10/08



Ms. Lily Langlois



SAN FRANCISCO PLANNING DEPARTMENT

ATTACHMENT A

Department of Public Works
Bureau of Street Use and Mapping
875 Stevenson Street, Room 460
San Francisco, CA 94103-0942

December 10, 2008

Dear Mr. Storrs,

The Planning Commission approved the program for Hunters View on June 12, 2008 by Motion Number 17621. This action was followed by Board of Supervisors approval on August 4, 2008 by Ordinance Number 00-08. The Hunters View Design for Development document (D for D) was included as an integral part of the Conditions of Approvals; the D for D provides site specific design requirements and guidelines for buildings and streets. In the case of streetscape infrastructure, the D for D generally provides performance criteria in choosing streetscape elements without providing exact specifications or product choices.

At the time of submittal of the General Plan Referral, full construction drawings were not provided. Based on the information provided for the Tentative Map, Acceptance of Facilities and Street Vacation, the project has been found in conformity with the General Plan.

However, because many of the design details for the rights-of-way were not included with the General Plan Referral and haven't yet been reviewed to assure that they are consistent with the D for D and other Conditions of Approval, the Planning Department conditions our approval of this Tentative Map as follows:

- The Planning Department shall be given the opportunity to review the specifics for the street design and find in conformity with the General Plan prior to final approval of such designs by the Department of Public Works and/or other approving City Agencies.

Please let me know if you have any questions or concerns. I can be reached at (415)-575-9083.

Sincerely,

A handwritten signature in black ink, appearing to read "Lily Langlois".

Lily Langlois
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



Edwin M. Lee
Mayor

Mohammed Nuru
Director

Jerry Sanguinetti
Manager

Street Use and Mapping
1155 Market St., 3rd floor
San Francisco, CA 94103
tel 415-554-5810

sfpublicworks.org
facebook.com/sfpublicworks
twitter.com/sfpublicworks

Infrastructure Task Force

May 9, 2017

Ms. Margaret Miller
Vice President
The John Stewart Company
1388 Sutter Street, 11th Floor
San Francisco, CA 94109

Subject: Hunters View, Phase 1 (HV PH1)
Determination of Completeness
Permit No. 11IE-0336

Dear Ms. Miller,

This letter is in response to the Hunters View, Phase 1 (HV PH1) letter, dated April 28, 2017, notifying the Department of Public Works that construction of subject facility has been completed in accordance with appropriate public improvement permits.

The Department of Public Works hereby deems the Hunters View, Phase 1, Infrastructure Improvements **completed** in accordance with appropriate improvement permits, and per the recommendation of Public Works Construction Management Section.

Please contact me for further inquiries and assistance.

Regards,

A handwritten signature in blue ink that reads "Barbara L. Moy".

Barbara L. Moy,
Manager, Infrastructure Task Force

Cc: Catherine Etzel, John Stewart Company
Jim Fain, Carlile Macy;
Mohammed Nuru, DPW Director; John Thomas, Acting City Engineer
Jerry Sanguinetti, BSM Manager;
Ed Yee, PMC; ITF File



May 20, 2021

Alaric Degrafinried
Acting Director
San Francisco Public Works
49 South Van Ness, Suite 1600
San Francisco, CA 94103

RE: Public Street Parcels – Block 4624, Lots 37 – 43
Acceptance of Grant Deed

Dear Mr. Degrafinried:

The Hunters View HOPE Project is a public housing transformation collaborative effort in Hunters View. Phase 1 includes construction of roadways, infrastructure, including Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way and Middle Point Road ("HV1 Public Infrastructure"). Construction of HV1 Public Infrastructure was completed on May 9, 2017 and the Department of Public Works determined it to have been constructed in accordance with the Plans and Specifications and all City codes, regulations and standards governing same and it is ready for its intended use. (Public Works Order No. XXXX.)

The Planning Department reviewed the Hunters View Project, including the HV1 Public Infrastructure and dedication, and determined and made environmental findings in a Final Environmental Impact Report ("FEIR") for the Hunters View Project and addendum. The Planning Commission certified the FEIR on June 12, 2008 (Motion No. 17617). By Motion Nos. 17618 and 17621, the Planning Commission adopted findings, as required by CEQA, regarding the alternatives, mitigation measures, and significant environmental effects analyzed in the FEIR, and a proposed mitigation monitoring and reporting program. On February 20, 2020, the Planning Commission adopted the addendum [dated January 16, 2020] and made additional findings as required by CEQA. (Motion No. 20663.)

As set forth in a letter dated December 10, 2008, the City Planning Department found that acceptance of the public infrastructure and real property associated with Acacia Avenue, Catalina Street and portions of Fairfax Avenue, Ironwood way and Middle Point Road, is consistent with eight priority policies of Planning Code section 101.1 and in conformance with the General Plan.

May 20, 2021
Alaric Degrafinried
Acceptance of Grant Deed
Page Two

In light of the above, I recommend the City accept the HV1 Public Infrastructure and dedications of Assessor's Block 4624, Lots 37-43, as shown on Final Map No. 5461, recorded December 23, 2010 (Book DD of Survey Maps, pgs. 90-97) via Grant Deed.

Respectfully,

A handwritten signature in blue ink, appearing to read "Andrico Q. Penick", is written over the word "Respectfully,".

Andrico Q. Penick
Director of Property



Patrick Rivera, PE, Acting Bureau Manager | Bureau of Project Management
patrick.rivera@sfdpw.org | T. 628.271.2456 | 49 South Van Ness Ave. 7th Floor, San Francisco, CA 94103

MEMORANDUM

May 25, 2021

To: President of the Board of Supervisors
Fr: John Thomas, Manager, Public Works Infrastructure Task Force
Re: Legislative Package for Hunters View HOPE SF Phase 1 Street Acceptance

This package contains the proposed ordinance and legislation materials for the Hunters View HOPE SF Phase I Street Acceptance legislation. If approved, this legislation will allow the City to accept the Phase I streets from Hunters View Associates (HVA), who is leasing these areas from the San Francisco Housing Authority, for ownership and maintenance.

Background

The Hunters View HOPE SF development ("Project") is part of HOPE SF, a public/private transformation collaborative aimed at disrupting intergenerational poverty, reducing social isolation, and creating vibrant, mixed-income communities without mass displacement of current residents. The Project is being executed through a partnership of the City, San Francisco Housing Authority (SFHA), and the Developer, Hunters View Associates, LP, (HVA) consisting of The John Stewart Company, Devine & Gong, Inc. and Ridge Point Non-Profit Housing. In June 2008, the City approved the master planned redevelopment of Hunters View and in July 2009, HVA and the SFHA approved and executed a Master Development Agreement, to facilitate the development of the Project.

The Hunters View HOPE SF development plan consists of up to 800 new affordable and moderate-income housing units, including one for one replacement of the original 267 public housing units, up to 150 affordable housing units, 1.5 acres of open spaces, 6.35 acres of new street and utility infrastructure, and up to 6,400 square feet of neighborhood-serving spaces. The build out of the master plan has occurred in phases, so that the existing public housing residents were able to remain housed on site, and then relocated into their new affordable housing as each phase of construction was completed. At this time, all residents living on site at the time Phase I commenced have been re-housed in either Phase I or Phase II.

Phase I of Hunters View was completed in 2013 and includes 107 units of public housing/tax credit affordable rental housing (Blocks 4, 5 & 6). Phase II was completed in 2018 and includes Block 7 and 11 (with 107 public housing/tax credit units) and Block 10 (with 72 units.) Block 10 also includes a community center with a subsidized day care center, a wellness center operated by the San Francisco Department of Public Health, a community room, and other resident amenities. Phases I and II also include all new infrastructure and two new, privately-maintained public parks.

Phase Street Acceptance Ordinance

As outlined in the Hunters View Phase I Disposition and Development Agreement (DA) and Ground Lease between HVA and the San Francisco Housing Authority, HVA has undertaken and constructed the Phase I Infrastructure Improvements and this work was completed in 2013. HVA received a Determination of Completeness from the Department of Public Works on May 9, 2017. HVA has now applied with the City for a Street Acceptance Ordinance for the acceptance of the public infrastructure built as part of Phase I. If adopted, the Ordinance would declare as City property, accept for City maintenance and liability purposes, and dedicate for public street and roadway purposes the Phase I public infrastructure, which includes Acacia Avenue, Catalina Street, and portions of Fairfax Avenue, Ironwood Way, and Middle Point Road. The Street Acceptance Ordinance has been prepared by City staff and reviewed by the Authority and HVA and will be presented for approval to the City's Board of Supervisors

This legislative package includes:

1. Street Acceptance Ordinance
2. Legislative Digest
3. Public Works Order
4. Planning Commission Letter dated December 10, 2008
5. Planning Commission Motion 17618
6. Planning Commission Motion 17621
7. Planning Commission Motion 20663
8. Drawing No. A-17-182
9. Drawing No. Q-20-1085
10. Grant Deed for Phase 1 Streets
11. Real Estate Division Letter
12. Draft Offer of Improvements
13. Recorded Offer of Dedication
14. Public Works Determination of Completeness (DOC)
15. Bills of Sale (AT&T, Comcast and PG&E)



HUNTERS VIEW HOPE SF PHASE 1 INFRASTRUCTURE LEGISLATION

PRESENTATION TO THE
BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO
LAND USE AND TRANSPORTATION SUBCOMMITTEE
MONDAY, JULY 12, 2021

HOPE SF

Launched in 2007, HOPE SF is a twenty-year human and real estate capital commitment, spanning four mayoral administrations. HOPE SF is the nation's first large-scale community development and reparations initiative aimed at creating vibrant, inclusive mixed-income communities without mass displacement of the original residents.

Hunters View, Sunnydale, Potrero & Potrero Annex, and Alice Griffith, the four HOPE SF sites, share the goal of eradicating intergenerational poverty by:

- Ensuring No Loss of Public Housing.
- Creating an Economically Integrated Community.
- Maximizing the Creation of New Affordable Housing.
- Involving Residents in the Highest Levels of Participation in the Entire Project.
- Providing Economic Opportunities through the Rebuilding Process.
- Integrating Process with Neighborhood Improvement Revitalization Plans.
- Creating Economically Sustainable and Accessible Communities.
- Building a Strong Sense of Community.



Hunters View was the first of the HOPE SF sites to begin construction. It is the first HOPE SF site to come before the City with the final step of full City integration through Street Acceptance with the accompanying legislation.

Original Hunters View



- 267 public housing units
- Unconnected to street grid and city services
- Undefined open space/no parks
- No resident services

Revitalized Hunters View



- 1:1 replacement of all public housing units
- Additional affordable and market-rate housing (rental + homeownership)
- Reconfigured street grid and new infrastructure
- 3 new **public parks** and resident services space
- **Orange** blocks represent current and future affordable housing
- **Yellow** blocks represent future market rate housing

Hunters View Phase I

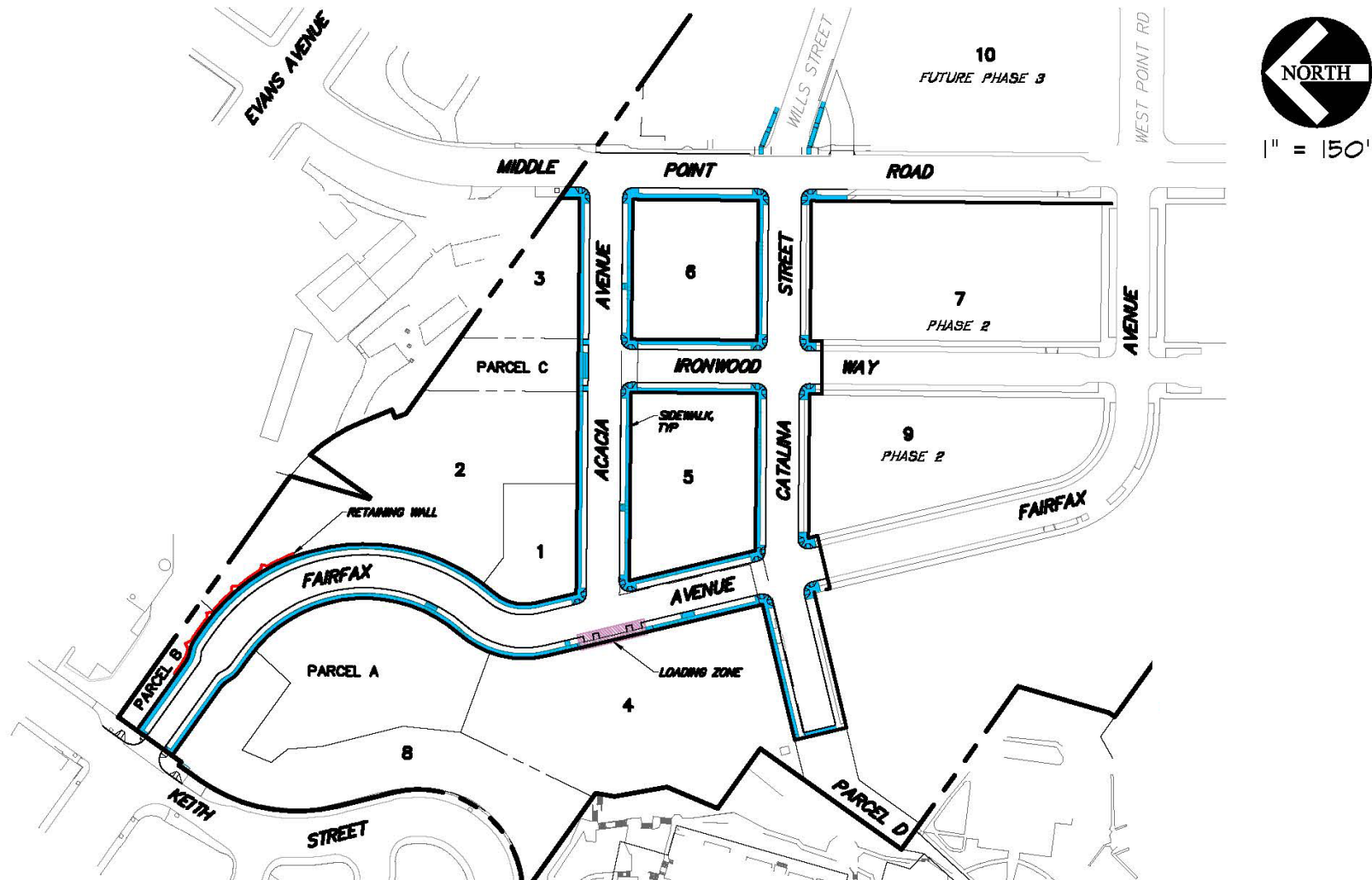
- 107 units
 - 80 public housing replacement units (54 RAD, 26 PBV)
 - 26 new tax credit units
 - 1 manager's unit
- Bayview YMCA office
- Promontory Park
- 3 new buildings + new roads, sidewalks, and utilities
- Completed 2013



Phase 1 Infrastructure Legislation

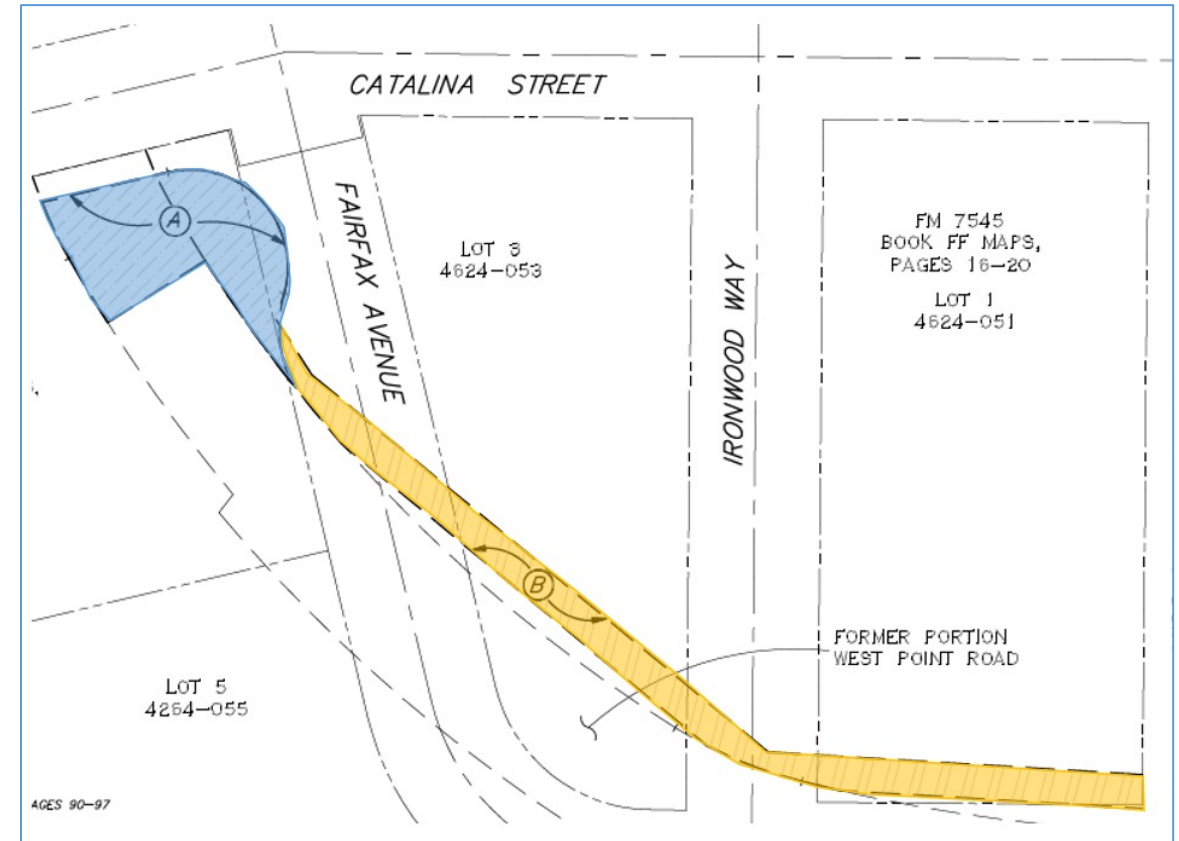
- **Phase 1 Street Acceptance Ordinance (BOS File No. 210596):**
 - Enables the City to accept and maintain infrastructure improvements and declare Phase 1 public right-of-way (streets) as open for public street and roadway use
- **Phase 1 Public Service Easement Street Vacation Ordinance (BOS File No. 210597):**
 - Allows for removal of two easements that the SF Housing Authority granted to the City to facilitate Phase 1 infrastructure construction but which are no longer necessary
 - Pedestrian Access/Emergency Vehicle Access
 - Sanitary Sewer

Phase 1 Street Acceptance Areas



Phase 1 Public Service Easement Vacation Areas

- Sanitary sewer easement (A, in blue)
- Public access/emergency vehicle access easement (B, in yellow)
- These easements were established to facilitate Phase 1 construction
- These easements are no longer required as Phase 1 construction is complete





Thank you!

Questions?