File No. 210597 **Committee Item No.** 3
Board Item No. 10

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

Cmte	Board	
☐	☐	**Motion**
☐	☐	**Resolution**
☒	X	**Ordinance**
☒	X	**Legislative Digest**
☐	☐	**Budget and Legislative Analyst Report**
☐	☐	**Youth Commission Report**
☒	X	**Introduction Form**
☐	☐	**Department/Agency Cover Letter and/or Report**
☐	☐	**MOU**
☐	☐	**Grant Information Form**
☐	☐	**Grant Budget**
☐	☐	**Subcontract Budget**
☐	☐	**Contract/Agreement**
☐	☐	**Form 126 – Ethics Commission**
☐	☐	**Award Letter**
☐	☐	**Application**
☒	X	**Public Correspondence**
OTHER		**(Use back side if additional space is needed)**
☒	X	PW Order No. 204827 052521
☒	X	PC Motion No. 17618 061208
☒	X	PC Motion No. 17621 061208
☒	X	PC Motion No. 20663 022020
☒	X	PLN GPR Note to File 080519
☒	X	SFHA Reso No. 0022-21 042221
☐	☐	Form of Quitclaim (PAE-EVAE) 041421
☐	☐	Form of Quitclaim (SSE) 041421
☐	☐	RED Valuation Memo 052021
☐	☐	SUR Map 2021-003 050621
☐	☐	SUR Map 2021-004 050621
☐	☐	SUR Map 2021-005 050621
☐	☐	SFFD Approval Ltr 112219
☐	☐	SFPUC Approval Ltr 033021
☐	☐	PW Memo 052521
☐	☐	Referral FYI 060121
☐	☐	Hearing Notice 071221
☐	☐	PW Proof of Noticing 062521
☐	☐	PC Motion No. 17617

Completed by: Erica Major **Date** July 8, 2021
Completed by: Erica Major **Date** July 15, 2021

[Summary Public Service Easement Vacation - Hunters View Phase 1 Project]

Ordinance ordering the summary vacation of public service easements in the Hunters View project site, which includes a sanitary sewer easement generally running along West Point Road between Catalina Street and Middle Point Road and a public access and emergency vehicle access easement generally located at West Point Road and Catalina Street; authorizing the City to quitclaim its interest in the vacation areas (Assessor's Parcel Block No. 4624, Lot Nos. 29 and 31) to the San Francisco Housing Authority notwithstanding the requirements of Administrative Code, Chapter 23; affirming the Planning Commission's determination under the California Environmental Quality Act; adopting findings that the actions contemplated in this Ordinance are consistent with the General Plan, and eight priority policies of Planning Code, Section 101.1; 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 ~~strikethrough 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:

Section 1. Findings.

(a) California Streets and Highways Code Sections 8300 et seq. and San Francisco Public Works Code Section 787(a) set forth the procedures that the City and County of San Francisco ("City") follows to vacate public streets and public service easements. In addition,

the California Subdivision Map Act, in Government Code Section 66477.2(c), specifies that California Streets and Highways Code Sections 8300 et seq. is an appropriate procedure to follow to terminate and abandon offers of dedication for public service easements that the City deems are not necessary.

(b) The Board of Supervisors finds it appropriate and in the public interest to pursue the summary public service easement vacations for a sanitary sewer easement generally running along West Point Road between Catalina Street and Middle Point Road (Assessor's Parcel Block No. 4624, Lots 29 and 31) and a public access and emergency vehicle access easement generally located at West Point Road and Catalina Street (Assessor's Parcel Block No. 4624, Lot 29) (collectively, the "Easements") as part of the Hunters View Phase 1 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. In Motion No. M10-188, the Board of Supervisors approved Final Map No. 5461 (Hunters View Phase 1) that included an offer of dedication for the subject Easements. However, the City did not accept such Easements and wants to terminate and abandon such Easements. A copy of the final subdivision map that included the offers of the Easements is on file with the Clerk of the Board of Supervisors in File No. 101510 and incorporated herein by reference.

(c) The location and extent of the area to be vacated (the "Vacation Area") includes the abovementioned Easements within the Hunters View Phase 1 Project site in the Hunters Point neighborhood. The Vacation Area is more particularly shown on the Public Works ("PW") SUR Map 2021-003, SUR Map 2021-004, and SUR Map 2021-005, all dated May 6, 2021. Copies of these maps are on file with the Clerk of the Board of Supervisors in File No. 210597 and are incorporated herein by reference.

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(d) The City proposes to quitclaim its interest in the Vacation Area to the Housing Authority of the City and County of San Francisco ("SFHA") to help facilitate the development of the Hunters View Phase 1 Project. Copies of the draft quitclaim deeds are on file with the Clerk of the Board of Supervisors in File No. 210597.

(e) By letter dated March 30, 2021, the Acting General Manager of the San Francisco Public Utilities Commission ("SFPUC") confirmed that the SFPUC does not have a need for the sanitary sewer easement as SFPUC has approved plans and specifications for sewer facilities in the public right-of-way. A copy of this letter is on file with the Clerk of the Board of Supervisors in File No. 210597.

(f) In PW Order No. 204827, dated May 25, 2021, the PW Acting Director ("PW Director") determined and the City Engineer certified that: (1) the Vacation Area is unnecessary for the City's present or prospective public street, sidewalk, and service easement purposes; (2) based on public convenience and necessity, the offered Easements in the Vacation Area are no longer necessary for public purposes as all the public service easement issues are addressed elsewhere on the project site; (3) the public interest, convenience, and necessity do not require any easements or other rights be reserved because there are no public or private utility facilities that are in place in the Vacation Area and the offered Easements should be extinguished upon the effectiveness of the vacation; (4) the process to terminate and vacate the offered, but not needed, Easements is consistent with the process recognized in the California Subdivision Map Act, in particular Government Code Section 66477.2(c); and (5) it is a policy matter for the Board of Supervisors to quitclaim the City's interest in the Vacation Area to SFHA. A copy of this Order is on file with the Clerk of the Board of Supervisors in File No. 204827 and is incorporated herein by reference.

(g) In PW Order No. 204827, the PW Director also found that the vacation of the Easements qualifies for a summary vacation for the following reasons:

(1) Under California Streets and Highways Code Section 8333(a), the Easements only have been offered, the City has not finally accepted the Easements, and the Easements areas have not been used for the purpose for which they were offered for five consecutive years immediately preceding the proposed vacation.

(2) Under California Streets and Highways Code Section 8333(c), the Easements have been superseded by relocation, or determined to be excess by the holder of the Easements, and there are no other public facilities located within the Easements.

(h) The proposed vacation is 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 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." Copies of these motions are on file with the Clerk of the Board of Supervisors in File No. 210597 and incorporated herein by reference.

(i) 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 that are considerably different from those analyzed in the FEIR would substantially reduce one or more significant effects on the environment. The Board of Supervisors adopts the Planning Commission CEQA Findings as its own.

(j) In a letter dated August 5, 2019, the Planning Department found the proposed vacation of the Vacation Area and other actions contemplated in this ordinance are consistent with the General Plan and priority policies of Planning Code Section 101.1. For purposes of this legislation, the Board of Supervisors adopts the Planning Commission General Plan and Planning Code Section 101.1 findings as its own and incorporates them herein by reference. A copy of the Planning Department letter is on file with the Clerk of the Board of Supervisors in File No. 210597.

Section 2. Summary Vacation.

(a) The Board of Supervisors adopts the findings of the PW Director and City Engineer as its own, including the findings that support the summary public service easement vacation that is the subject of this ordinance.

(b) The Board of Supervisors, consistent with terms of Section 1 of this ordinance, finds that the Vacation Area is unnecessary for present or prospective public use.

(c) The Board of Supervisors hereby summarily vacates the Vacation Area, as shown on SUR Map Nos. 2021-003, 004, and 005, pursuant to California Streets and Highways Code Sections 8300 et seq., in particular Sections 8333 and 8334.5, California Government Code Section 66477.2(c), and San Francisco Public Works Code Section 787(a).

(d) The public interest and convenience require that the summary public service easement vacation be done as declared in this ordinance.

(e) The summary public service easement vacation shall be effective automatically and without any requirement for further action.

Section 3. Real Property Transaction; Delegation of Authority.

(a) Notwithstanding the requirements of Administrative Code Chapter 23, the Board of Supervisors approves a quitclaim of the City's interest in the Vacation Area (Assessor's Parcel Block No. 4624, Lots 29 and 31) and conveyance of this property to the SFHA.

(b) The Board of Supervisors delegates to the Director of Property, in consultation with the City Attorney's Office, the authority to make nonmaterial changes in, and to finalize and execute, the quitclaim deed(s) for the Vacation Area on behalf of the City to SFHA in accordance with the terms set forth in this ordinance.

Section 4. Official Acts in Connection with this Ordinance.

(a) The Mayor, Clerk of the Board of Supervisors, Director of Property, County Surveyor, 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 to effectuate the purpose and intent of this ordinance, including, without limitation, the filing of this ordinance in the

Official Records of the City; confirmation of satisfaction of the conditions to the effectiveness of the vacation of the Vacation Area hereunder; and execution and delivery of any evidence of the same, which shall be conclusive as to the satisfaction of the conditions upon signature by any such City official or the official's designee, and completion and recordation of the quitclaim(s).

(b) The City shall record this ordinance promptly upon the effective date of this vacation.

Section 5. The Clerk of the Board of Supervisors is hereby directed to transmit to the PW Director a certified copy of this ordinance so that the ordinance may be recorded together with any other documents necessary to effectuate the ordinance.

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

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

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

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FILE NO. 210597

LEGISLATIVE DIGEST

[Summary Public Service Easement Vacation - Hunters View Phase 1 Project]

Ordinance ordering the summary vacation of public service easements in the Hunters View project site, which includes a sanitary sewer easement generally running along West Point Road between Catalina Street and Middle Point Road and a public access and emergency vehicle access easement generally located at West Point Road and Catalina Street; authorizing the City to quitclaim its interest in the vacation areas (Assessor's Parcel Block No. 4624, Lot Nos. 29 and 31) to the San Francisco Housing Authority notwithstanding the requirements of Administrative Code, Chapter 23; affirming the Planning Commission's determination under the California Environmental Quality Act; adopting findings that the actions contemplated in this Ordinance are consistent with the General Plan, and eight priority policies of Planning Code, Section 101.1; and authorizing official acts in connection with this Ordinance, as defined herein.

Existing Law

San Francisco Public Works Code Section 787 and California Streets and Highways (S&H) Code Sections 8300 et seq. establish the process and procedures that the City follows to vacate public service easements. California S&H Code Sections 8333 and 8334.5 permit the summary vacation of public service easements if the easements only have been offered, yet the City has not finally accepted the easements, and the easements have not been used for the purpose for which they were offered for five consecutive years immediately preceding the proposed vacation. In addition, the S&H Code allows a summary vacation of public service easements to occur if the easements have been superseded by relocation, or determined to be excess by the holder of the easements, and there are no other public facilities located within the easement area. State law allows a summary public service easement vacation only if there are no in-place functioning utilities in the street segment(s). A summary public service easement vacation allows for a more expeditious legislative process than a standard public service easement vacation.

Amendments to Current Law

This legislation would summarily vacate a sanitary sewer easement generally running along West Point Road between Catalina Street and Middle Point Road (Assessor's Parcel Block No. 4624, Lots 29 and 31) and a public access and emergency vehicle access easement generally located at West Point Road and Catalina Street (Assessor's Parcel Block No. 4624, Lot 29) as part of the Hunters View Phase 1 Project in accordance with State and local law. The Ordinance would approve a quitclaim of the vacation area from the City to the Housing Authority of the City and County of San Francisco (SFHA). The legislation would adopt

findings under the California Environmental Quality Act and findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1.

Background Information

This legislation would help facilitate the development of the Hunters View Phase 1 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: 204827

Recommending summary vacation of public service easements within the Hunters View project site, including a sanitary sewer easement generally running along West Point Road between Catalina Street and Middle Point Road and a public access and emergency vehicle access easement generally located at West Point Road and Catalina Street as part of the Hunters View Phase 1 Project, pursuant to California Streets and Highways Code Sections 8300 *et seq*. and Public Works Code Section 787.

WHEREAS, The City and County of San Francisco has fee title ownership of property underlying most public right-of-ways, which includes streets and sidewalks; and

WHEREAS, The areas to be vacated ("the Vacation Area") are the entirety of public service easements in the Hunters View project site, which includes a sanitary sewer easement generally running along West Point Road between Catalina Street and Middle Point Road and a public access and emergency vehicle access easement generally located at West Point Road and Catalina Street as part of the Hunters View Phase 1 Project, which are specifically shown on SUR Map 2021-003, dated May 6, 2021, SUR Map 2021-004, dated May 6, 2020, and SUR Map 2021-005, dated May 6, 2021; and

WHEREAS, The Vacation Area as shown on SUR Map No. 2021-003, SUR Map No. 2021-004, and SUR Map No. 2021-005 is unnecessary for the City's present or prospective public street, sidewalk, and public service easement purposes and that any rights based upon any such public or private utility facilities shall be extinguished automatically upon the effectiveness of the vacation; the summary easement vacation is appropriate under California Streets and Highways Code Sections 8333 and 8334.5 because: (1) under Streets and Highways Code Section 8334.5 there are no in-place functioning utilities within the easement areas; (2) under Streets and Highways Code Section 8333(a), the easements only have been offered, the City has not finally accepted the easements, and the easements areas have not been used for the purpose for which they were offered for five consecutive years immediately preceding the proposed vacation; and (3) under Streets and Highways Code Section 8333(c), the easements have been superseded by relocation, or determined to be excess by the holder of the Easements, and there are no other public facilities located within the Easements. Based on these factors, the Vacation Area may be summarily vacated in accordance with Streets and Highways Code Sections 8333 and 8334.5; and

WHEREAS, In addition to the identified provisions of the Streets and Highways Code, the process to terminate and vacate the offered, but not needed, easements is consistent with the process recognized in the California Subdivision Map Act, in particular Government Code Section 66477.2(c); and

WHEREAS, The vacation is being carried out pursuant to San Francisco Public Works Code Section 787; and

WHEREAS, On August 5, 2019 the Department of City Planning (Case No. 2013.0696R) found that the proposed Vacation is on balance in conformity with the General Plan and Planning Code Section 101.1. ; and

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WHEREAS, The proposed vacation is 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

WHEREAS, On November 22, 2019, the San Francisco Fire Department provided notice that it had reviewed and had no objections to the proposed vacation; and

WHEREAS, On March 30, 2021, the San Francisco Public Utilities Commission provided notice that it had reviewed and had no objections to the proposed vacation; and

WHEREAS, On April 22, 2021, the San Francisco Housing Authority in Resolution No. 0022-21 approved the proposed vacation, associated form of quitclaim deeds and authorized the Chief Executive Officer to execute a Certificate of Acceptance for the Quitclaim Deeds; and

WHEREAS, Pursuant to the California Streets and Highway Code, the Department of Public Works, Bureau of Street Use and Mapping (the "Department") has initiated the process to vacate the Vacation Area; and

WHEREAS, The Department sent notice of the proposed street vacation, draft SUR drawings, , and a DPW referral letter to the Department of Technology, San Francisco Municipal Transportation Agency, AT&T, Sprint, San Francisco Fire Department, San Francisco Water Department, Pacific Gas and Electric ("PG&E"), Bureau of Light, Heat and Power, Bureau of Engineering, Department of Parking and Traffic, Utility Engineering Bureau, and the Public Utility Commission ("PUC"). No public or private utility company or agency objected to the proposed vacation; consequently, Public Works finds the Vacation Area is unnecessary for the City's present or prospective public street purposes; and

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WHEREAS, The public interest, convenience, and necessity require that no other easements or other rights should be reserved by City for any public or private utilities or facilities that may be in place in the Vacation Area and that any rights based upon any such public or private utilities or facilities are unnecessary and should be extinguished.

NOW THEREFORE BE IT ORDERED THAT,

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

1. Ordinance to vacate the Vacation Area
2. Vacation Area SUR Map No.2021-003
3. Vacation Area SUR Map No.2021-004
4. Vacation Area SUR Map No.2021-005

The Director recommends that the Board of Supervisors approve the legislation to summarily vacate the Vacation Area and acknowledges that the decision to quitclaim the easement areas to San Francisco Housing Authority is a policy matter for the Board.

The Director recommends the Board of Supervisors approve all other actions set forth herein with respect to this vacation. The Director further recommends the Board of Supervisors authorize the Mayor, Clerk of the Board, Director of Property, County Surveyor, and Director of Public Works 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.

X DocuSigned by: Albert Ko
281DC30E04CF41A...
Ko, Albert J
City Engineer

X DocuSigned by: Alaric Degrafinried
A8179336C84404A5...
Degrafinried, Alaric
Acting Director

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Recommending summary vacation of public service easements within the Hunters View project site, including a sanitary sewer easement generally running along West Point Road between Catalina Street and Middle Point Road and a public access and emergency vehicle access easement generally located at West Point Road and Catalina Street as part of the Hunters View Phase 1 Project, pursuant to California Streets and Highways Code Sections 8300 *et seq*. and Public Works Code Section 787.

WHEREAS, The City and County of San Francisco has fee title ownership of property underlying most public right-of-ways, which includes streets and sidewalks; and

WHEREAS, The areas to be vacated ("the Vacation Area") are the entirety of public service easements in the Hunters View project site, which includes a sanitary sewer easement generally running along West Point Road between Catalina Street and Middle Point Road and a public access and emergency vehicle access easement generally located at West Point Road and Catalina Street as part of the Hunters View Phase 1 Project, which are specifically shown on SUR Map 2021-003, dated May 6, 2021, SUR Map 2021-004, dated May 6, 2020, and SUR Map 2021-005, dated May 6, 2021; and

WHEREAS, The Vacation Area as shown on SUR Map No. 2021-003, SUR Map No. 2021-004, and SUR Map No. 2021-005 is unnecessary for the City's present or prospective public street, sidewalk, and public service easement purposes and that any rights based upon any such public or private utility facilities shall be extinguished automatically upon the effectiveness of the vacation; the summary easement vacation is appropriate under California Streets and Highways Code Sections 8333 and 8334.5 because: (1) under Streets and Highways Code Section 8334.5 there are no in-place functioning utilities within the easement areas; (2) under Streets and Highways Code Section 8333(a), the easements only have been offered, the City has not finally accepted the easements, and the easements areas have not been used for the purpose for which they were offered for five consecutive years immediately preceding the proposed vacation; and (3) under Streets and Highways Code Section 8333(c), the easements have been superseded by relocation, or determined to be excess by the holder of the Easements, and there are no other public facilities located within the Easements. Based on these factors, the Vacation Area may be summarily vacated in accordance with Streets and Highways Code Sections 8333 and 8334.5; and

WHEREAS, In addition to the identified provisions of the Streets and Highways Code, the process to terminate and vacate the offered, but not needed, easements is consistent with the process recognized in the California Subdivision Map Act, in particular Government Code Section 66477.2(c); and

WHEREAS, The vacation is being carried out pursuant to San Francisco Public Works Code Section 787; and

WHEREAS, On August 5, 2019 the Department of City Planning (Case No. 2013.0696R) found that the proposed Vacation is on balance in conformity with the General Plan and Planning Code Section 101.1. ; and

WHEREAS, The proposed vacation is 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

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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

WHEREAS, On November 22, 2019, the San Francisco Fire Department provided notice that it had reviewed and had no objections to the proposed vacation; and

WHEREAS, On March 30, 2021, the San Francisco Public Utilities Commission provided notice that it had reviewed and had no objections to the proposed vacation; and

WHEREAS, On April 22, 2021, the San Francisco Housing Authority in Resolution No. 0022-21 approved the proposed vacation, associated form of quitclaim deeds and authorized the Chief Executive Officer to execute a Certificate of Acceptance for the Quitclaim Deeds; and

WHEREAS, Pursuant to the California Streets and Highway Code, the Department of Public Works, Bureau of Street Use and Mapping (the "Department") has initiated the process to vacate the Vacation Area; and

WHEREAS, The Department sent notice of the proposed street vacation, draft SUR drawings, , and a DPW referral letter to the Department of Technology, San Francisco Municipal Transportation Agency, AT&T, Sprint, San Francisco Fire Department, San Francisco Water Department, Pacific Gas and Electric ("PG&E"), Bureau of Light, Heat and Power, Bureau of Engineering, Department of Parking and Traffic, Utility Engineering Bureau, and the Public Utility Commission ("PUC"). No public or private utility company or agency objected to the proposed vacation; consequently, Public Works finds the Vacation Area is unnecessary for the City's present or prospective public street purposes; and

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WHEREAS, The public interest, convenience, and necessity require that no other easements or other rights should be reserved by City for any public or private utilities or facilities that may be in place in the Vacation Area and that any rights based upon any such public or private utilities or facilities are unnecessary and should be extinguished.

NOW THEREFORE BE IT ORDERED THAT,

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

1. Ordinance to vacate the Vacation Area
2. Vacation Area SUR Map No.2021-003
3. Vacation Area SUR Map No.2021-004
4. Vacation Area SUR Map No.2021-005

The Director recommends that the Board of Supervisors approve the legislation to summarily vacate the Vacation Area and acknowledges that the decision to quitclaim the easement areas to San Francisco Housing Authority is a policy matter for the Board.

The Director recommends the Board of Supervisors approve all other actions set forth herein with respect to this vacation. The Director further recommends the Board of Supervisors authorize the Mayor, Clerk of the Board, Director of Property, County Surveyor, and Director of Public Works 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.

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Certificate Of Completion

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Document Pages: 6
Signatures: 2
Certificate Pages: 5
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
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dpw-docusign.service@sfdpw.org
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Browsers (for SENDERS):	Internet Explorer 6.0? or above
Browsers (for SIGNERS):	Internet Explorer 6.0?, Mozilla FireFox 1.0, NetScape 7.2 (or above)
Email:	Access to a valid email account
Screen Resolution:	800 x 600 minimum
Enabled Security Settings:	•Allow per session cookies •Users accessing the internet behind a Proxy Server must enable HTTP 1.1 settings via proxy connection

** These minimum requirements are subject to change. If these requirements change, we will provide you with an email message at the email address we have on file for you at that time providing you with the revised hardware and software requirements, at which time you will have the right to withdraw your consent.

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SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Motion 17618

HEARING DATE: JUNE 12, 2008

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San Francisco,
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Information:
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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

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 Pang 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

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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 are as 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 maximum100-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 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 eucalyptus[1] 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.

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[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/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-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 maximum100-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.

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

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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 that 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 hot 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.ize 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 that 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*)**:**
INDENTIFY 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 WORKINIG 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 pf 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 ecalculation 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

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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

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-DEVELOPMENET 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 NOTIFICED OF SUBSEQENT 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 DIMINSION 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) an (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-feeet 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."

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

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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 that 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 hot 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.ize 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 that 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*)**:**
INDENTIFY 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 WORKINIG 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 pf 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 ecalculation 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
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August 5, 2019

GENERAL PLAN REFFERAL NOTE TO FILE

CASE NO. 2013.0696R
HUNTERS VIEW – 227-229 WEST POINT ROAD
TENTATIVE MAP, FINAL MAP, STREET VACATION,
AND ACCEPTANCE OF LAND AND FACILITIES

On July 5, 2013, the Planning Department completed a General Plan Referral (GPR) on the San Francisco Department of Public Works plan to redevelop public housing into a mixed-income community, consisting of one for one replacement of existing 267 public housing units, additional affordable units, and market rate units to created housing affordability ladder, enhance resident safety and connectivity, and new community facilities and services.

Since the release of this General Plan Referral, the GPR's project description has changed. SFDPW is proposing public service easements to be vacated including sanitary sewer easement for installation and maintenance of a combined sewer pipe and appurtenances, public access easements, and emergency vehicle access easements.

These easements are now proposed to be vacated to accommodate for-sale market rate development of approximately 35-50 units on Block 9, as envisioned by Hunters View's master approvals. Furthermore, the proposed easement vacations are necessary in order to accommodate the new streets, infrastructure and facilities as evidenced in the Hunters View Phase 2 Final Map (Exhibit C of the application) and excerpts of the Hunters View Phase 2 Improvement Plans (Exhibit D of the application).

This Note to the File clarifies that Case No. 2013.0696R considered the current project description, and that its finding of conformance with the General Plan as well as its environmental clearance still stands in light of the refined project description.

RESOLUTION NO: 0022-21
ADOPTED: April 22, 2021

RESOLUTION OF THE HOUSING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO (THE "AUTHORITY") APPROVING THE (I) TWO QUITCLAIM DEEDS ("QUITCLAIM DEEDS") FOR THE SANITARY SEWER EASEMENT AND PUBLIC ACCESS AND EMERGENCY VEHICLE ACCESS EASEMENT, FROM THE CITY AND COUNTY OF SAN FRANCISCO TO THE AUTHORITY IN CONNECTION WITH PHASE I OF THE HUNTERS VIEW HOPE SF PROJECT; AND (II) APPROVING AND AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE A CERTIFICATE OF ACCEPTANCE (GOVERNMENT CODE SECTION 27181) FOR THE QUITCLAIM DEEDS

WHEREAS, the Housing Authority of the City and County of San Francisco (the "**Authority**") is a public housing authority formed pursuant to California Health and Safety Code section 34200 et seq., and governed by certain regulations promulgated by the United States Department of Housing and Urban Development ("**HUD**"); and

WHEREAS, on July 23, 2009, the Board of Commissioners of the Housing Authority of the City and County of San Francisco (the "Board") approved Resolution #5435 authorizing the Executive Director to execute with Hunters View Associates, L.P. (the "**Developer**") the Master Development Agreement (MDA) that contemplates the development of the Hunters View site in multiple phases, each to be governed by the MDA and a Disposition and Development Agreement and/or Ground Lease as applicable; and

WHEREAS, the revitalization of Hunters View includes the demolition and one-for-one replacement of the 267 public housing units that were formerly on the site and the addition of new affordable rental units, as well as market-rate rental and/or for-sale units, new community facilities, and new site infrastructure; and

WHEREAS, Hunters View Phase I was the first of three phases of the revitalization of the Hunters View site developed by the Developer and its affiliates; and

WHEREAS, on December 9, 2010 by Resolution 5530, the Board, in connection with Hunters View Phase I, approved that certain Offer of Dedication dated January 13, 2011 and recorded on February 15, 2011 as Document Number 2011-J135661-00 providing for the dedication of the Authority's fee interest in certain real property, and that certain grant deed to evidence such conveyance; and in connection with the foregoing, no additional Board approval is required; and

WHEREAS, the Developer has applied (or will apply) to the City and County of San Francisco (the "**City**") for certain approvals required for the Phase I Development, including by not limited to an Easement Vacation Ordinance; and in connection with the foregoing, the City intends to vacate a sanitary sewer easement and a public access and emergency vehicle access easement, as described in the staff report by quitclaim deeds to the Authority (the "**Quitclaim Deeds**"); and

WHEREAS, in connection with the Quitclaim Deeds, the Authority must execute certain Certificate of Acceptance in accordance with Government Code Section 27281 (the "**Certificate(s) of Acceptance**)"); and

WHEREAS, the Authority desires to (i) approve the Quitclaim Deeds and Certificate(s) of Acceptance and authorizes staff to execute the Certificate(s) of Acceptance (collectively, the "**City Documents**").

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE HOUSING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO THAT:

1. The above recitals are true and correct, and together with the staff report. form the basis for the Board of Commissioners' actions as set forth in this Resolution.

2. The City Documents are hereby approved, and the Chief Executive Officer, or her designee, is authorized to execute the City Documents.

3. The Acting Executive Director is hereby authorized to make minor, non-substantive changes to the City Documents if deemed necessary by the Acting Executive Director in consultation with the Authority's special legal counsel.

4. The Acting Executive Director is hereby authorized to take such additional actions as may be necessary to effectuate and implement the intent of this Resolution.

5. This Resolution shall take effect immediately.

.APPROVED AS TO FORM AND LEGALITY:

Dianne Jackson McLean,
Goldfarb & Lipman LLP,
Special Legal Counsel

Date: April 22, 2021

REVIEWED BY:

Tonia Lediju, PhD
Chief Executive Officer

Date: April 22, 2021

EXHIBIT 'A'

Vacation of Easement for Public Access and Emergency Vehicle Access over a portion of Lot 9, FINAL MAP NO. 5461

Lying within the City of San Francisco, County of San Francisco, State of California, and being a portion of Lot 9 shown on that Map entitled Final Map No. 5461 filed in Book DD of Survey Maps, Pages 90 through 97, San Francisco City and County Records, and being more particularly described as follows:

Beginning at a point at the northwesterly end of the southerly right of way line of West Point Road as shown on said Final Map No. 5461; thence northwesterly on a curve, concave northeasterly, with a radius of 708.00 feet, from a radial bearing of North 57°37'02" East, through a central angle of 2°40'45", a distance of 33.11 feet; thence northwesterly on a compound curve, concave northeasterly, with a radius of 204.00 feet, through a central angle of 7°42'15", a distance of 27.43 feet; thence North 76°38'12" East, 57.23 feet; thence southerly on a curve, concave westerly, with a radius of 43.00 feet, through a central angle of 118°57'26", a distance of 89.28 feet; thence southeasterly on a reverse curve, concave northeasterly with a radius of 57.00 feet, through a central angle of 40°57'54", a distance of 40.75 feet to the northerly Right of Way line of West Point Road as shown on said map; thence northwesterly a curve, concave northeasterly, with a radius of 657.00 feet, a radial bearing of North 51°49'36" East, through a central angle of 5°47'32", a distance of 66.42 feet; thence South 57°37'02" West, 51.00 feet to the POINT OF BEGINNING.

See exhibit 'B' for graphic depiction.

Being a portion of APN 4264-031

This property description was prepared by me, or under my direction, in conformance with the requirements of the Professional Land Surveyors Act

James Lee Smith
PLS 8185

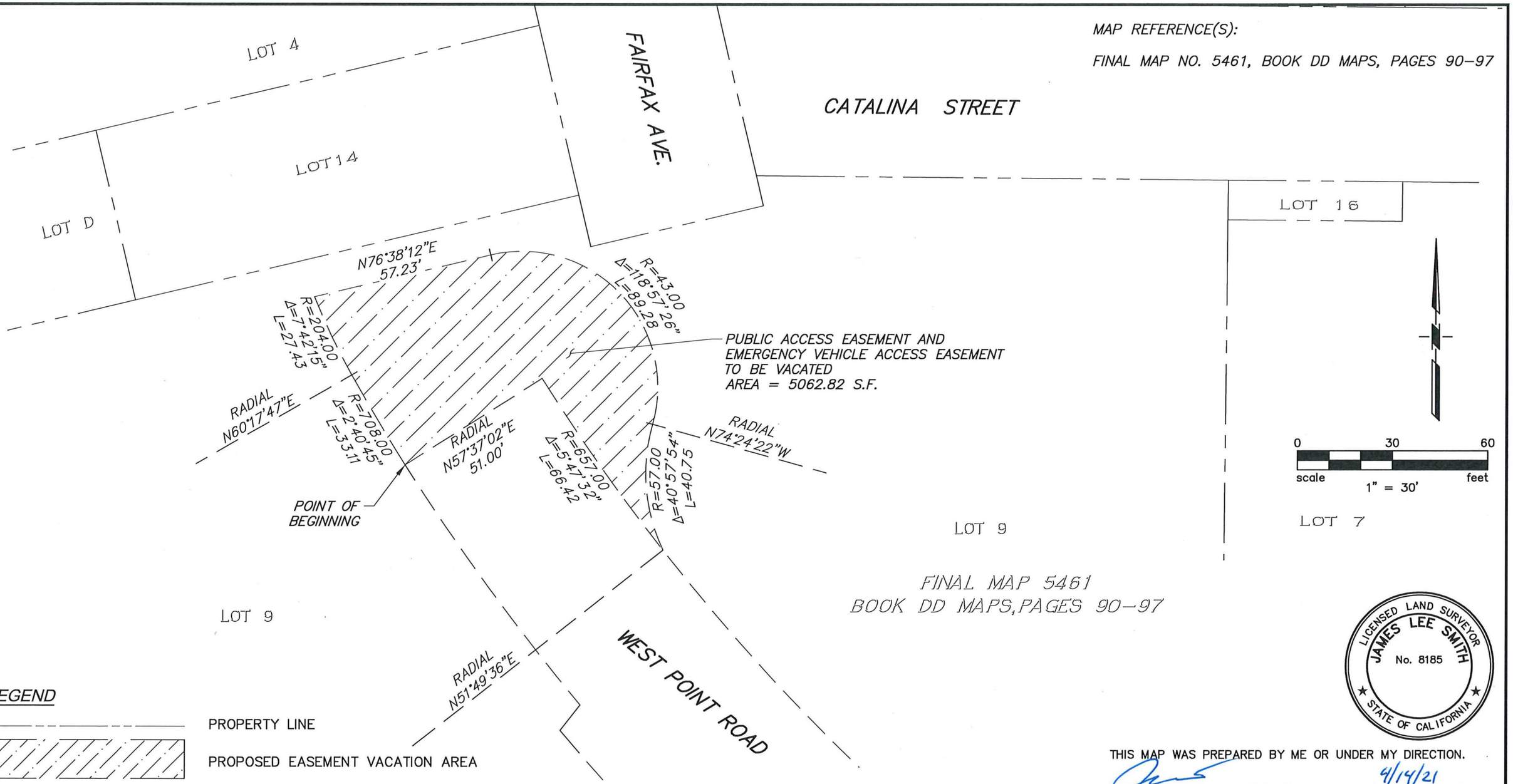
PROFESSIONAL LAND SURVEYOR
JAMES LEE SMITH
8185
STATE OF CALIFORNIA

4/14/2021
Date

END OF DESCRIPTION

MAP REFERENCE(S):

FINAL MAP NO. 5461, BOOK DD MAPS, PAGES 90–97



LEGEND

PROPERTY LINE

PROPOSED EASEMENT VACATION AREA

LICENSED LAND SURVEYOR
JAMES LEE SMITH
No. 8185
STATE OF CALIFORNIA

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES LEE SMITH, PLS 8185 — DATE 4/14/21

PROFESSIONAL LAND SURVEYOR
JAMES M. RYAN
NO. 8630
STATE OF CALIFORNIA

APPROVED:

JAMES M. RYAN, PLS 8630
ACTING CITY & COUNTY SURVEYOR

DATE

CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS

EXHIBIT 'B', VACATION OF PUBLIC ACCESS AND EMERGENCY VEHICLE EASEMENT

FILE: SUR 2020–001	SHEET 1 OF 1	SCALE: 1"= 30	REVISION

jsmith Apr 14, 2021 - 2:55pm G:\2007\2007030.00\07030.00\dwg_PHASE 2\Survey\Plats\07030-PH2-ESMT-VAC-PAE-EVA.dwg

EXHIBIT 'A'

Vacation of Easement for Sanitary Sewer Easement over a portion of Lot 7 and a portion of Lot 9, FINAL MAP NO. 5461

Lying within the City of San Francisco, County of San Francisco, State of California, and being a portion of Lot 7 and a portion of Lot 9 as shown on that Map entitled Final Map No. 5461 filed in Book DD of Survey Maps, Pages 90 through 97, San Francisco City and County Records, and being more particularly described as follows:

BEGINNING at a point distant North 00°30'44" East, 8.67 feet from the southeasterly corner of Lot 7, as shown on said Final Map No. 5461; thence North 86°34'49" West, 133.48 feet to the northerly Right of Way line of West Point Road as shown on said map; thence northwesterly along said Right of Way, on a curve concave northeasterly, with a radius of 777.00 feet, with a radial bearing of South 12°45'29" West, a central angle of 1°17'43", a distance of 17.56 feet; thence northwesterly on a compound curve, concave northeasterly, with a radius of 196.00 feet, a central angle of 13°10'37", a distance of 45.08 feet; thence leaving said Right of Way, North 50°28'24" West, 208.84 feet to said northerly Right of Way; thence northwesterly along said Right of Way, on a curve concave northeasterly, with a radius of 657.00 feet, with a radial bearing of South 48°47'54"West, through a central angle of 3°01'35", a distance of 34.70 feet; thence leaving said Right of Way, on a non-tangent curve concave easterly, with a radius of 57.00 feet, with a radial bearing of South 64°37'44" West, through a central angle of 26°50'44", a distance of 26.71 feet; thence South 32°55'18" East, 26.45 feet; thence South 50°28'24" East, 216.82 feet; thence South 86°34'49" East, 165.65 feet to the easterly line of Lot 7; thence along said easterly line, South 00°30'44" West, 15.02 feet to the POINT OF BEGINNING.

See exhibit 'B' for graphic depiction.

Being a portion of APN 4624-029 and a portion of APN-4624-031

This property description was prepared by me, or under my direction, in conformance with the requirements of the Professional Land Surveyors Act

James Lee Smith
PLS 8185

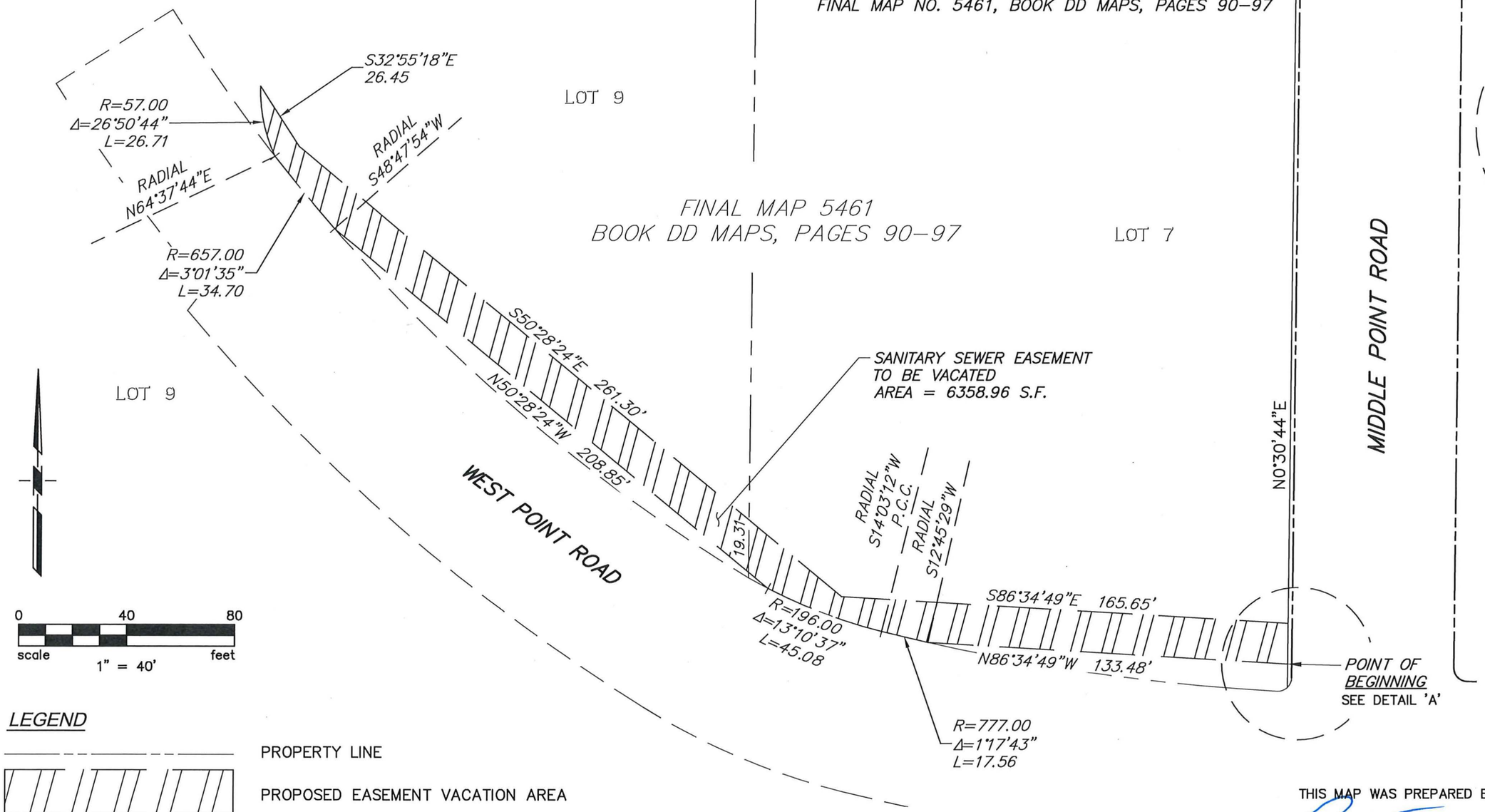
PROFESSIONAL LAND SURVEYOR
JAMES LEE SMITH
8185
STATE OF CALIFORNIA

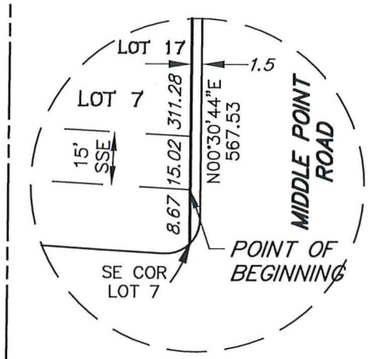
4/14/2021
Date

END OF DESCRIPTION

MAP REFERENCE(S):

FINAL MAP NO. 5461, BOOK DD MAPS, PAGES 90–97





DETAIL A
NOT TO SCALE

LEGEND

PROPERTY LINE

PROPOSED EASEMENT VACATION AREA

LICENSED LAND SURVEYOR
JAMES LEE SMITH
No. 8185
STATE OF CALIFORNIA

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES LEE SMITH, PLS 8185 — DATE 4/14/21

PROFESSIONAL LAND SURVEYOR
JAMES M. RYAN
NO. 8630
STATE OF CALIFORNIA

APPROVED:

JAMES M. RYAN, PLS 8630
ACTING CITY & COUNTY SURVEYOR

DATE

CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS

EXHIBIT 'B', VACATION OF SANITARY SEWER EASEMENT

FILE: SUR 2020–002	SHEET 1 OF 1	SCALE: 1"= 40	REVISION

jamith Apr 14, 2021 - 3:23pm G:\2007\2007030.00\07030.00\dwg_PHASE 2\Survey\Plats\07030-PH2-ESMT-VAC-SSE.dwg

City & County of San Francisco
London N. Breed, Mayor

Office of the City Administrator
Carmen Chu, City Administrator
Andrico Q. Penick, Director of Real Estate

May 20, 2021

TO: WHOM IT MAY CONCERN

FROM: ANDRICO Q. PENICK, DIRECTOR OF PROPERTY

RE: HOPE SF - Hunters View Housing Development, Phase 1
Public Access Easement/Easement for Emergency Vehicle Access Vacation
Sewer Easement Vacation

The Master Development Agreement ("MDA") between the Housing Authority of the City and County of San Francisco ("SFHA"), and Hunters View Associates, LP, ("HVA") for the Hunters View HOPE SF Project Development Agreement ("Agreement) approved and adopted by the SFHA on July 23, 2009 and the modifications to the Hunters View Special Use District and conditional use authorization allowing for development was approved and adopted by the San Francisco Board of Supervisors and Mayor on August 22, 2008 by Ordinance No. 200-08 provides for certain infrastructure improvements within each sub-phase of the master development. The MDA contemplates certain infrastructure improvements within each sub-phase of the master agreement. These infrastructure improvements include roads, utility lines, and conduits, sewers and other site improvements in accordance with the Improvement Plans for each phase. The MDA also provides for an equal or "greater than" exchange of square feet, in favor of the City and County of San Francisco ("City"), of Street Dedications (and infrastructure improvements) to the City as a donation with Street Vacations from the City to the Developer. Section 6.5 of the MDA states that "Each DDA to be entered into between the Authority and the Owner shall provide an infrastructure improvements plan, which shall include the improvements to be constructed as part of the applicable plan, a plan to construction such improvements and a timeframe to complete such improvements." During each phase, the City will vacate the public right-of-way streets (Street Vacations) to the SFHA, and in turn, the SFHA will enter into a short-term ground lease with the Master Developer, HVA or an affiliate, for the purpose of completing the infrastructure improvements. Once the improvements are complete and accepted by the City, the Master Developer will re-convey the streets back to the City.

I am informed that as part of the Phase 1 Infrastructure work, HVA, in partnership with the Department of Public Works (DPW), placed two easements on the Phase 2 site to facilitate the construction of Phase 1:

Sanitary Sewer Easement (SSE) (6,358.96 sf) Public Access Easement/Emergency Vehicle Access Easement (PAE/EVAE) (5,067.82 sf).

I am informed that the City conditionally accepted the SSE and PAE/EVAE through Final Subdivision Map No. 5461 on December 14, 2010. (A copy of which is attached as Exhibit A.)

I am informed that these easements have become obsolete as development of the housing, infrastructure and streets has progressed and the infrastructure work in Phase 1 and 2 is now complete. HVA would like to remove these public easements at this time as they will interfere with future development at the site, which includes approximately 35-50 units of for-sale housing. Vacating these easements will allow for the future construction of housing on Block 9. The DPW is proposing the SSE and PAE/EVAE be vacated for a total of 11,426.78 square feet.

I am informed that the San Francisco Fire Department ("SFFD") reviewed and evaluated Public Works Order 179008 approving Final Map 5461 and reserving an irrevocable non-exclusive easement for emergency vehicle access ("EVAE") across Lot C and portions of Lot D and Lot 9, and evaluated the constructed area underlying this EVAE as depicted in Final Map 5461 (Document 2010-1107068), and SFFD determined that the EVAE is no longer needed by SFFD. I am informed that emergency vehicles are able to access the area within the Hunters View HOPE SF project by way of the new rights-of-way that have been constructed and received determination of completion from Public Works.

I am informed that the San Francisco Public Utilities Commission ("SFPUC") reviewed and approved the plans for the sewer facilities in the public right-of-way and as the sewer facilities are in operation, the SFPUC confirms that the SSE can be vacated since for installation and maintenance of a combined sewer pipe and appurtenances has been installed.

I am informed that the Vacations (totaling 11,426.78 square feet) are along the vacated West Point Road between Middle Point Road and Catalina Street.

I am informed that in order to remove these easements, HVA filed a General Plan Referral application for the vacation of the Sanitary Sewer Easement (SSE) and Public Access Easement/Emergency Vehicle Access Easement (PAE/EVAE) on May 2, 2019. The Sanitary Sewer Easement is on Lots Lot 7 and 9 and the Public Access/Emergency Vehicle Access Easement is on Lot 9 as shown on Final Map No. 5461. These are depicted in San Francisco Public Works' SUR Map 2021-003 attached as Exhibit B.

HOPE SF Hunters View Phase 2 Disposition and Development Agreement (DDA)

The Phase 2 DDA between SFHA and HVA contemplates the Infrastructure Improvements required by the Project, including those anticipated by Final Map 5461 and Final Map 7545.

Recital I and J of the Phase 2 DDA obligates the Developer to construct "public street improvements" which "will be conveyed to the City" and as described in Exhibit E of the DDA.

Further, in Recital J, "The Authority intends to convey a fee interest to the City in those portions of the Phase IIIA-(I) Development Site designated for public street improvements, at such time as the City has accepted such public street improvements in accordance with the Subdivision Map."

The completion of the proposed Vacations (11,426.78 square feet) and Street Dedications (57,935 square feet) of Phase 2 of the Project will result in a net gain of 46,508.22 square feet of real property to City along with $16,309,576 million in capital improvements, as priced by the developer, completed in the newly dedicated public ROW.

Pursuant to Chapter 23 of the San Francisco Administrative Code, and based upon the above and review of the relevant documents provided to the Real Estate Division, I recommend approval of this transaction.

EXHIBIT A

TAX STATEMENT

I, ANGELA CALVILLO, CLERK OF THE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DO HEREBY STATE THAT THE SUBDIVIDER HAS FILED A STATEMENT FROM THE CONTROLLER OF THE CITY AND COUNTY OF SAN FRANCISCO, SHOWING THAT ACCORDING TO THE RECORDS OF HIS OFFICE THERE ARE NO LIENS AGAINST THIS SUBDIVISION OR ANY PART THEREOF FOR UNPAID STATE, COUNTY, MUNICIPAL OR LOCAL TAXES, OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, EXCEPT AS TAXES OR SPECIAL ASSESSMENTS NOT YET PAYBLE WHICH ARE ESTIMATED TO BE _____

DATED 14th DAY OF December, 20 10.

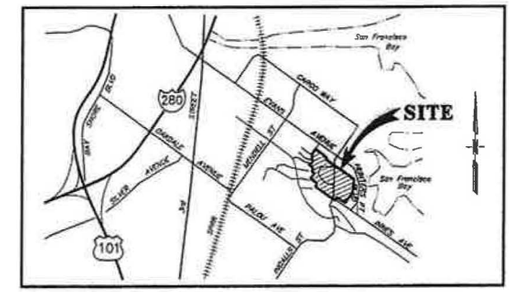
_____
CLERK OF THE BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

CERTIFICATE OF PUBLIC IMPROVEMENT AGREEMENT

THIS CERTIFICATE EVIDENCES THAT A PUBLIC IMPROVEMENT AGREEMENT HAS BEEN EXECUTED ON THE 3rd DAY OF December BY AND BETWEEN THE HUNTERS POINT AFFORDABLE HOUSING INC., A CALIFORNIA NONPROFIT PUBLIC BENEFIT CORPORATION AND THE CITY AND COUNTY OF SAN FRANCISCO

BY: _____ DATE: 12-03-2010

EDWARD D. REISKIN
DIRECTOR OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO



VICINITY MAP

NTS

CLERK'S STATEMENT

I, ANGELA CALVILLO, CLERK OF THE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, HEREBY STATE THAT SAID BOARD OF SUPERVISORS BY ITS MOTION NO. M10-188 ADOPTED November 14, 20 10 APPROVED THIS MAP ENTITLED, "FINAL MAP NO. 5461", AND ACCEPTED ON BEHALF OF THE PUBLIC THE OFFERS OF DEDICATION, SUBJECT TO CITY CERTIFIED COMPLETION AND ACCEPTANCE OF IMPROVEMENTS, EASEMENTS AND STREETS IDENTIFIED IN OWNER'S STATEMENT.

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

BY: _____ DATE: Dec. 14, 2010

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

APPROVALS

THIS MAP IS APPROVED THIS 3rd DAY OF December, 20 10 BY ORDER NO. 139,000

BY: _____ DATE: 12-03-2010

EDWARD D. REISKIN
DIRECTOR OF PUBLIC WORKS AND ADVISORY AGENCY
CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

APPROVED AS TO A FORM

DENNIS J. HERRERA, CITY ATTORNEY

BY: _____
DEPUTY CITY ATTORNEY
CITY AND COUNTY OF SAN FRANCISCO

FINAL MAP NO. 5461

A 219 RESIDENTIAL CONDOMINIUM PROJECT WITHIN 5 BUILDABLE LOTS BEING A MERGER AND RESUBDIVISION OF A PORTION OF LOT 27 OF ASSESSOR'S BLOCK 4720 AS SHOWN ON THAT CERTAIN MAP ENTITLED "PARCEL MAP OF PORTION OF BLOCK 4720, THE NEW HUNTERS POINT COMMUNITY UNIT 1", FILED FOR RECORD IN BOOK W OF MAPS, AT PAGES 38–39, SAN FRANCISCO CITY AND COUNTY RECORDS AND A PORTION OF THE REAL PROPERTY DESCRIBED IN BOOK 3989, AT PAGE 397, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO

22.5 ACRES

CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

PREPARED BY

CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS

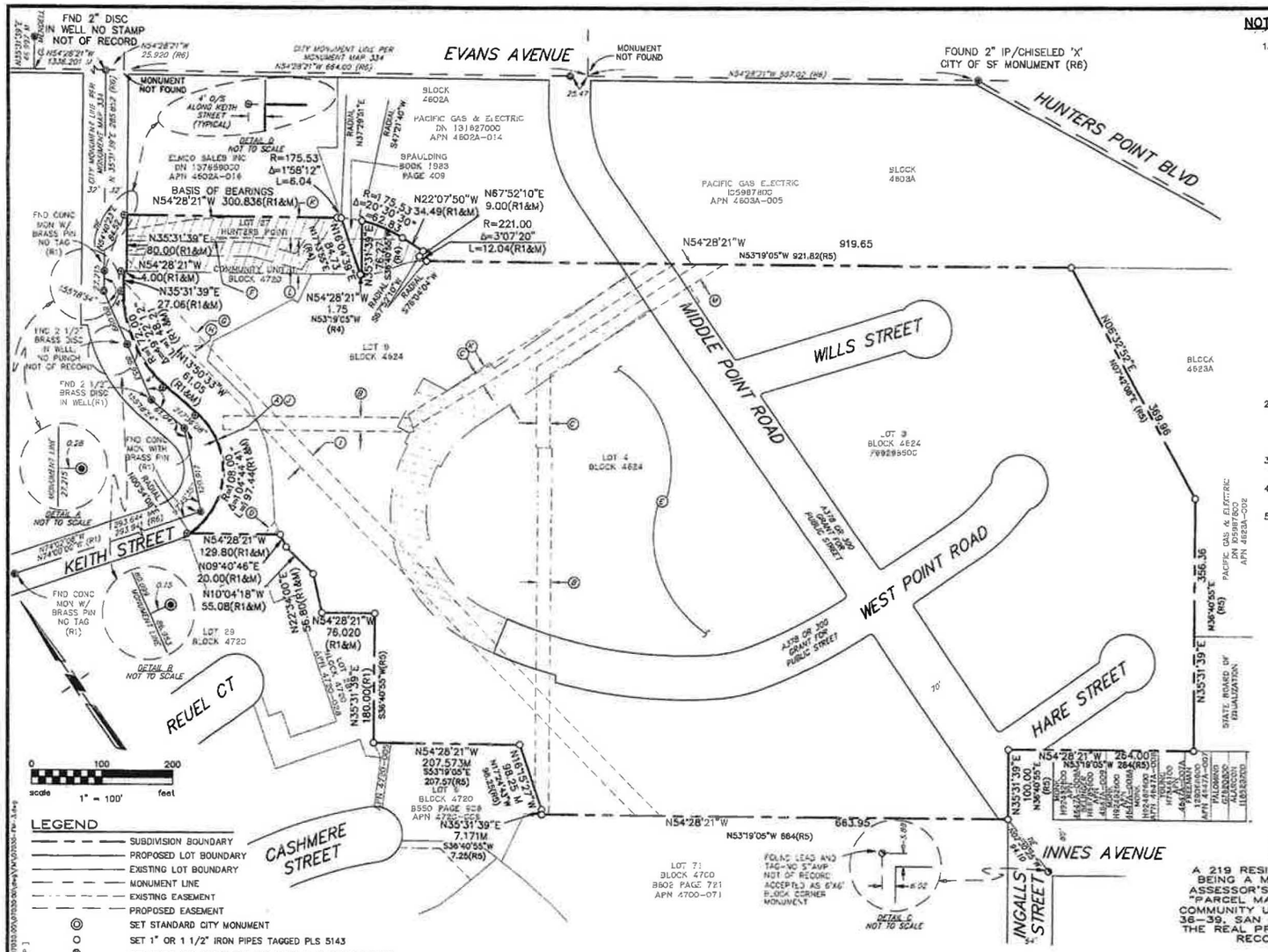
15 THIRD STREET, SANTA ROSA, CA 95401
TEL (707) 542-6451 FAX (707) 542-5212

NOVEMBER 2010 — SHEET 2 OF 8 SHEETS

A.B. 4624–LOTS 003,004,009 & A.B. 4720–LOT 027 — 227–229 West Point Rd./ Keith St.

PROJECT NO. 2007030.A1

OLD REPUBLIC TITLE COMPANY, ORDER NO.'S 00227009819 & 00227009820



NOTES

1. THE HUNTERS VIEW PHASE 1 PROJECT IS SUBJECT TO NUMEROUS APPROVED DOCUMENTS AS NOTED BELOW AND COMPLIANCE THEREWITH:
   a. RESTRICTIONS AND RIGHTS DEFINED IN THE DESIGN FOR DEVELOPMENT DOCUMENT DATED MARCH 31, 2008 AND ANY SUBSEQUENT AMENDMENTS THEREOF.
   b. THE MASTER DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS AND RESERVATION OF EASEMENTS OF HUNTERS VIEW PHASE 1 RECORDED CONCURRENTLY HEREWITH IN THE OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO ("THE MASTER DECLARATION OF RESTRICTIONS").
   c. MCENERNEY JUDGEMENT RECORDED ON MAY 14, 2010 AS DOCUMENT NO. 2010 I966562, OFFICIAL RECORDS THE CITY AND COUNTY OF SAN FRANCISCO.
   d. "DECLARATION OF TRUST" RECORDED NOVEMBER 1, 1955 AS INSTRUMENT NO. 28806, BOOK 6727, PAGE 27, OF OFFICIAL RECORDS
   e. "DECLARATION OF TRUST (GRANT PROJECTS), RECORDED JANUARY 24, 1989 AS INSTRUMENT NO. E312299, REEL E791, IMAGE 1595, OF OFFICIAL RECORDS
   f. "DECLARATION OF TRUST (PUBLIC HOUSING MODERNIZATION GRANT PROJECTS) RECORDED MARCH 19, 2007 AS INSTRUMENT NO. 2007-I354630, BOOK J350, PAGE 237, OF OFFICIAL RECORDS
   g. MASTER PLAN OF THE HUNTERS POINT APPROVED REDEVELOPMENTPROJECT AREA AS SET FORTH IN THE "THE REDEVELOPMENT PLAN" RECORDED MARCH 12, 1969, SERIES R48312-AMMENDED AND RECORDED JULY 17, 1995 AS DOCUMENT NO. 815261, BOOK G424, PAGE 153 OF OFFICIAL RECORDS
   h. MATTERS CONTAINED IN THE REDEVELOPMENT PLAN FOR THE BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT RECORDED JUNE 23, 2006 AS INSTRUMENT NO 2006-I199945, REEL J68, IMAGE 0795, OFFICIAL RECORDS
   i. MATTERS CONTAINED IN THE DECLARATION OF RESTRICTIONS BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT ARE RECORDED JUNE 23, 2006 AS INSTRUMENT NO 2006-I199500, REEL J168, IMAGE 0800, OFFICIAL RECORDS
2. THE RESTRICTION OF THE MAXIMUM AMOUNT OF CONDOMINIUM UNITS FOR THE PROJECT, ON A PER LOT BASIS IS SHOWN ON SHEET 8 OF THIS MAP. THE MAXIMUM NUMBER OF UNITS PER BLOCK SHALL BE IN ACCORDANCE WITH THE DENSITY STANDARDS OF THE DESIGN FOR DEVELOPMENT DOCUMENT DATED MARCH 31, 2008 AND ANY SUBSEQUENT AMENDMENTS THEREOF.
3. LOTS 9 AND 10 ARE NOT FOR DEVELOPMENT PURPOSES. SUBSEQUENT DISCRETIONARY APPROVALS SHALL BE REQUIRED.
4. ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
5. PSDE SHALL BE GRANTED BY SEPERATE DOCUMENT.

EXISTING EASEMENT KEY

- (A) EXISTING 2' WIDE PUBLIC UTILITY EASEMENT PER PM, BOOK W, MAPS, PGS. 36-39
- (B) EXISTING 20' WIDE P.G.&E. EASEMENT PER 3996 OR 80
- (C) EXISTING 20' WIDE P.G.&E. EASEMENT PER J920 OR 187
- (D) EXISTING 10' WIDE P.G.&E. EASEMENT PER C551 OR 102
- (E) EXISTING COMCAST EASEMENT PER INSTRUMENT NO. 2007-I488607, (AFFECTS ALL OF LOT 4, BLOCK 4624)
- (F) EXISTING 30' WIDE P.G.&E. EASEMENT PER 98-G386933-00
- (G) EXISTING SEWER EASEMENT PER 6044 OR 487
- (H) EXISTING SEWER EASEMENT PER 6063 OR 461
- (I) EXISTING 25' SEWER EASEMENT PER 6148 OR 386
- (J) EXISTING SEWER & PUBLIC UTILITIES PER 8596 OR 270
- (K) RESERVATION OF EASEMENT PER REEL K092 IMAGE 0431
- (L) RESERVATION OF EASEMENT PER
- (M) EXISTING P.G.&E. EASEMENT PER REEL K248 IMAGE 811

LEGEND

- SUBDIVISION BOUNDARY
- PROPOSED LOT BOUNDARY
- EXISTING LOT BOUNDARY
- MONUMENT LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- SET STANDARD CITY MONUMENT
- SET 1" OR 1 1/2" IRON PIPES TAGGED PLS 5143
- SET RIVET AND BRASS TAG PLS 5143 AT 4' O/S (TYPICAL)
- FOUND MONUMENT AS NOTED
- EVAE EMERGENCY VEHICLE ACCESS EASEMENT
- PSDE PRIVATE SEWER & DRAINAGE EASEMENT
- SSE SANITARY SEWER EASEMENT
- PAE PUBLIC ACCESS EASEMENT
- PPE PUBLIC PEDESTRIAN EASEMENT
- SDE PUBLIC STORM DRAIN EASEMENT
- M MEASURED
- ROS RECORD OF SURVEY
- O/S OFFSET
- AREA OF STREET VACATION PER K092 OR 431

REFERENCE

R1- BOOK W OF PARCEL MAPS PAGES 36-39
R2- BOOK 1 OF PARCEL MAPS PAGES 32-42
R3- BOOK V OF MAPS PAGES 40-41
R4- NATIONAL ARCHIVES AND RECORDS ADMINISTRATION SERIAL NO. 23212-R "FINAL JUDGEMENT AS TO PARCEL 4, AREA "C"."
R5 - 3989 OR 397
R6- CITY OF SAN FRANCISCO MONUMENT MAP NO. 334

BASIS OF BEARINGS

BEING NORTH 54°28'21" WEST 300.836' ALONG THE NORTH LINE OF FAIRFAX AVENUE AS SHOWN ON THAT CERTAIN MAP ENTITLED "PARCEL MAP OF PORTION OF BLOCK 4720, THE NEW HUNTERS POINT COMMUNITY UNIT 1" FILED FOR RECORD IN BOOK W OF MAPS, AT PAGES 36-39, SAN FRANCISCO CITY AND COUNTY RECORDS & AS SHOWN HEREON

BOUNDARY SHEET

FINAL MAP NO. 5461

A 219 RESIDENTIAL CONDOMINIUM PROJECT WITHIN 5 BUILDABLE LOTS BEING A MERGER AND RESUBDIVISION OF A PORTION OF LOT 27 OF ASSESSOR'S BLOCK 4720 AS SHOWN ON THAT CERTAIN MAP ENTITLED "PARCEL MAP OF PORTION OF BLOCK 4720, THE NEW HUNTERS POINT COMMUNITY UNIT 1", FILED FOR RECORD IN BOOK W OF MAPS, AT PAGES 36-39, SAN FRANCISCO CITY AND COUNTY RECORDS AND A PORTION OF THE REAL PROPERTY DESCRIBED IN BOOK 3989, AT PAGE 397, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO

22.5 ACRES

CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

PREPARED BY

CARLILE • MACY

CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS

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

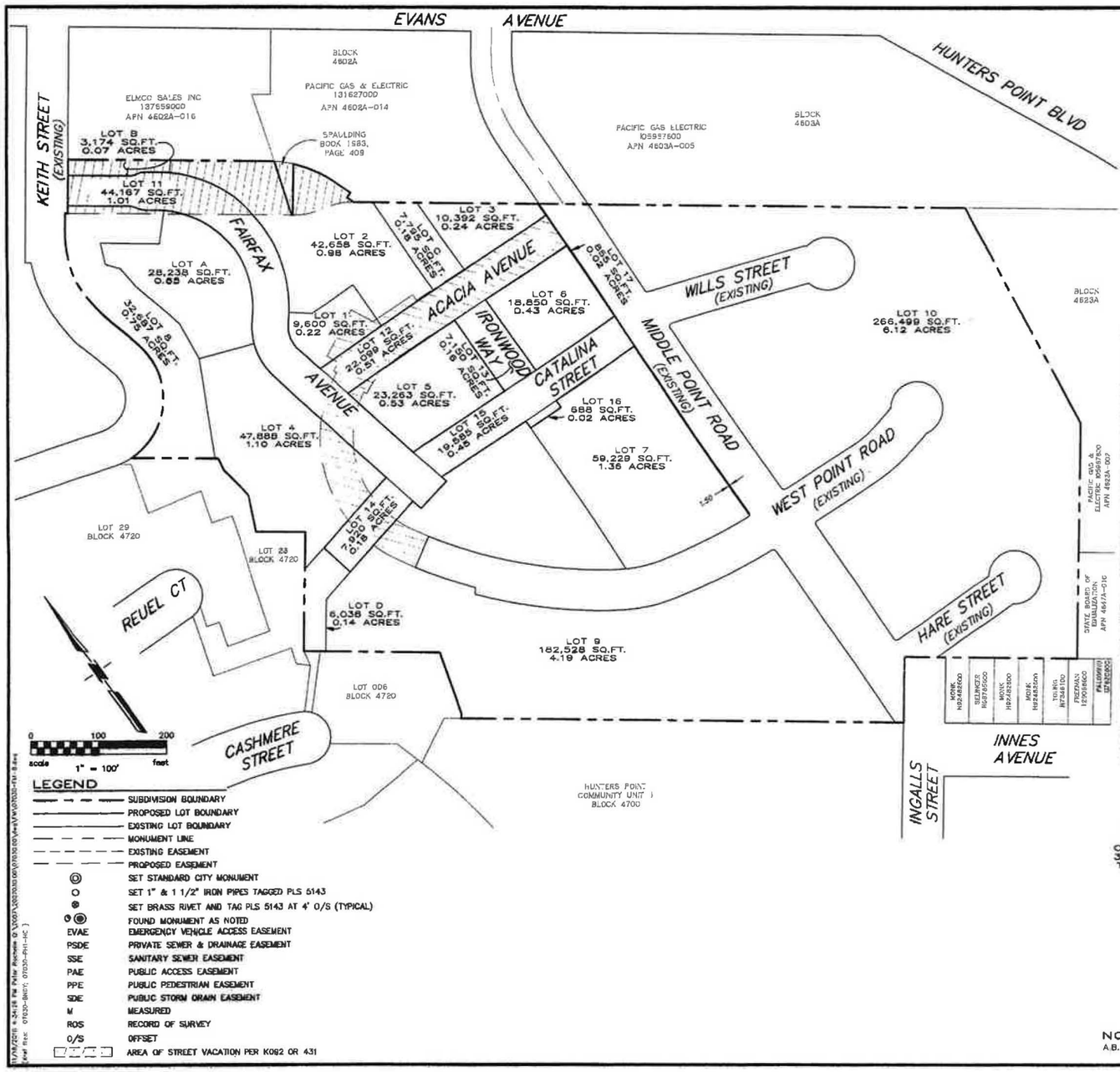
NOVEMBER 2010

SHEET 3 OF 8 SHEETS

A.B. 4624-LOTS 003,004,009 & A.B. 4720-LOT 027

227-229 West Point Rd./ Keith St.

PROJECT NO. 2007030.A1



LOTS			
FINAL MAP LOT NO.	CONDO UNITS	PLANNING BLOCK NO.	ASSESSORS PARCEL NO.
1	12	2B	4624/23
2	100	2A	4624/24
3	29	3	4624/25
4	62	4	4624/26
5	30	5	4624/27
6	25	6	4624/28
7			4624/29
8			4624/30
9			4624/31
10			4624/32
TOTAL	245		

OPEN SPACE			
FINAL MAP LOT NO.			ASSESSORS PARCEL NO.
A		PRIVATE PARK	4624/33
B		PRIVATE LANDSCAPE CORRIDOR	4624/34
C		PRIVATE DRIVEWAY	4624/35
D		PRIVATE WALKWAY	4624/36

STREET LOTS			
FINAL MAP LOT NO.		STREET	ASSESSORS PARCEL NO.
11		FAIRFAX AVENUE	4624/37
12		ACACIA AVENUE	4624/38
13		IRONWOOD WAY	4624/39
14		CATALINA STREET WEST OF FAIRFAX AVENUE	4624/40
15		CATALINA STREET EAST OF FAIRFAX AVENUE	4624/41
16		IRONWOOD WAY SOUTH OF CATALINA	4624/42
17		DEDICATION OF RIGHT OF WAY TO MIDDLE POINT ROAD	4624/43

CONDOMINIUM NOTES:

A) THIS MAP IS THE SURVEY MAP PORTION OF A PLANNED DEVELOPMENT AS DESCRIBED IN CALIFORNIA CIVIL CODE SECTION 1351 (E). THIS PLANNED DEVELOPMENT IS LIMITED TO (354) MAXIMUM NUMBER OF DWELLING UNITS.

B) ALL INGRESS (ES), EGRESS (ES), PATH(S) OF TRAVEL, FIRE/EMERGENCY EXIT(S) AND EXITING COMPONENTS, EXIT PATHWAY(S) AND PASSAGEWAY(S), STAIRWAY(S), CORRIDOR(S), ELEVATOR(S), AND COMMON USE ACCESSIBLE FEATURE(S) AND FACILITIES SUCH AS RESTROOMS THAT THE BUILDING CODE REQUIRES FOR COMMON USE SHALL BE HELD IN COMMON UNDIVIDED INTEREST.

C) UNLESS SPECIFIED OTHERWISE IN THE GOVERNING DOCUMENTS OF THE HUNTERS VIEW COMMUNITY ASSOCIATION, INCLUDING ITS CONDITIONS, COVENANTS, AND RESTRICTIONS, THE HUNTERS VIEW COMMUNITY ASSOCIATION SHALL BE RESPONSIBLE, IN PERPETUITY, FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF:

(I) ALL GENERAL USE COMMON AREA IMPROVEMENTS; AND
(II) ALL FRONTING SIDEWALKS, ALL PERMITTED OR UNPERMITTED PRIVATE ENCROACHMENTS AND PRIVATELY MAINTAINED STREET TREES FRONTING THE PROPERTY, AND ANY OTHER OBLIGATION IMPOSED ON PROPERTY OWNERS FRONTING A PUBLIC RIGHT-OF-WAY PURSUANT TO THE PUBLIC WORKS CODE OR OTHER APPLICABLE MUNICIPAL CODES

D) IN THE EVENT THE AREAS IDENTIFIED IN (C)(II) ARE NOT PROPERLY MAINTAINED, REPAIRED, AND REPLACED ACCORDING TO THE CITY REQUIREMENTS, EACH LOT OWNER SHALL BE RESPONSIBLE TO THE EXTENT OF HIS/HER PROPORTIONATE OBLIGATION TO THE HUNTERS VIEW COMMUNITY ASSOCIATION FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF THOSE AREAS. FAILURE TO UNDERTAKE SUCH MAINTENANCE, REPAIR, AND REPLACEMENT MAY RESULT IN CITY ENFORCEMENT AND ABATEMENT ACTIONS AGAINST THE HUNTERS VIEW COMMUNITY ASSOCIATION AND/OR THE INDIVIDUAL LOT OWNERS, WHICH MAY INCLUDE, BUT NOT BE LIMITED TO IMPOSITION OF A LIEN AGAINST THE LOT OWNER'S PROPERTY.

E) APPROVAL OF THIS MAP SHALL NOT BE DEEMED APPROVAL OF THE DESIGN, LOCATION, SIZE, DENSITY OR USE OF ANY STRUCTURE(S) OR ANCILLARY AREAS OF THE PROPERTY ASSOCIATED WITH STRUCTURES, NEW OR EXISTING, WHICH HAVE NOT BEEN REVIEWED OR APPROVED BY APPROPRIATE CITY AGENCIES NOR SHALL SUCH APPROVAL CONSTITUTE A WAIVER OF THE SUBDIVIDER'S OBLIGATION TO ABATE ANY OUTSTANDING MUNICIPAL CODE VIOLATIONS. ANY STRUCTURES CONSTRUCTED SUBSEQUENT TO APPROVAL OF THIS PARCEL/FINAL MAP SHALL COMPLY WITH ALL RELEVANT MUNICIPAL CODES, INCLUDING BUT NOT LIMITED TO THE PLANNING, HOUSING AND BUILDING CODES, IN EFFECT AT THE TIME OF ANY APPLICATION FOR REQUIRED PERMITS.

F) BAY WINDOWS, FIRE ESCAPES AND OTHER ENCROACHMENTS (IF ANY SHOWN HEREON, THAT EXIST, OR THAT MAY BE CONSTRUCTED) ONTO OR OVER (SPECIFY STREET NAME) ARE PERMITTED THROUGH AND ARE SUBJECT TO THE RESTRICTIONS SET FORTH IN THE BUILDING CODE AND PLANNING CODE OF THE CITY AND COUNTY OF SAN FRANCISCO. THIS MAP DOES NOT CONVEY ANY OWNERSHIP INTEREST IN SUCH ENCROACHMENT AREAS TO THE CONDOMINIUM UNIT OWNER(S).

G) ENCROACHMENT FROM/ONTO ADJOINING PROPERTIES THAT MAY EXIST OR MAY BE CONSTRUCTED IS HEREBY ACKNOWLEDGED AND IT SHALL BE THE RESPONSIBILITY SOLELY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ANY ISSUES THAT MAY ARISE THERE FROM. THIS MAP DOES NOT CONVEY ANY OWNERSHIP INTEREST IN SUCH ENCROACHMENT AREAS TO THE PROPERTY OWNERS.

LEGEND

- SUBDIVISION BOUNDARY
- PROPOSED LOT BOUNDARY
- EXISTING LOT BOUNDARY
- MONUMENT LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- SET STANDARD CITY MONUMENT
- SET 1" & 1 1/2" IRON PIPES TAGGED PLS 5143
- SET BRASS RIVET AND TAG PLS 5143 AT 4' O/S (TYPICAL)
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- PSDE — PRIVATE SEWER & DRAINAGE EASEMENT
- SSE — SANITARY SEWER EASEMENT
- PAE — PUBLIC ACCESS EASEMENT
- PPE — PUBLIC PEDESTRIAN EASEMENT
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FINAL MAP NO. 5461

A 219 RESIDENTIAL CONDOMINIUM PROJECT WITHIN 5 BUILDABLE LOTS BEING A MERGER AND RESUBDIVISION OF A PORTION OF LOT 27 OF ASSESSOR'S BLOCK 4720 AS SHOWN ON THAT CERTAIN MAP ENTITLED "PARCEL MAP OF PORTION OF BLOCK 4720, THE NEW HUNTERS POINT COMMUNITY UNIT 1", FILED FOR RECORD IN BOOK W OF MAPS, AT PAGES 36-39, SAN FRANCISCO CITY AND COUNTY RECORDS AND A PORTION OF THE REAL PROPERTY DESCRIBED IN BOOK 3989, AT PAGE 397, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO

22.5 ACRES

CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

PREPARED BY

CARLLE • MACA

CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS

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

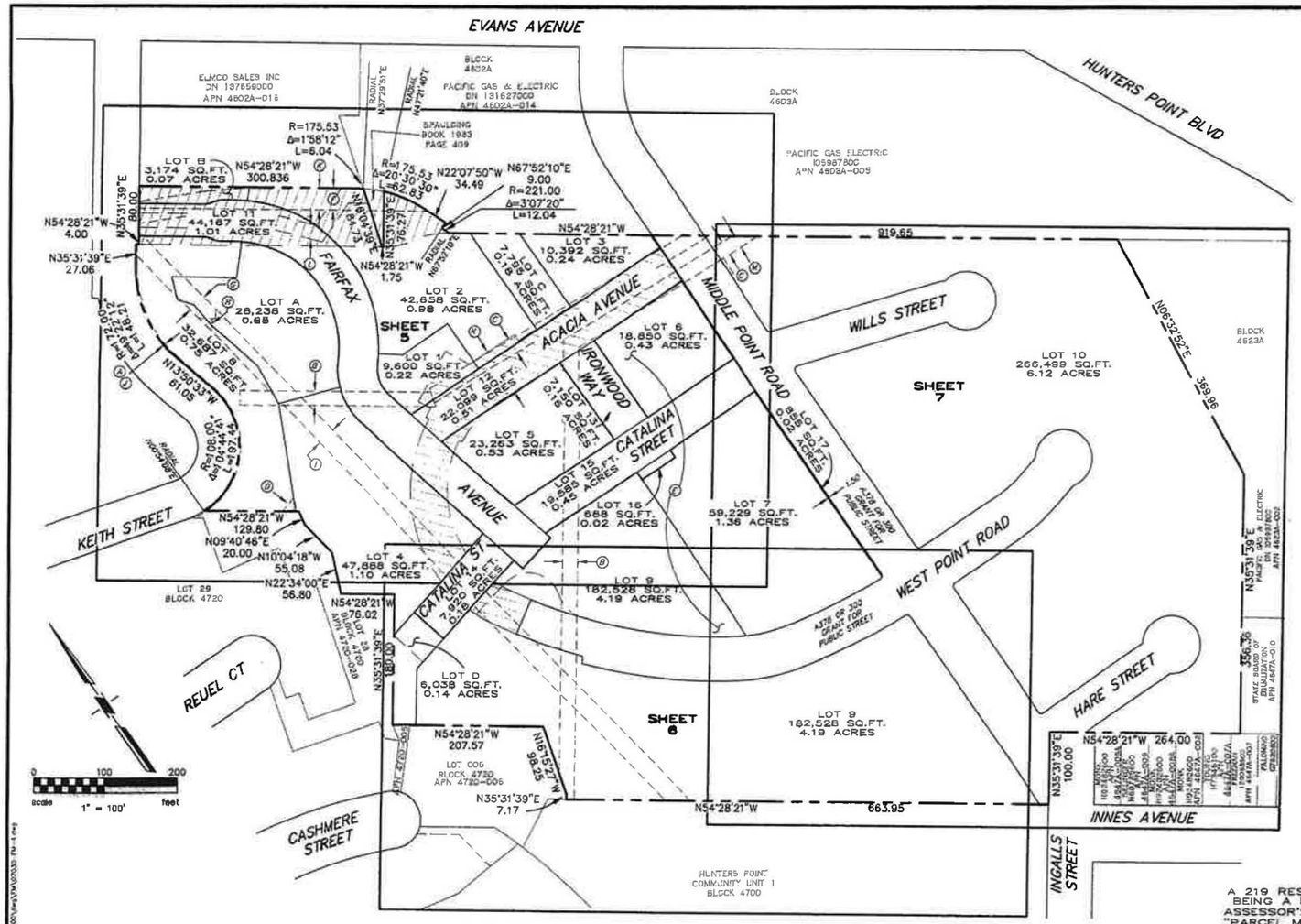
NOVEMBER 2010

SHEET 8 OF 8 SHEETS

A.B. 4624–LOTS 003,004,009 & A.B. 4720–LOT 027

227–228 West Point Rd./ Keith St.

PROJECT NO. 2007.033.A1



LEGEND

- SUBDIVISION BOUNDARY
- PROPOSED LOT BOUNDARY
- EXISTING LOT BOUNDARY
- MONUMENT LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
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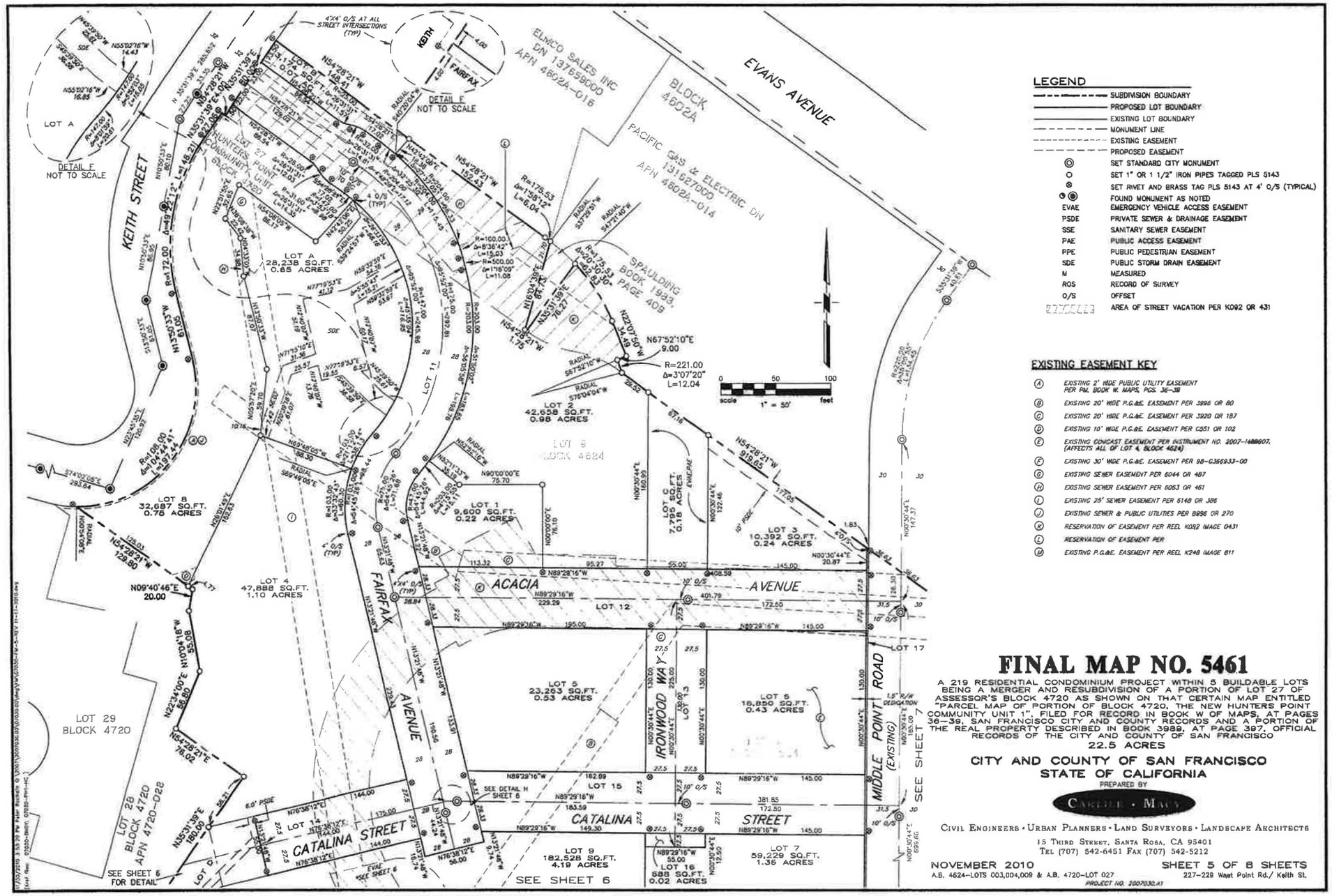
SHEET 4 OF 8 SHEETS

227-229 West Point Rd./ Keith St.

PROJECT NO. 2007030.A1

SHEET INDEX



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227-229 West Point Rd./ Keith St.

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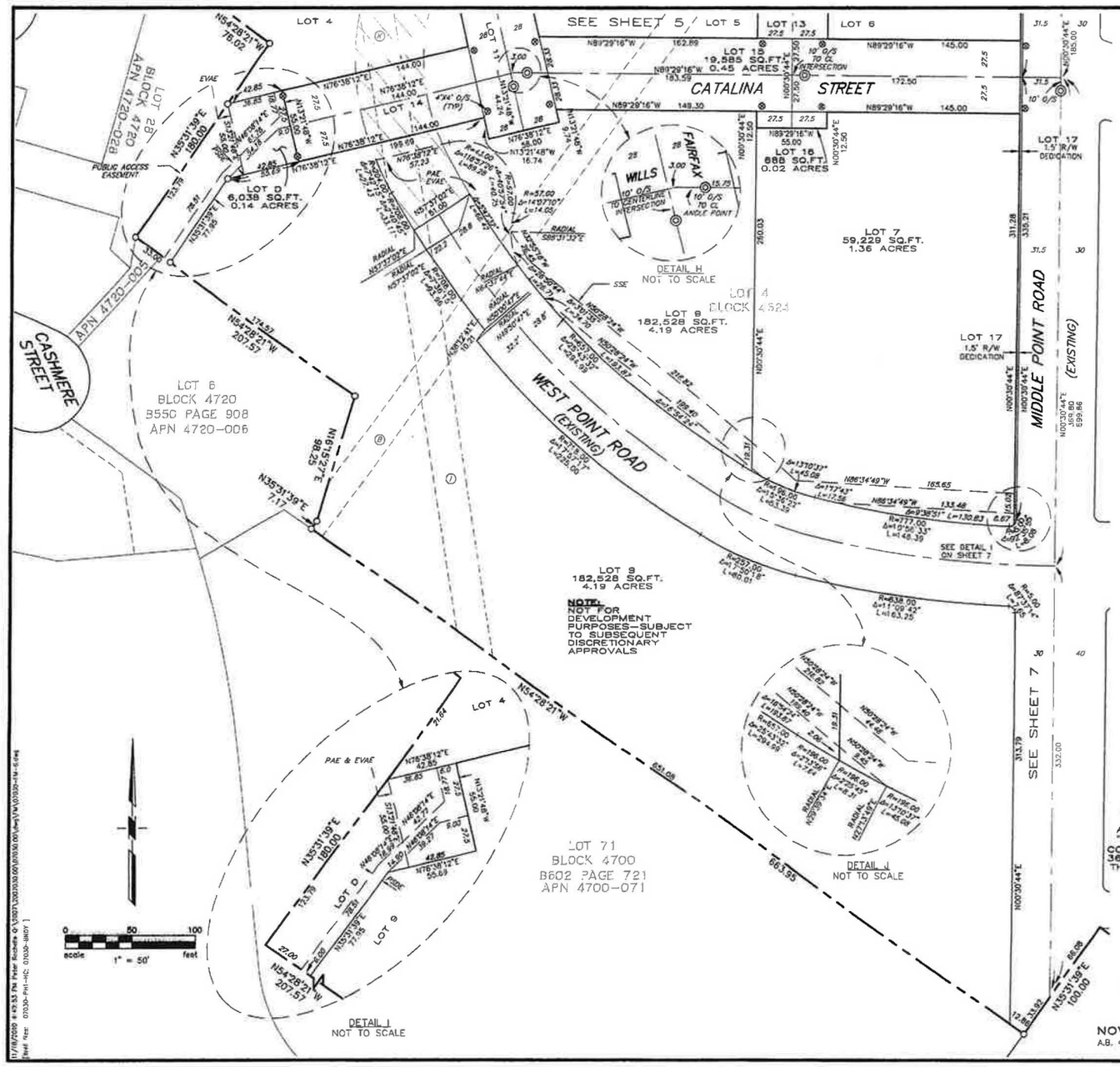

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227–229 West Point Rd./ Keith St.

PROJECT NO. 2007030.A1

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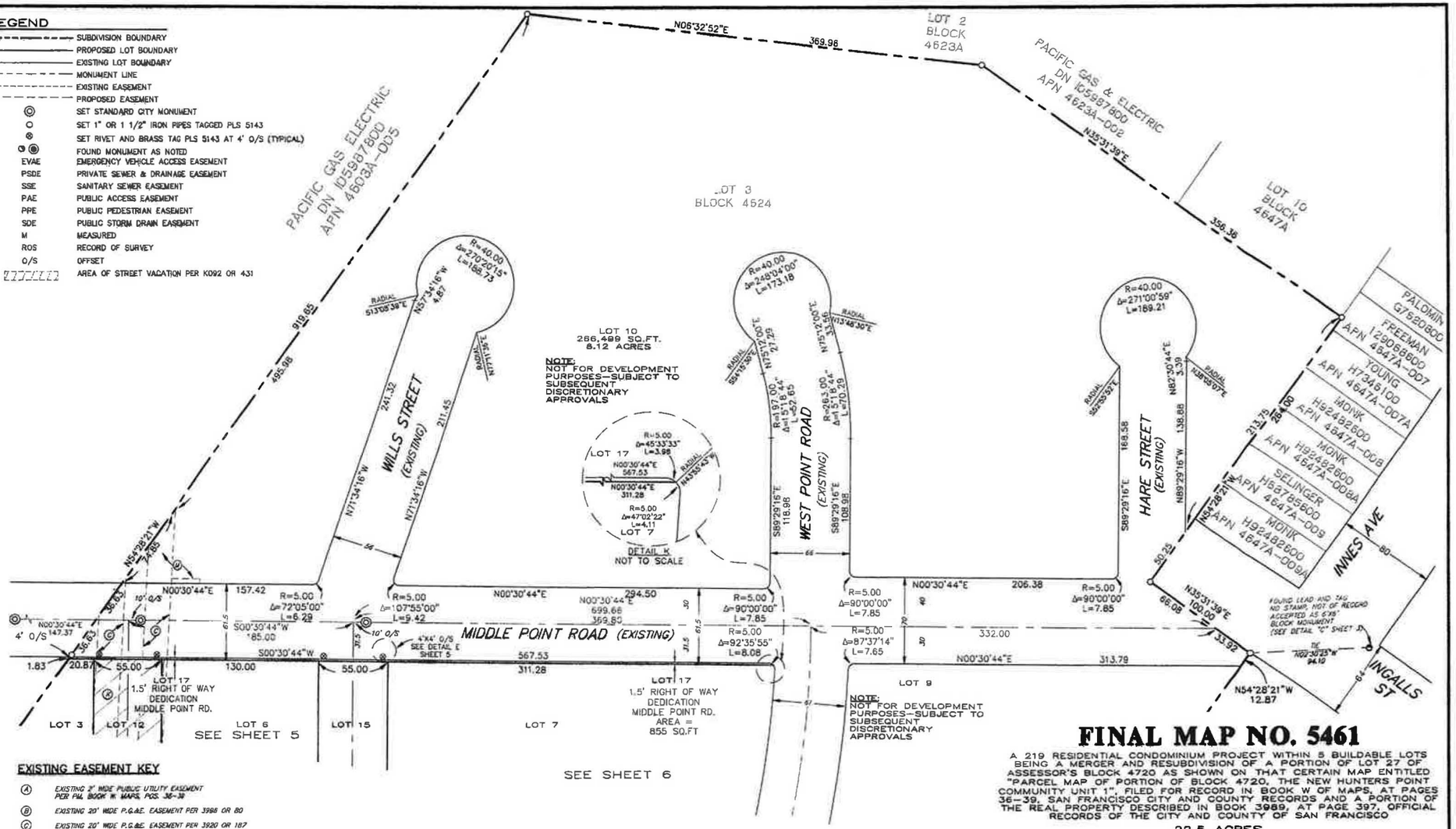

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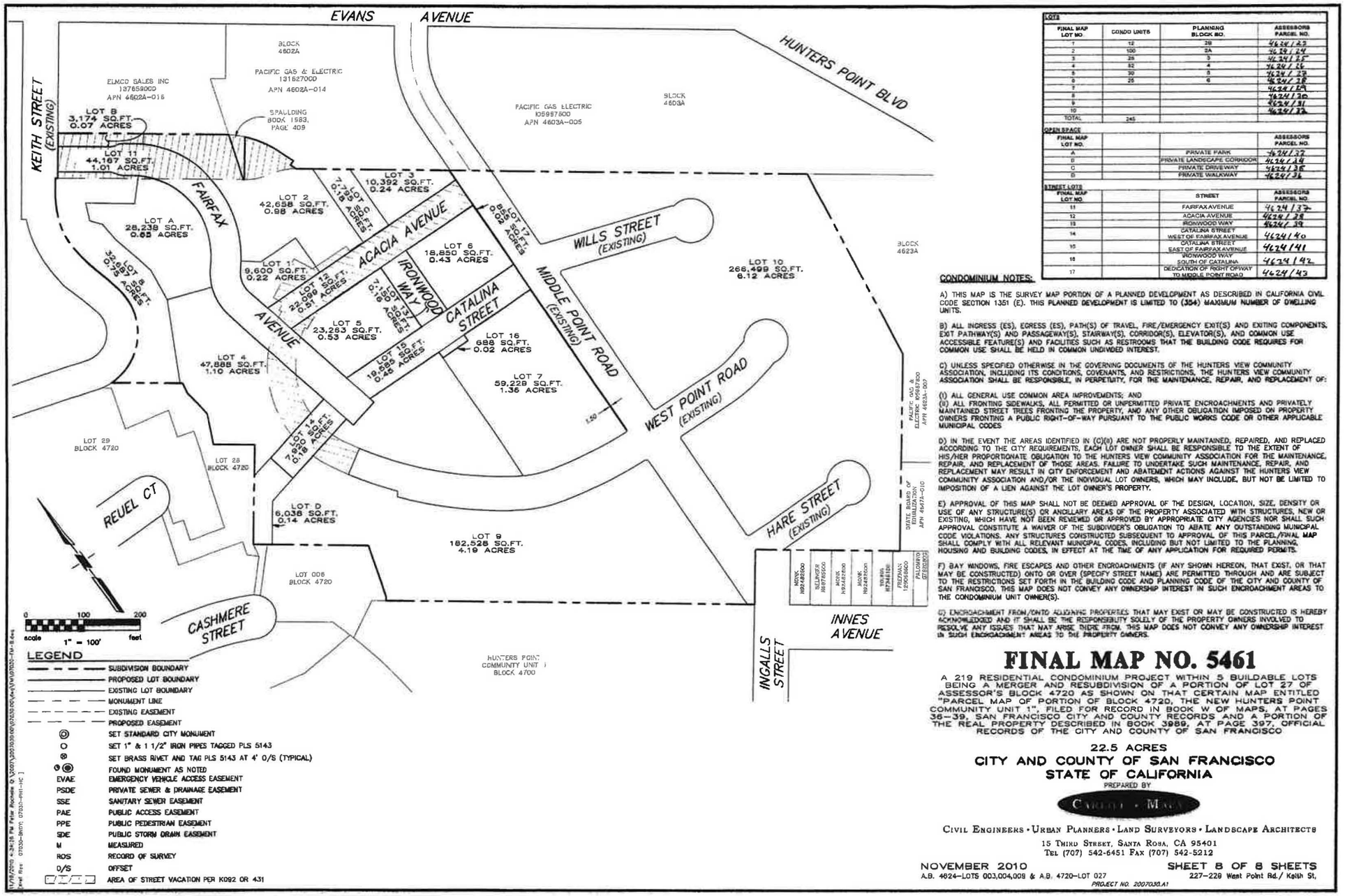

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LOTS

FINAL MAP LOT NO.	CONDO UNITS	PLANNING BLOCK NO.	ASSESSORS PARCEL NO.
1	12	2B	4624/23
2	100	2A	4624/24
3	28	3	4624/25
4	92	4	4624/26
5	30	5	4624/27
6	25	6	4624/28
7			4624/29
8			4624/30
9			4624/31
10			4624/32
TOTAL	245		

OPEN SPACE

FINAL MAP LOT NO.			ASSESSORS PARCEL NO.
A		PRIVATE PARK	4624/33
B		PRIVATE LANDSCAPE CORRIDOR	4624/34
C		PRIVATE DRIVEWAY	4624/35
D		PRIVATE WALKWAY	4624/36

STREET LOTS

FINAL MAP LOT NO.		STREET	ASSESSORS PARCEL NO.
11		FAIRFAX AVENUE	4624/37
12		ACACIA AVENUE	4624/38
13		IRONWOOD WAY	4624/39
14		CATALINA STREET WEST OF FAIRFAX AVENUE	4624/40
15		CATALINA STREET EAST OF FAIRFAX AVENUE	4624/41
16		IRONWOOD WAY SOUTH OF CATALINA	4624/42
17		DEDICATION OF RIGHT OF WAY TO MIDDLE POINT ROAD	4624/43

CONDOMINIUM NOTES:

A) THIS MAP IS THE SURVEY MAP PORTION OF A PLANNED DEVELOPMENT AS DESCRIBED IN CALIFORNIA CIVIL CODE SECTION 1351 (E). THIS PLANNED DEVELOPMENT IS LIMITED TO (354) MAXIMUM NUMBER OF DWELLING UNITS.

B) ALL INGRESS (ES), EGRESS (ES), PATH(S) OF TRAVEL, FIRE/EMERGENCY EXIT(S) AND EXITING COMPONENTS, EXIT PATHWAY(S) AND PASSAGEWAY(S), STAIRWAY(S), CORRIDOR(S), ELEVATOR(S), AND COMMON USE ACCESSIBLE FEATURE(S) AND FACILITIES SUCH AS RESTROOMS THAT THE BUILDING CODE REQUIRES FOR COMMON USE SHALL BE HELD IN COMMON UNDIVIDED INTEREST.

C) UNLESS SPECIFIED OTHERWISE IN THE GOVERNING DOCUMENTS OF THE HUNTERS VIEW COMMUNITY ASSOCIATION, INCLUDING ITS CONDITIONS, COVENANTS, AND RESTRICTIONS, THE HUNTERS VIEW COMMUNITY ASSOCIATION SHALL BE RESPONSIBLE, IN PERPETUITY, FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF:

(I) ALL GENERAL USE COMMON AREA IMPROVEMENTS; AND
(II) ALL FRONTING SIDEWALKS, ALL PERMITTED OR UNPERMITTED PRIVATE ENCROACHMENTS AND PRIVATELY MAINTAINED STREET TREES FRONTING THE PROPERTY, AND ANY OTHER OBLIGATION IMPOSED ON PROPERTY OWNERS FRONTING A PUBLIC RIGHT-OF-WAY PURSUANT TO THE PUBLIC WORKS CODE OR OTHER APPLICABLE MUNICIPAL CODES

D) IN THE EVENT THE AREAS IDENTIFIED IN (C)(II) ARE NOT PROPERLY MAINTAINED, REPAIRED, AND REPLACED ACCORDING TO THE CITY REQUIREMENTS, EACH LOT OWNER SHALL BE RESPONSIBLE TO THE EXTENT OF HIS/HER PROPORTIONATE OBLIGATION TO THE HUNTERS VIEW COMMUNITY ASSOCIATION FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF THOSE AREAS. FAILURE TO UNDERTAKE SUCH MAINTENANCE, REPAIR, AND REPLACEMENT MAY RESULT IN CITY ENFORCEMENT AND ABATEMENT ACTIONS AGAINST THE HUNTERS VIEW COMMUNITY ASSOCIATION AND/OR THE INDIVIDUAL LOT OWNERS, WHICH MAY INCLUDE, BUT NOT BE LIMITED TO IMPOSITION OF A LIEN AGAINST THE LOT OWNER'S PROPERTY.

E) APPROVAL OF THIS MAP SHALL NOT BE DEEMED APPROVAL OF THE DESIGN, LOCATION, SIZE, DENSITY OR USE OF ANY STRUCTURE(S) OR ANCILLARY AREAS OF THE PROPERTY ASSOCIATED WITH STRUCTURES, NEW OR EXISTING, WHICH HAVE NOT BEEN REVIEWED OR APPROVED BY APPROPRIATE CITY AGENCIES NOR SHALL SUCH APPROVAL CONSTITUTE A WAIVER OF THE SUBDIVIDER'S OBLIGATION TO ABATE ANY OUTSTANDING MUNICIPAL CODE VIOLATIONS. ANY STRUCTURES CONSTRUCTED SUBSEQUENT TO APPROVAL OF THIS PARCEL/FINAL MAP SHALL COMPLY WITH ALL RELEVANT MUNICIPAL CODES, INCLUDING BUT NOT LIMITED TO THE PLANNING, HOUSING AND BUILDING CODES, IN EFFECT AT THE TIME OF ANY APPLICATION FOR REQUIRED PERMITS.

F) BAY WINDOWS, FIRE ESCAPES AND OTHER ENCROACHMENTS (IF ANY SHOWN HEREON, THAT EXIST, OR THAT MAY BE CONSTRUCTED) ONTO OR OVER (SPECIFY STREET NAME) ARE PERMITTED THROUGH AND ARE SUBJECT TO THE RESTRICTIONS SET FORTH IN THE BUILDING CODE AND PLANNING CODE OF THE CITY AND COUNTY OF SAN FRANCISCO. THIS MAP DOES NOT CONVEY ANY OWNERSHIP INTEREST IN SUCH ENCROACHMENT AREAS TO THE CONDOMINIUM UNIT OWNER(S).

G) ENCROACHMENT FROM/ONTO ADJOINING PROPERTIES: THAT MAY EXIST OR MAY BE CONSTRUCTED IS HEREBY ACKNOWLEDGED AND IT SHALL BE THE RESPONSIBILITY SOLELY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ANY ISSUES THAT MAY ARISE THERE FROM. THIS MAP DOES NOT CONVEY ANY OWNERSHIP INTEREST IN SUCH ENCROACHMENT AREAS TO THE PROPERTY OWNERS.

FINAL MAP NO. 5461

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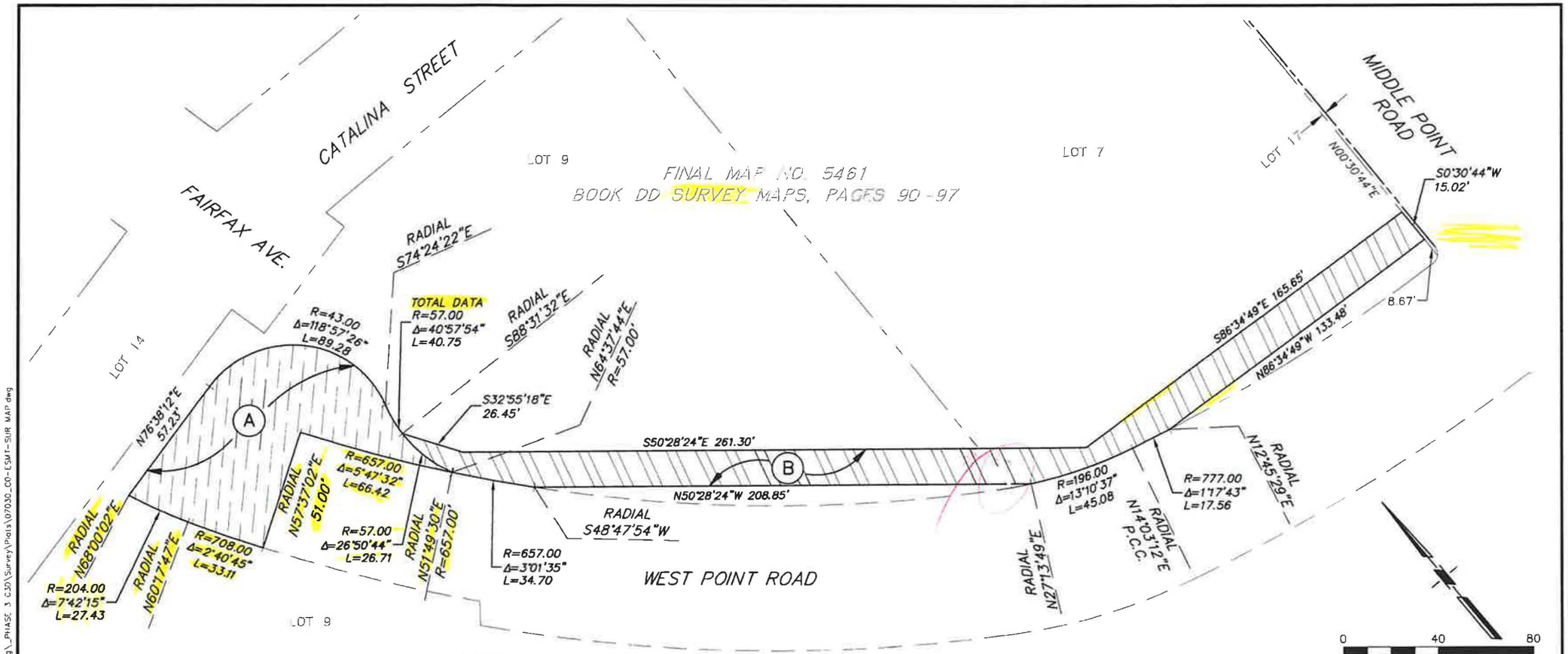
A.B. 4624-LOTS 003,004,009 & A.B. 4720-LOT 027 — 227-228 West Point Rd./ Keith St.

PROJECT NO. 2007030.A1

EXHIBIT B



THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES LEE SMITH, PLS 8185 DATE

LICENSED LAND SURVEYOR JAMES LEE SMITH No. 8185 STATE OF CALIFORNIA

EASEMENTS TO BE VACATED

(A) EXISTING PAE AND EVAE PER FINAL MAP NO. 5461, BOOK DD OF SURVEY MAPS, PAGES 90–97

(B) EXISTING SSE PER FINAL MAP NO. 5461, BOOK DD OF SURVEY MAPS, PAGES 90–97

LEGEND

PROPERTY LINE

PUBLIC ACCESS (PAE) AND EMERGENCY VEHICLE ACCESS (EVAE), EASEMENT VACATION AREA

SANITARY SEWER (SSE) EASEMENT VACATION AREA

PROFESSIONAL LAND SURVEYOR JAMES M. RYAN NO. 8630 STATE OF CALIFORNIA

APPROVED:

JAMES M. RYAN, PLS 8630
ACTING CITY & COUNTY SURVEYOR

DATE

CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS

VACATION OF PUBLIC ACCESS AND EMERGENCY VEHICLE ACCESS EASEMENT AND VACATION OF SANITARY SEWER EASEMENT–HUNTERS VIEW

FILE: SUR 2021–003	SHEET 1 OF 1	SCALE: 1"= 40'	REVISION

5TH ✓ 5/4/21 FINAL

PRochelle Apr 29, 2021 - 5:39pm Q:\2007\2007030.00\07030.00\dwg_PHASE 3 CSD\Survey\Plats\07030_CO-ESMT-SUR MAP.dwg

EXHIBIT 'A'

Vacation of Easement for Sanitary Sewer Easement over a portion of Lot 7 and a portion of Lot 9, Final Map No. 5461

Lying within the City of San Francisco, County of San Francisco, State of California, and being a portion of Lot 7 and a portion of Lot 9 as shown on that Map entitled Final Map No. 5461 filed in Book DD of Survey Maps, Pages 90 through 97, San Francisco City and County Records, and being more particularly described as follows:

BEGINNING at a point distant North 00°30'44" East, 8.67 feet from the southeasterly corner of Lot 7, as shown on said Final Map No. 5461; thence North 86°34'49" West, 133.48 feet to the northerly line of West Point Road as shown on said map; thence northwesterly along said northerly line, on a curve concave northeasterly, with a radius of 777.00 feet, with a radial bearing of South 12°45'29" West, a central angle of 1°17'43", a distance of 17.56 feet; thence northwesterly on a compound curve, concave northeasterly, with a radius of 196.00 feet, a central angle of 13°10'37", a distance of 45.08 feet; thence leaving said northerly line, North 50°28'24" West, 208.85 feet to said northerly line; thence northwesterly along said northerly line, on a curve concave northeasterly, with a radius of 657.00 feet, with a radial bearing of South 48°47'54"West, through a central angle of 3°01'35", a distance of 34.70 feet; thence leaving said northerly line, on a non-tangent curve concave easterly, with a radius of 57.00 feet, with a radial bearing of South 64°37'44" West, through a central angle of 26°50'44", a distance of 26.71 feet; thence South 32°55'18" East, 26.45 feet; thence South 50°28'24" East, 261.30 feet; thence South 86°34'49" East, 165.65 feet to the easterly line of Lot 7; thence along said easterly line, South 00°30'44" West, 15.02 feet to the POINT OF BEGINNING.

See Exhibit 'B' for graphic depiction.

Being a portion of APN 4624-029 and a portion of APN-4624-031

This property description was prepared by me, or under my direction, in conformance with the requirements of the Professional Land Surveyors Act

James Lee Smith
PLS 8185

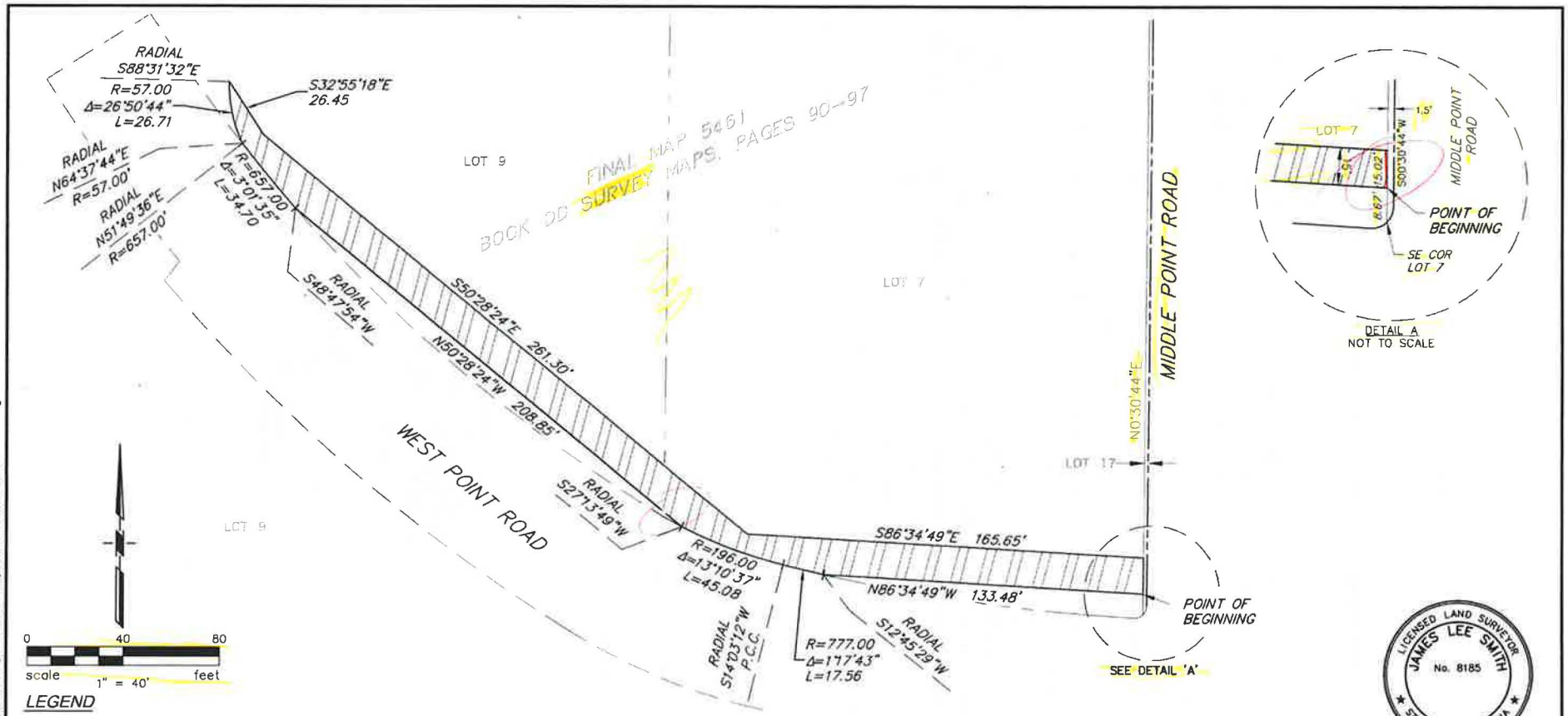
Date

LICENSED LAND SURVEYOR
JAMES LEE SMITH
No. 8185
STATE OF CALIFORNIA

END OF DESCRIPTION

2007030 00/Milestones/Phase 2 Esmt-Vac-SSE--Legal

5TH 5/4/21 FINAL



DETAIL A
NOT TO SCALE

LICENSED LAND SURVEYOR
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No. 8185
STATE OF CALIFORNIA

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES LEE SMITH, PLS 8185 DATE

PROFESSIONAL LAND SURVEYOR
JAMES M. RYAN
NO. 8630
STATE OF CALIFORNIA

APPROVED:

JAMES M. RYAN, PLS 8630
ACTING CITY & COUNTY SURVEYOR

DATE

CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS

EXHIBIT 'B', VACATION OF SANITARY SEWER EASEMENT

FILE: SUR 2021-005	SHEET 1 OF 1	SCALE: 1"= 40'	REVISION

5TH ✓ 5/4/21 FINAL

EXHIBIT 'A'

Vacation of Easement for Public Access and Emergency Vehicle Access over a portion of Lot 9, Final Map No. 5461

Lying within the City of San Francisco, County of San Francisco, State of California, and being a portion of Lot 9 shown on that Map entitled Final Map No. 5461 filed in Book DD of Survey Maps, Pages 90 through 97, San Francisco City and County Records, and being more particularly described as follows:

BEGINNING at a point at the northwesterly end of the southerly right of way line of West Point Road as shown on said Final Map No. 5461; thence northwesterly on a curve, concave northeasterly, with a radius of 708.00 feet, from a radial bearing of North 57°37'02" East, through a central angle of 2°40'45", a distance of 33.11 feet; thence northwesterly on a compound curve, concave northeasterly, with a radius of 204.00 feet, through a central angle of 7°42'15", a distance of 27.43 feet; thence North 76°38'12" East, 57.23 feet; thence southerly on a curve, concave westerly, with a radius of 43.00 feet, through a central angle of 118°57'26", a distance of 89.28 feet; thence southeasterly on a reverse curve, concave northeasterly with a radius of 57.00 feet, through a central angle of 40°57'54", a distance of 40.75 feet to the northerly line of West Point Road as shown on said map; thence northwesterly on a curve, concave northeasterly, with a radius of 657.00 feet, from a radial bearing of North 51°49'30" East, through a central angle of 5°47'32", a distance of 66.42 feet; thence South 57°37'02" West, 51.00 feet to the POINT OF BEGINNING.

See Exhibit 'B' for graphic depiction.

Being a portion of APN 4624-031

This property description was prepared by me, or under my direction, in conformance with the requirements of the Professional Land Surveyors Act

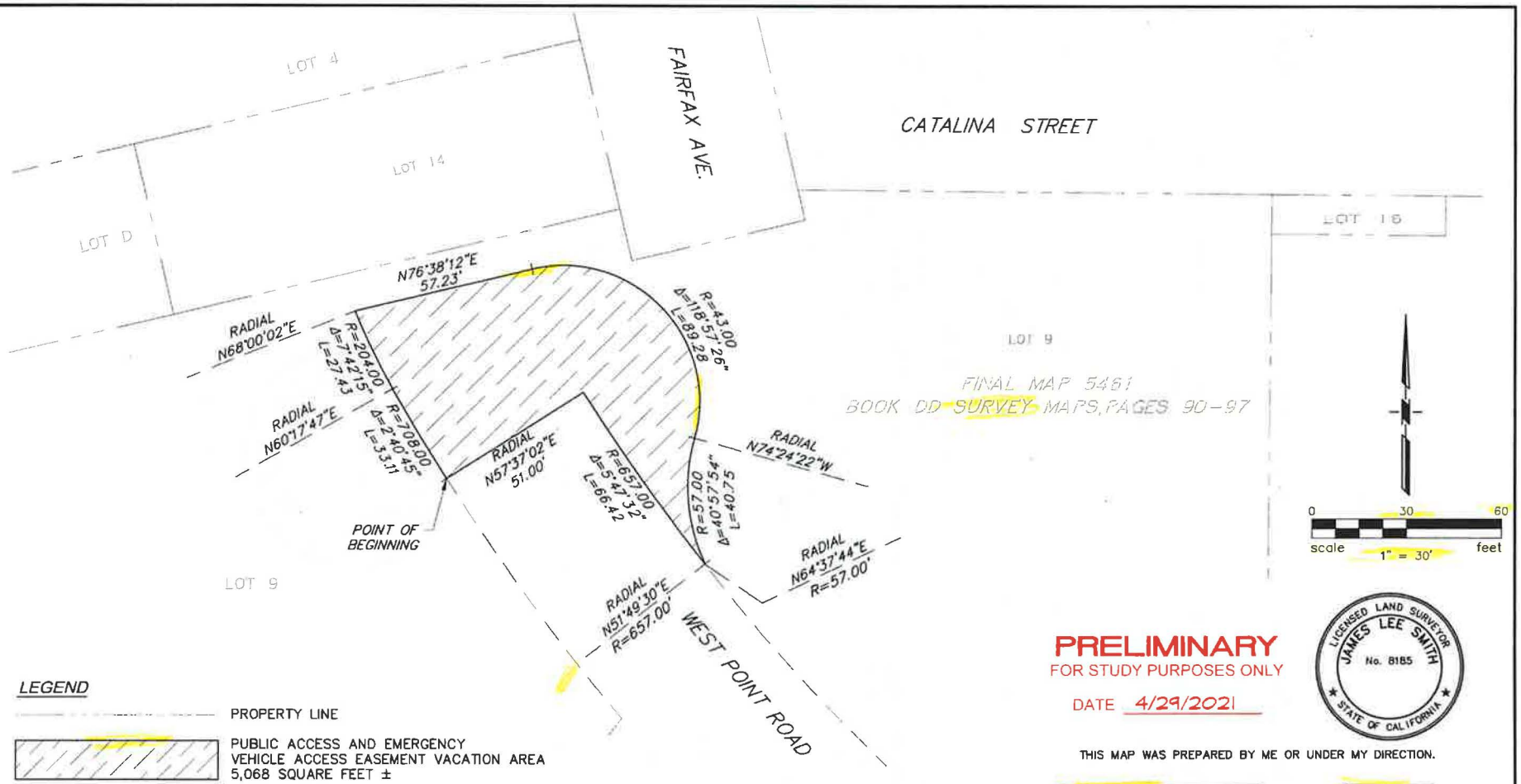
James Lee Smith
PLS 8185

Date

END OF DESCRIPTION

2007030 00/Milestones/Phase 2 Esmt-Vac-PAE-EVAE-Legal

5TH ✓ 5/4/21 FINAL



LEGEND

PROPERTY LINE

PUBLIC ACCESS AND EMERGENCY VEHICLE ACCESS EASEMENT VACATION AREA 5,068 SQUARE FEET ±

PRELIMINARY
FOR STUDY PURPOSES ONLY

DATE 4/29/2021

LICENSED LAND SURVEYOR JAMES LEE SMITH No. 8185 STATE OF CALIFORNIA

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES LEE SMITH, PLS 8185 DATE

PROFESSIONAL LAND SURVEYOR JAMES M. RYAN NO. 8630 STATE OF CALIFORNIA

APPROVED:

JAMES M. RYAN, PLS 8630
ACTING CITY & COUNTY SURVEYOR

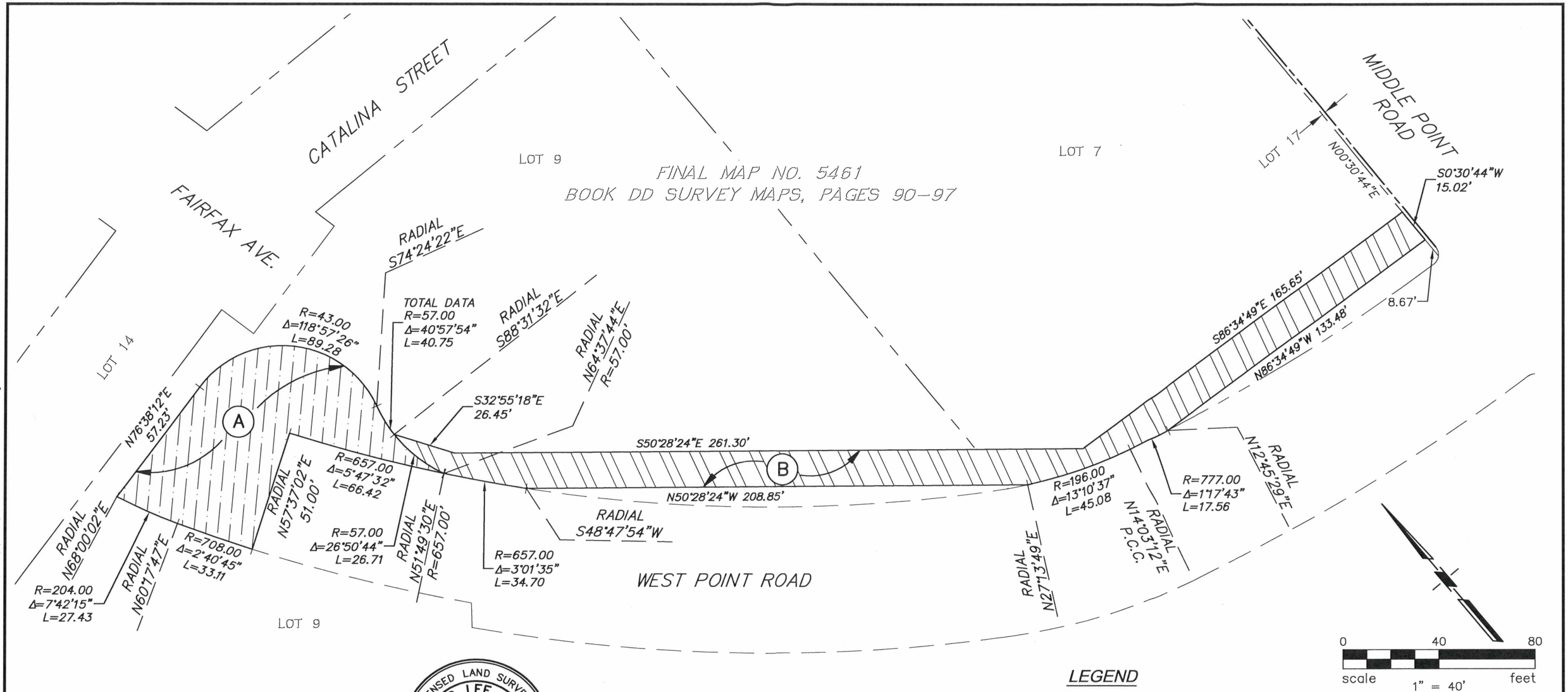
DATE

CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS

EXHIBIT 'B', VACATION OF PUBLIC ACCESS AND EMERGENCY VEHICLE ACCESS EASEMENT

FILE: SUR 2021-004	SHEET 1 OF 1	SCALE: 1"= 30'	REVISION

SUV 5/4/21 FINAL



THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES LEE SMITH, PLS 8185

5-5-2021
DATE

LICENSED LAND SURVEYOR
JAMES LEE SMITH
No. 8185
STATE OF CALIFORNIA

EASEMENTS TO BE VACATED

(A) EXISTING PAE AND EVAE PER FINAL MAP NO. 5461, BOOK DD OF SURVEY MAPS, PAGES 90-97

(B) EXISTING SSE PER FINAL MAP NO. 5461, BOOK DD OF SURVEY MAPS, PAGES 90-97

LEGEND

PROPERTY LINE

PUBLIC ACCESS (PAE) AND EMERGENCY VEHICLE ACCESS (EVAE), EASEMENT VACATION AREA

SANITARY SEWER (SSE) EASEMENT VACATION AREA

PROFESSIONAL LAND SURVEYOR
JAMES M. RYAN
NO. 8630
STATE OF CALIFORNIA

APPROVED:

JAMES M. RYAN, PLS 8630
ACTING CITY & COUNTY SURVEYOR

5-6-2021
DATE

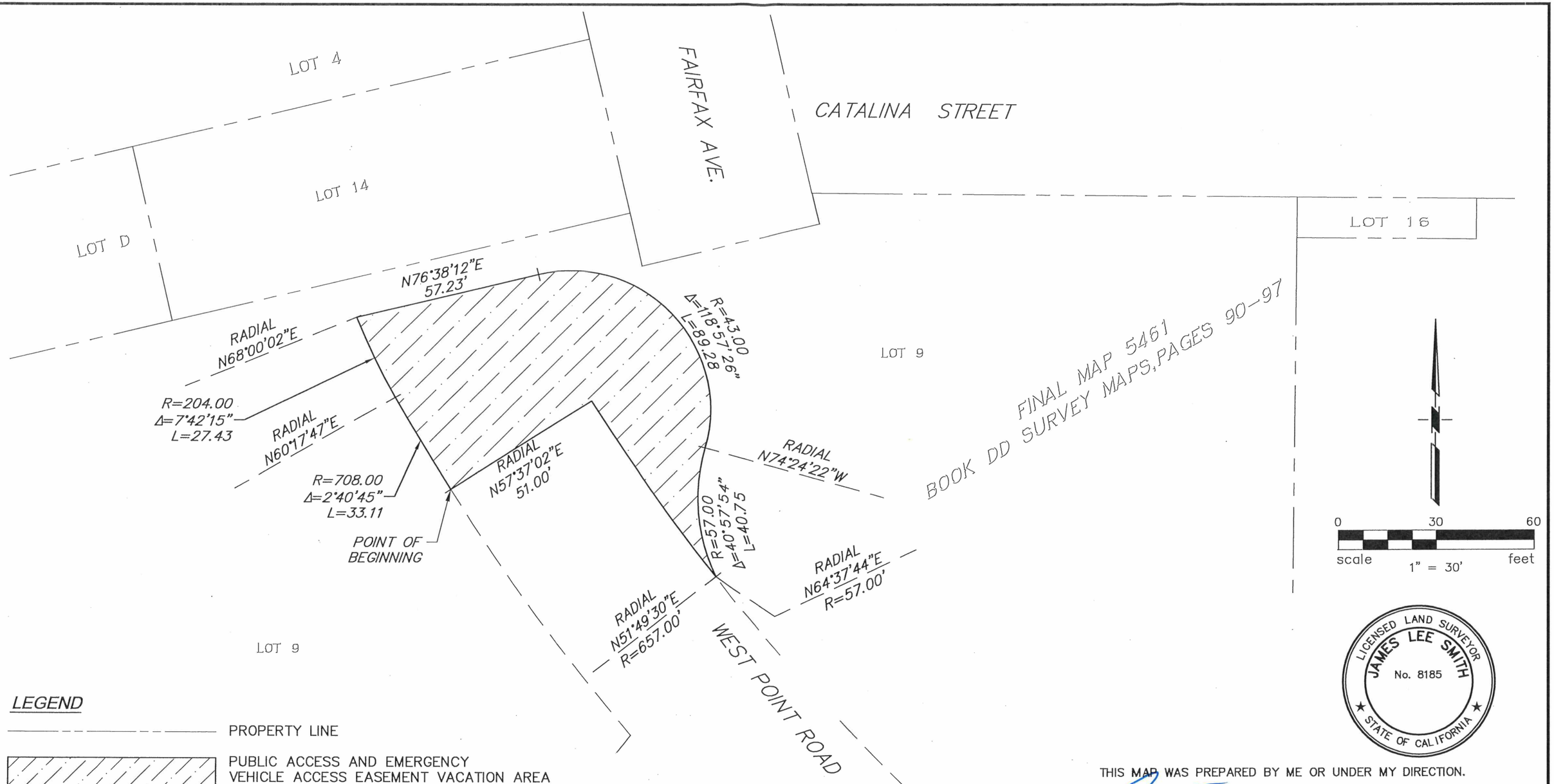
CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO PUBLIC WORKS

VACATION OF PUBLIC ACCESS AND EMERGENCY VEHICLE ACCESS EASEMENT AND VACATION OF SANITARY SEWER EASEMENT–HUNTERS VIEW

FILE: SUR 2021–003	SHEET 1 OF 1	SCALE: 1"= 40'	REVISION

PRochelle May 04, 2021 – 5:05pm Q:\2007\2007030.00\07030.00\dwg_PHASE 3 C3D\Survey\Plats\07030_CO-ESMT-SUR MAP.dwg



LEGEND

PROPERTY LINE

PUBLIC ACCESS AND EMERGENCY VEHICLE ACCESS EASEMENT VACATION AREA 5,068 SQUARE FEET ±

LICENSED LAND SURVEYOR
JAMES LEE SMITH
No. 8185
STATE OF CALIFORNIA

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES LEE SMITH, PLS 8185

5-5-2021
DATE

PROFESSIONAL LAND SURVEYOR
JAMES M. RYAN
NO. 8630
STATE OF CALIFORNIA

APPROVED:

JAMES M. RYAN, PLS 8630
ACTING CITY & COUNTY SURVEYOR

5-6-2021
DATE

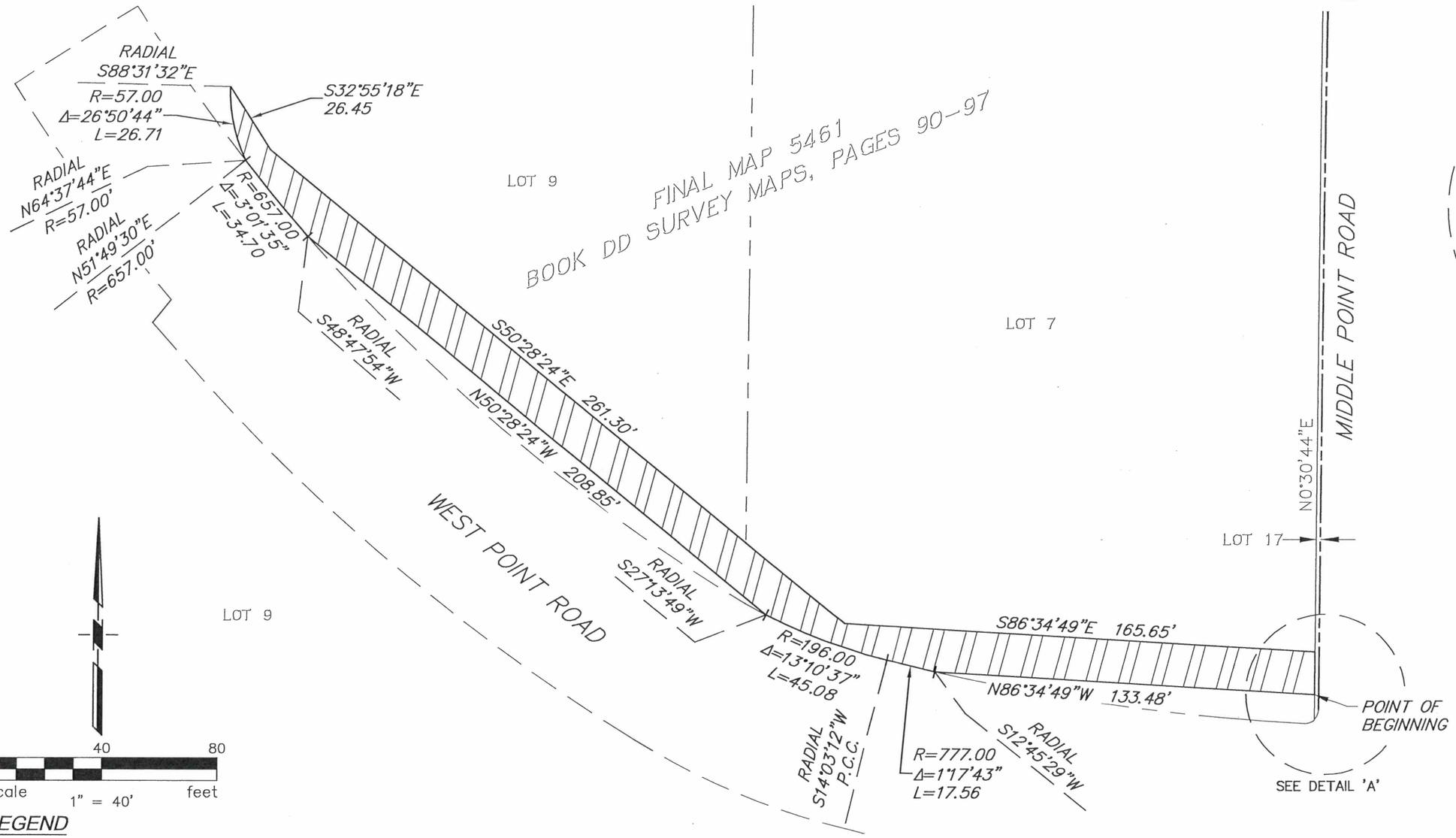
CITY AND COUNTY OF SAN FRANCISCO

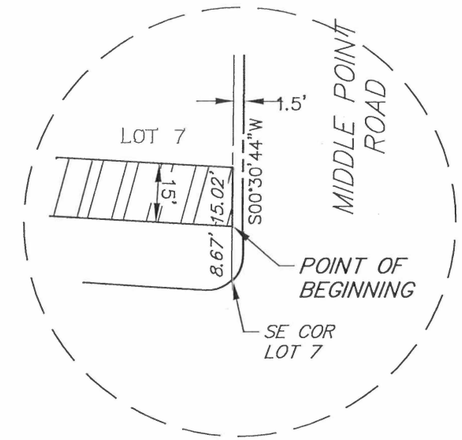
SAN FRANCISCO PUBLIC WORKS

EXHIBIT 'B', VACATION OF PUBLIC ACCESS AND EMERGENCY VEHICLE ACCESS EASEMENT

FILE: SUR 2021-004	SHEET 1 OF 1	SCALE: 1"= 30'	REVISION

PRachelle May 04, 2021 - 3:01pm Q:\2007\2007030.00\07030.00\dwg_PHASE 2\Survey\Plots\07030-PH2-ESMT-VAC-PAE-EVA.dwg





DETAIL A
NOT TO SCALE

LEGEND

PROPERTY LINE

SANITARY SEWER EASEMENT VACATION AREA
6,359 SQUARE FEET ±

LICENSED LAND SURVEYOR
JAMES LEE SMITH
No. 8185
STATE OF CALIFORNIA

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

JAMES LEE SMITH, PLS 8185 — DATE 5-5-2021

PROFESSIONAL LAND SURVEYOR
JAMES M. RYAN
NO. 8630
STATE OF CALIFORNIA

APPROVED:

JAMES M. RYAN, PLS 8630
ACTING CITY & COUNTY SURVEYOR

DATE 5-6-2021

CITY AND COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS

EXHIBIT 'B', VACATION OF SANITARY SEWER EASEMENT

FILE: SUR 2021-005	SHEET 1 OF 1	SCALE: 1"= 40'	REVISION

PRochelle May 04, 2021 - 3:50pm Q:\2007\2007030.00\07030.00\dwg_PHASE 2\Survey\Plats\07030-PH2-ESMT-VAC-SSE.dwg

SAN FRANCISCO FIRE DEPARTMENT

Fire Plan Check Section

698 2nd St.
Division of Fire Prevention & Investigation
San Francisco, California 94103-2414
Ph. (415) 558-3364

November 22, 2019
Attention Director of Public Works

To Whom It May Concern,

Pursuant to SFFD's evaluation of Public Works Order 179008, approving Final Map 5461 and reserving an irrevocable non-exclusive easement for emergency vehicle access ("EVAE") across Lot C and portions of Lot D and Lot 9, and evaluating the currently constructed area underlying this EVAE area as depicted in Final Map 5461 (Document No. 2010J107068), SFFD determines that this EVAE is no longer needed by SFFD. Emergency Vehicles are able to access these areas within the Hunters HOPE SF project by way of the new rights-of-way that have received determination of completion from Public Works.

Please feel free to call with any questions.

Respectfully,

Chief Michael Patt
Assistant Fire Marshal
Bureau of Fire Prevention
SFFD

San Francisco Water Power Sewer
Services of the San Francisco Public Utilities Commission

OFFICE OF THE GENERAL MANAGER
525 Golden Gate Avenue, 13th Floor
San Francisco, CA 94102
T 415.554.3155
F 415.554.3161
TTY 415.554.3488

March 30, 2021

Nicolas Huff
Bureau of Street Use and Mapping, San Francisco Public Works
49 South Van Ness Ave., Suite 300
San Francisco, CA 94103

Dear Mr. Huff,

The City conditionally accepted an easement for sanitary sewer facilities through Final Subdivision Map No. 5461 on December 14, 2010. Subsequently, the project sponsor proposed and obtained permits for alternative sanitary sewer facilities within the public right-of-way, negating the need for the sanitary sewer easement. The San Francisco Public Utilities Commission reviewed and approved the plans for the sewer facilities in the public right-of-way. As the sewer facilities are in operation, the SFPUC confirms that the sanitary sewer easement can be vacated.

Sincerely,

Michael P. Carlin
Acting General Manager

Attachments:
Final map No. 5461
Phase 1 Street Improvement 11IE-0336
Phase 2 Street Improvement Permit 14IE-08

London N. Breed
Mayor

Sophie Maxwell
President

Anson Moran
Vice President

Tim Paulson
Commissioner

Ed Harrington
Commissioner

Newsha Ajami
Commissioner

Michael Carlin
Acting
General Manager

OUR MISSION: To provide our customers with high-quality, efficient and reliable water, power and sewer services in a manner that values environmental and community interests and sustains the resources entrusted to our care.

OWNER'S STATEMENT

WE HEREBY STATE THAT WE ARE THE OWNERS OF AND HAVE THE RIGHT, TITLE AND INTEREST TO THE REAL PROPERTY INCLUDED WITHIN THE SUBDIVISION SHOWN UPON THIS MAP; THAT WE ARE THE ONLY PERSONS HAVING ANY RECORD INTEREST IN THE SUBDIVIDED PROPERTY; AND THAT WE HEREBY CONSENT TO PREPARATION AND RECORDATION OF THIS FINAL MAP AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE.

WE HEREBY OFFER FOR DEDICATION AND SO HEREBY DEDICATE AN IRREVOCABLE EASEMENT TO THE PUBLIC FOR STREET, ROADWAY AND PUBLIC UTILITY PURPOSES, SUBJECT TO CITY CERTIFIED COMPLETION AND ACCEPTANCE OF IMPROVEMENTS, THE FOLLOWING PUBLIC STREETS: FAIRFAX AVENUE, ACACIA AVENUE, CATALINA STREET, IRONWOOD WAY AND MIDDLE POINT ROAD
(ALSO BEING LOTS 11 THROUGH 17).

WE HEREBY OFFER FOR DEDICATION AND SO HEREBY DEDICATE TO THE CITY AND COUNTY OF SAN FRANCISCO AN IRREVOCABLE NON-EXCLUSIVE EASEMENT FOR EMERGENCY VEHICLE ACCESS PURPOSES ON, OVER AND ACROSS LOT C AND PORTIONS OF LOTS 9 AND D AS SHOWN HEREIN AND DESIGNATED EMERGENCY VEHICLE ACCESS EASEMENT (EVAE).

WE ALSO OFFER FOR DEDICATION AND SO HEREBY DEDICATE AN IRREVOCABLE NON-EXCLUSIVE EASEMENT FOR INSTALLATION AND MAINTENANCE OF A COMBINED SEWER PIPE AND APPURTENANCES THERETO ON, OVER AND ACROSS THOSE PORTIONS OF LOT 7 AND LOT 9 AS SHOWN HEREIN AND DESIGNATED SANITARY SEWER EASEMENT (SSE).

WE ALSO OFFER FOR DEDICATION TO THE CITY AND COUNTY OF SAN FRANCISCO AN EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF A STORM DRAIN AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS THAT PORTION OF OPEN SPACE LOT A AS SHOWN HEREIN AND DESIGNATED PUBLIC STORM DRAIN EASEMENT (SDE).

WE ALSO OFFER FOR DEDICATION AND SO HEREBY DEDICATE AN IRREVOCABLE NON-EXCLUSIVE EASEMENT FOR PUBLIC ACCESS ON, OVER AND ACROSS LOTS C, D AND A PORTION OF LOT 9 AS SHOWN HEREIN AND DESIGNATED PUBLIC ACCESS EASEMENT (PAE).

LOTS A THROUGH D ARE HEREBY DESIGNATED AS PRIVATE OPEN SPACE AND SHALL BE GRANTED IN FEE TITLE TO THE HUNTERS VIEW COMMUNITY ASSOCIATION PER SEPARATE DOCUMENT IN ACCORDANCE WITH THE DECLARATION OF RESTRICTIONS.

OWNER: HOUSING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO, A PUBLIC BODY, CORPORATE AND POLITIC

BY: _____ TITLE Executive Director

DATE 11-22-2010

BY: _____ TITLE _____

DATE _____

OWNERS ACKNOWLEDGEMENT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO

ON, November 22, 2010, 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

FLORENCE C. CHENG
COMM. # 1828548
NOTARY PUBLIC - CALIFORNIA
SAN FRANCISCO COUNTY
My Comm. Expires December 23, 2012

NOTARY COMMISSION NO. 1828548.

MY COMMISSION EXPIRES: 12/23/12.

COUNTY OR PRINCIPAL PLACE OF BUSINESS: SF.

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF HUNTERS VIEW ASSOCIATES L.P. IN MARCH 2008. I HEREBY STATE THAT ALL THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR THAT THEY WILL BE SET IN THOSE POSITIONS INDICATED ON OR WITHIN THREE YEARS FROM THE RECORDATION OF THIS FINAL MAP AND THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

BY: _____ DATE: 11/9/2010

BRUCE E. JARVIS
PLS 5143
LICENSE EXPIRES 06/30/11

LICENSED LAND SURVEYOR
BRUCE E. JARVIS
No. 5143
STATE OF CALIFORNIA

CITY AND COUNTY SURVEYORS STATEMENT

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

BRUCE R. STORRS, CITY AND COUNTY SURVEYOR
CITY AND COUNTY OF SAN FRANCISCO

BY: _____.

DATE: 12/2, 2010.

BRUCE R. STORRS LS 6914

MY LICENSE EXPIRES: SEPTEMBER 30, 2011

PROFESSIONAL LAND SURVEYOR
No. 6914
STATE OF CALIFORNIA

BOARD OF SUPERVISORS APPROVAL

ON December 14, 2010, THE BOARD OF SUPERVISOR'S OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA APPROVED AND PASSED MOTION NO. M10-188, A COPY OF WHICH IS ON FILE IN THE OFFICE OF THE BOARD OF SUPERVISOR'S IN FILE NO. 101501.

RECORDER'S STATEMENT

FILED FOR RECORD THIS _____ DAY OF_____, 20__, AT ___ MINUTES PAST ___M. IN BOOK ____ OF SURVEY MAPS, AT PAGES _____, IN THE OFFICE OF THE COUNTY RECORDER, AT THE REQUEST OF CARLILE-MACY.

BY: _____, DATE: _____.

COUNTY RECORDER
CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

CONFORMED COPY of document recorded
12/23/2010,2010J107068
on_____with document no_____
This document has not been compared with the original
SAN FRANCISCO ASSESSOR-RECORDER

FINAL MAP NO. 5461

A 219 RESIDENTIAL CONDOMINIUM PROJECT WITHIN 5 BUILDABLE LOTS BEING A MERGER AND RESUBDIVISION OF A PORTION LOT 27 OF ASSESSOR'S BLOCK 4720 AS SHOWN ON THAT CERTAIN MAP ENTITLED "PARCEL MAP OF PORTION OF BLOCK 4720, THE NEW HUNTERS POINT COMMUNITY UNIT 1", FILED FOR RECORD IN BOOK W OF MAPS, AT PAGES 36-39, SAN FRANCISCO CITY AND COUNTY RECORDS AND A PORTION OF THE REAL PROPERTY DESCRIBED IN BOOK 3989, AT PAGE 397, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO

22.5 ACRES

CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

PREPARED BY
CARLILE • MACY

CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS
15 THIRD STREET, SANTA ROSA, CA 95401
TEL (707) 542-6451 FAX (707) 542-5212

NOVEMBER 2010 — SHEET 1 OF 8 SHEETS

A.B. 4624-LOTS 003,004,009 & A.B. 4720-LOT 027 — 227-229 West Point Rd./ Keith St,

PROJECT NO. 2007030.A1

OLD REPUBLIC TITLE COMPANY , ORDER NO.'S 0227009820 & 0227009819

11/18/2010 4:42:57 PM Peter Rochelle Q:\2007\2007030.00\07030.00\dwg\FM\07030-FM-1.dwg
[Xref files:]

TAX STATEMENT

I, ANGELA CALVILLO, CLERK OF THE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DO HEREBY STATE THAT THE SUBDIVIDER HAS FILED A STATEMENT FROM THE CONTROLLER OF THE CITY AND COUNTY OF SAN FRANCISCO, SHOWING THAT ACCORDING TO THE RECORDS OF HIS OFFICE THERE ARE NO LIENS AGAINST THIS SUBDIVISION OR ANY PART THEREOF FOR UNPAID STATE, COUNTY, MUNICIPAL OR LOCAL TAXES, OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, EXCEPT AS TAXES OR SPECIAL ASSESSMENTS NOT YET PAYBLE WHICH ARE ESTIMATED TO BE -0-.

DATED 14th DAY OF December, 20 10.

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

CLERK'S STATEMENT

I, ANGELA CALVILLO, CLERK OF THE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, HEREBY STATE THAT SAID BOARD OF SUPERVISORS BY ITS MOTION NO. M10-198 ADOPTED December 14, 20 10 APPROVED THIS MAP ENTITLED, "FINAL MAP NO. 5461", AND ACCEPTED ON BEHALF OF THE PUBLIC THE OFFERS OF DEDICATION, SUBJECT TO CITY CERTIFIED COMPLETION AND ACCEPTANCE OF IMPROVEMENTS, EASEMENTS AND STREETS IDENTIFIED IN OWNER'S STATEMENT.

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

BY: _____ DATE: DEC 14, 2010

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

APPROVALS

THIS MAP IS APPROVED THIS 3rd DAY OF DECEMBER, 2010 BY ORDER NO. 179,009.

BY: _____ DATE: 12-03-2010

EDWARD D. REISKIN
DIRECTOR OF PUBLIC WORKS AND ADVISORY AGENCY
CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

APPROVED AS TO A FORM

DENNIS J. HERRERA, CITY ATTORNEY

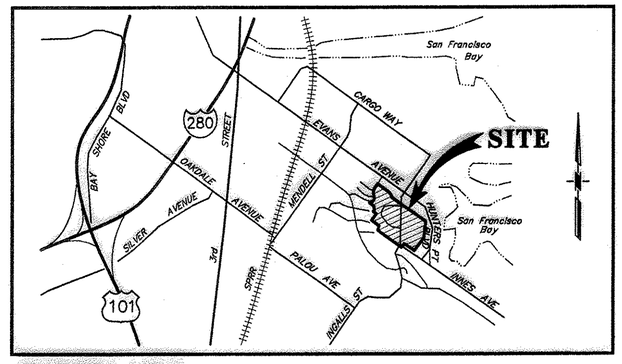
BY: _____
DEPUTY CITY ATTORNEY
CITY AND COUNTY OF SAN FRANCISCO

CERTIFICATE OF PUBLIC IMPROVEMENT AGREEMENT

THIS CERTIFICATE EVIDENCES THAT A PUBLIC IMPROVEMENT AGREEMENT HAS BEEN EXECUTED ON THE 14th DAY OF December BY AND BETWEEN THE HUNTERS POINT AFFORDABLE HOUSING INC., A CALIFORNIA NONPROFIT PUBLIC BENEFIT CORPORATION AND THE CITY AND COUNTY OF SAN FRANCISCO

BY: _____ DATE: 12-03-2010

EDWARD D. REISKIN
DIRECTOR OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO



VICINITY MAP

NTS

FINAL MAP NO. 5461

A 219 RESIDENTIAL CONDOMINIUM PROJECT WITHIN 5 BUILDABLE LOTS BEING A MERGER AND RESUBDIVISION OF A PORTION OF LOT 27 OF ASSESSOR'S BLOCK 4720 AS SHOWN ON THAT CERTAIN MAP ENTITLED "PARCEL MAP OF PORTION OF BLOCK 4720, THE NEW HUNTERS POINT COMMUNITY UNIT 1", FILED FOR RECORD IN BOOK W OF MAPS, AT PAGES 36-39, SAN FRANCISCO CITY AND COUNTY RECORDS AND A PORTION OF THE REAL PROPERTY DESCRIBED IN BOOK 3989, AT PAGE 397, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO

22.5 ACRES

CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

PREPARED BY

CARLILE • MACY

CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS

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

NOVEMBER 2010

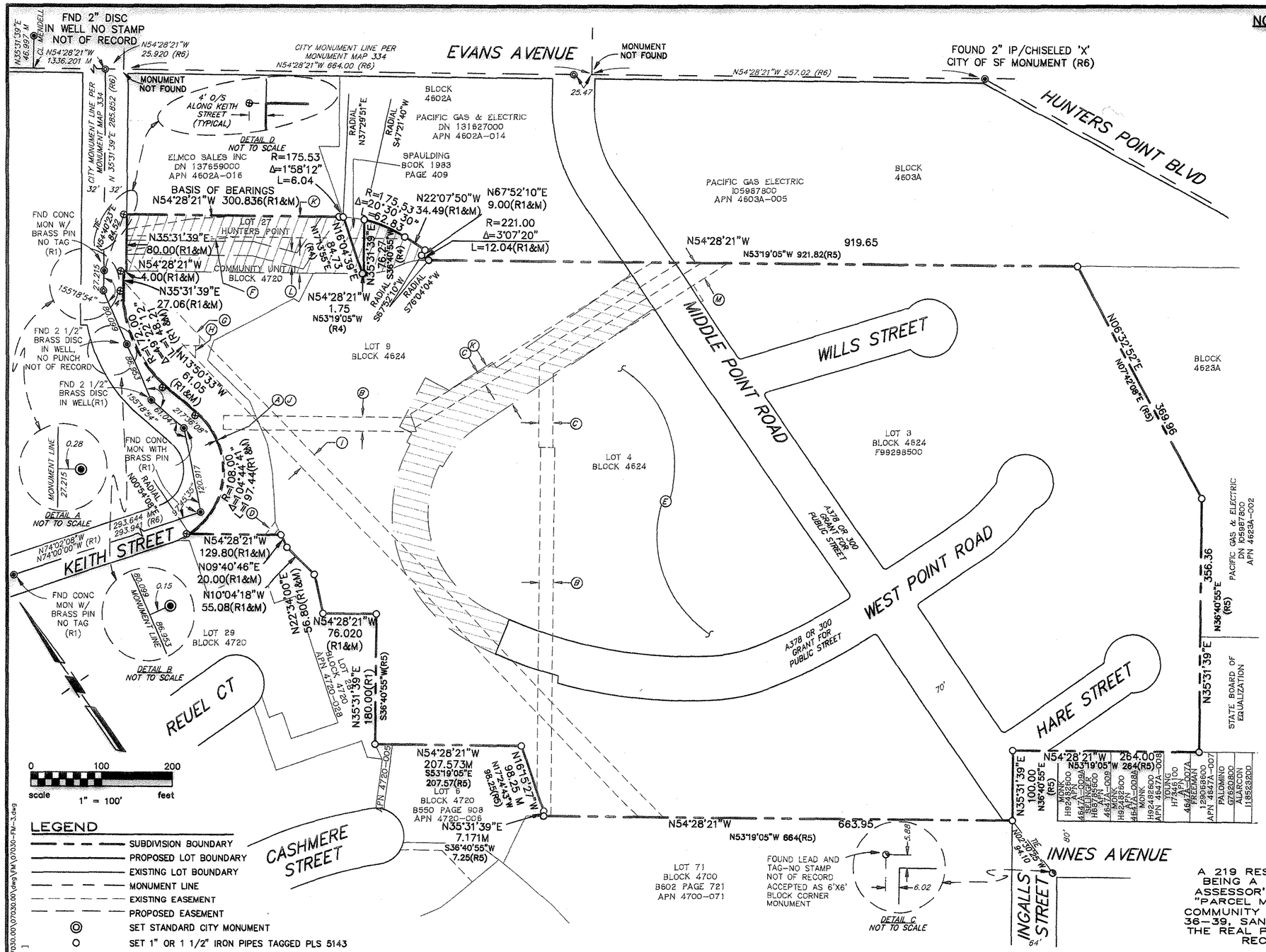
A.B. 4624-LOTS 003,004,009 & A.B. 4720-LOT 027

227-229 West Point Rd./ Keith St,

PROJECT NO. 2007030.A1

OLD REPUBLIC TITLE COMPANY, ORDER NO.'S 00227009819 & 00227009820

11/18/2010 4:42:14 PM Peter Rochelle Q:\2007\2007030.00\07030.00\dwg\FM\07030-FM-2.dwg
[Xref files:]



NOTES

1. THE HUNTERS VIEW PHASE 1 PROJECT IS SUBJECT TO NUMEROUS APPROVED DOCUMENTS AS NOTED BELOW AND COMPLIANCE THEREWITH:
   a. RESTRICTIONS AND RIGHTS DEFINED IN THE DESIGN FOR DEVELOPMENT DOCUMENT DATED MARCH 31, 2008 AND ANY SUBSEQUENT AMENDMENTS THEREOF.
   b. ~~THE MASTER DECLARATION OF COVENANTS, CONDITIONS~~ AND RESTRICTIONS AND ~~RESERVATION OF EASEMENTS OF HUNTERS VIEW PHASE~~ 1 RECORDED CONCURRENTLY ~~HEREWITH IN THE OFFICIAL RECORDS OF THE CITY AND~~ COUNTY OF SAN FRANCISCO ~~("THE MASTER DECLARATION OF RESTRICTIONS").~~
   c. MCENERNEY JUDGEMENT RECORDED ON MAY 14, 2010 AS DOCUMENT NO. 2010 I966862, OFFICIAL RECORDS THE CITY AND COUNTY OF SAN FRANCISCO.
   d. "DECLARATION OF TRUST" RECORDED NOVEMBER 1, 1955 AS INSTRUMENT NO. 28806, BOOK 6727, PAGE 27, OF OFFICIAL RECORDS
   e. "DECLARATION OF TRUST (GRANT PROJECTS), RECORDED JANUARY 24, 1989 AS INSTRUMENT NO. E312299, REEL E791, IMAGE 1595, OF OFFICIAL RECORDS
   f. "DECLARATION OF TRUST (PUBLIC HOUSING MODERNIZATION GRANT PROJECTS) RECORDED MARCH 19, 2007 AS INSTRUMENT NO. 2007-I354630, BOOK J350, PAGE 237, OF OFFICIAL RECORDS
   g. MASTER PLAN OF THE HUNTERS POINT APPROVED REDEVELOPMENTPROJECT AREA AS SET FORTH IN THE "THE REDEVELOPMENT PLAN" RECORDED MARCH 12, 1969, SERIES R48312-AMMENDED AND RECORDED JULY 17, 1995 AS DOCUMENT NO. B16261, BOOK G424, PAGE 153 OF OFFICIAL RECORDS
   h. MATTERS CONTAINED IN THE REDEVELOPMENT PLAN FOR THE BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT RECORDED JUNE 23, 2006 AS INSTRUMENT NO 2006-I19945, REEL J68, IMAGE 0795, OFFICIAL RECORDS
   i. MATTERS CONTAINED IN THE DECLARATION OF RESTRICTIONS BAYVIEW HUNTERS POINT REDEVELOPMENT PROJECT ARE RECORDED JUNE 23, 2006 AS INSTRUMENT NO 2006-I199500, REEL J168, IMAGE 0800, OFFICIAL RECORDS
2. THE RESTRICTION OF THE MAXIMUM AMOUNT OF CONDOMINIUM UNITS FOR THE PROJECT, ON A PER LOT BASIS IS SHOWN ON SHEET 8 OF THIS MAP. THE MAXIMUM NUMBER OF UNITS PER BLOCK SHALL BE IN ACCORDANCE WITH THE DENSITY STANDARDS OF THE DESIGN FOR DEVELOPMENT DOCUMENT DATED MARCH 31, 2008 AND ANY SUBSEQUENT AMENDMENTS THEREOF.
3. LOTS 9 AND 10 ARE NOT FOR DEVELOPMENT PURPOSES. SUBSEQUENT DISCRETIONARY APPROVALS SHALL BE REQUIRED.
4. ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
5. PSDE SHALL BE GRANTED BY SEPERATE DOCUMENT.

EXISTING EASEMENT KEY

- (A) *EXISTING 2' WIDE PUBLIC UTILITY EASEMENT PER P.M, BOOK W. MAPS, PGS. 36-39*
- (B) *EXISTING 20' WIDE P.G.&E. EASEMENT PER 3996 OR 80*
- (C) *EXISTING 20' WIDE P.G.&E. EASEMENT PER 3920 OR 187*
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- (G) *EXISTING SEWER EASEMENT PER 6044 OR 487*
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REFERENCE

R1- BOOK W OF PARCEL MAPS PAGES 36-39
R2- BOOK 1 OF PARCEL MAPS PAGES 32-42
R3- BOOK V OF MAPS PAGES 40-41
R4- NATIONAL ARCHIVES AND RECORDS ADMINISTRATION SERIAL NO. 23212-R "FINAL JUDGEMENT AS TO PARCEL 4, AREA "C"."
R5 - 3989 OR 397
R6- CITY OF SAN FRANCISCO MONUMENT MAP NO. 334

BASIS OF BEARINGS

BEING NORTH 54°28'21" WEST 300.836' ALONG THE NORTH LINE OF FAIRFAX AVENUE AS SHOWN ON THAT CERTAIN MAP ENTITLED "PARCEL MAP OF PORTION OF BLOCK 4720, THE NEW HUNTERS POINT COMMUNITY UNIT 1" FILED FOR RECORD IN BOOK W OF MAPS, AT PAGES 36-39, SAN FRANCISCO CITY AND COUNTY RECORDS & AS SHOWN HEREON

BOUNDARY SHEET

FINAL MAP NO. 5461

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22.5 ACRES

CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

PREPARED BY

CARLILE • MACY

CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS

15 THIRD STREET, SANTA ROSA, CA 95401
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NOVEMBER 2010

A.B. 4624-LOTS 003,004,009 & A.B. 4720-LOT 027

227-229 West Point Rd./ Keith St,

PROJECT NO. 2007030.A1

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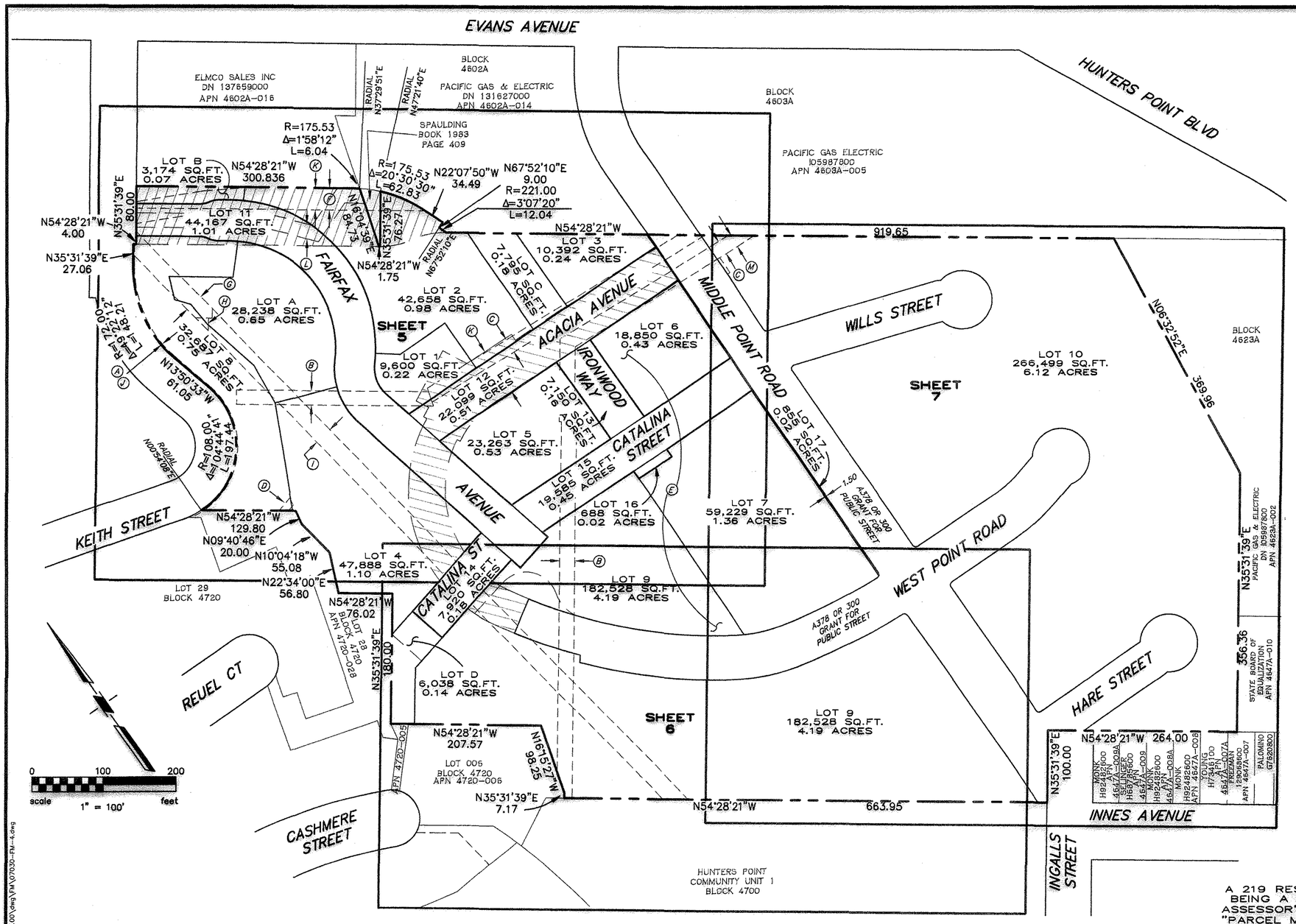
[xref files: 07030-BND1; 07030-PH1-HC; 07030-TP]



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SHEET INDEX

NOVEMBER 2010
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SHEET 4 OF 8 SHEETS
227-229 West Point Rd./ Keith St.
PROJECT NO. 2007030.A1

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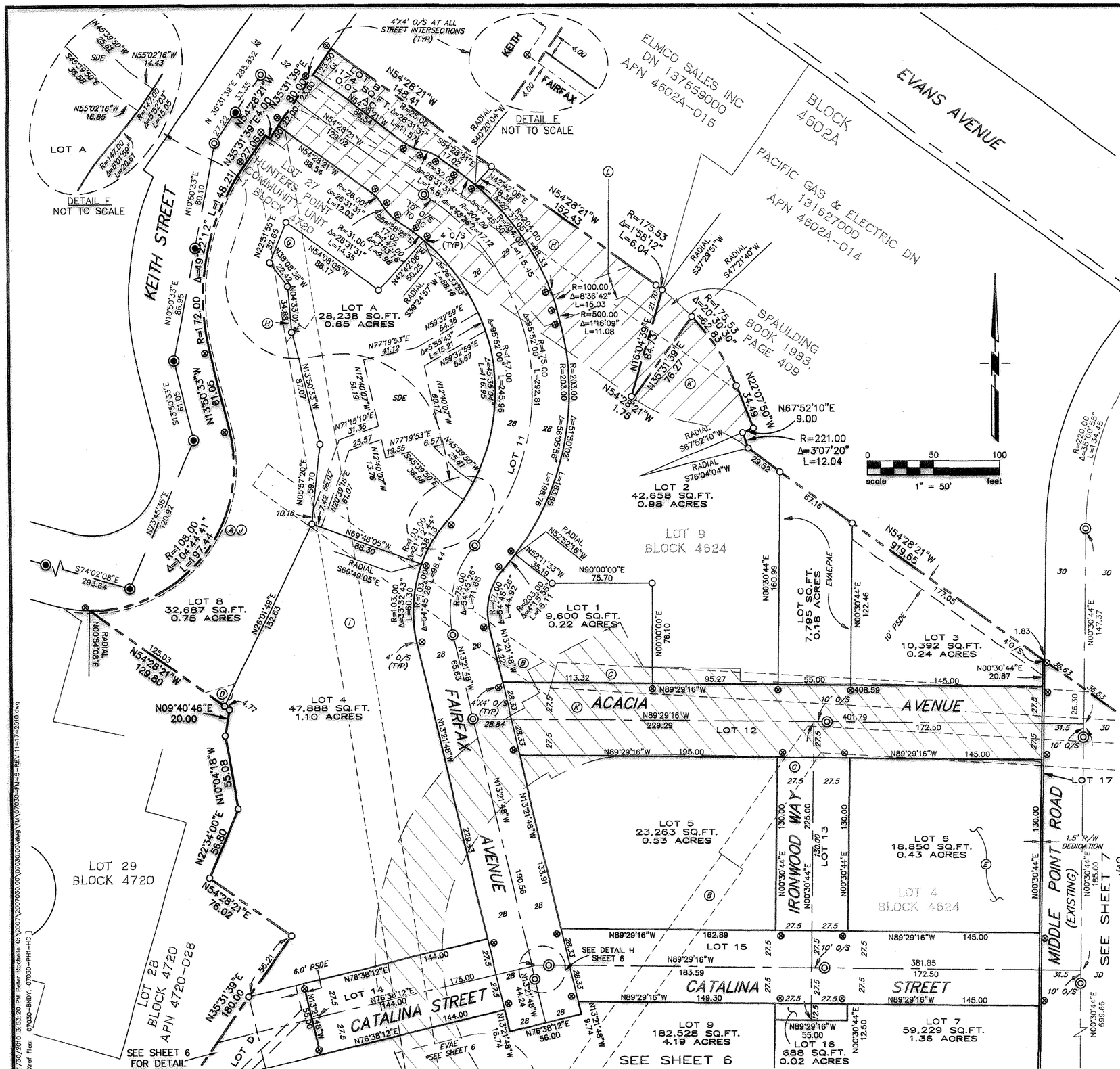

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SHEET 5 OF 8 SHEETS

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227-229 West Point Rd./ Keith St.

PROJECT NO. 2007030.A1

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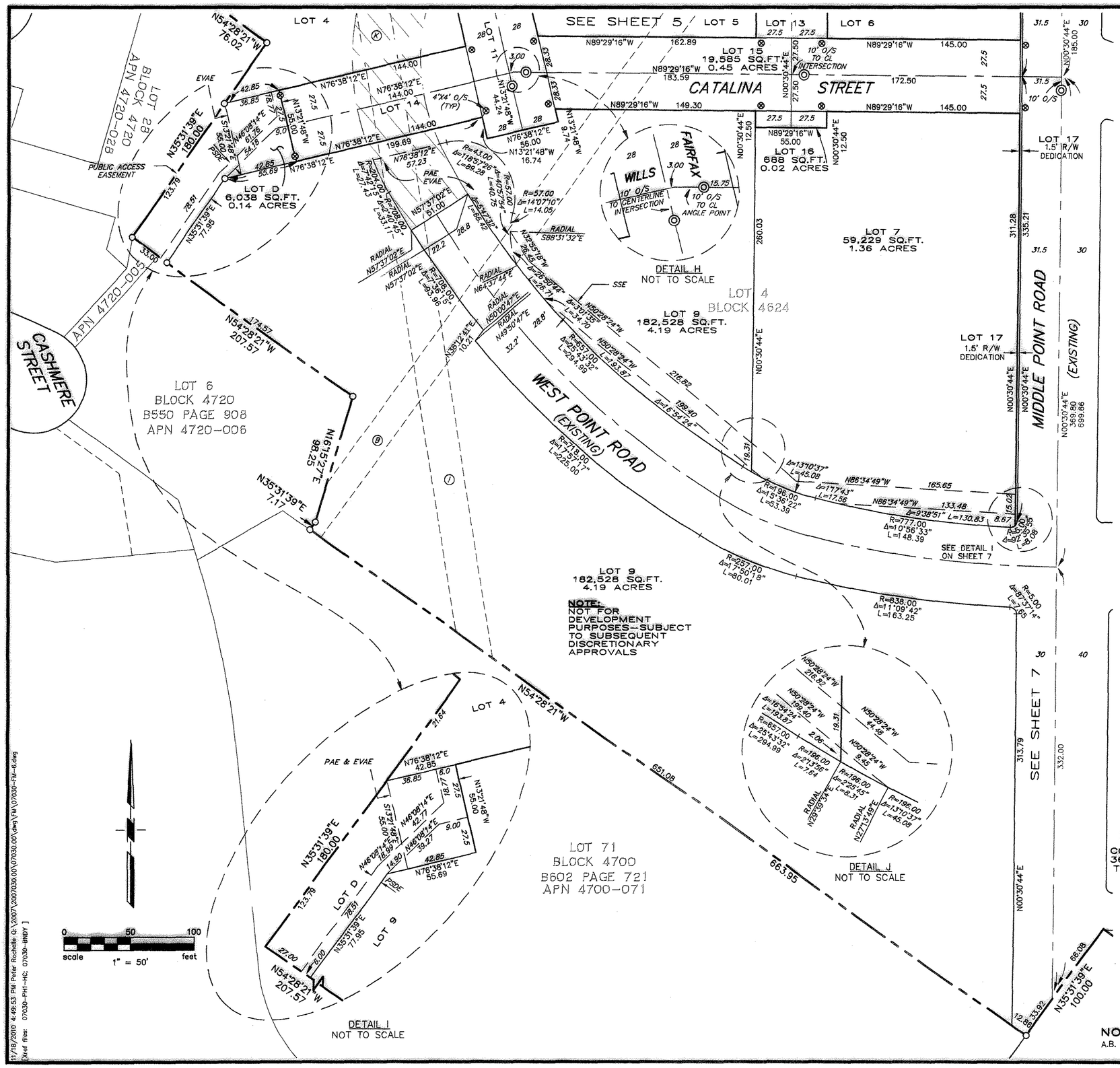

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SHEET 6 OF 8 SHEETS
227–229 West Point Rd./ Keith St,

PROJECT NO. 2007030.A1

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[Xref files: 07030-PH1-HC; 07030-BNDY]

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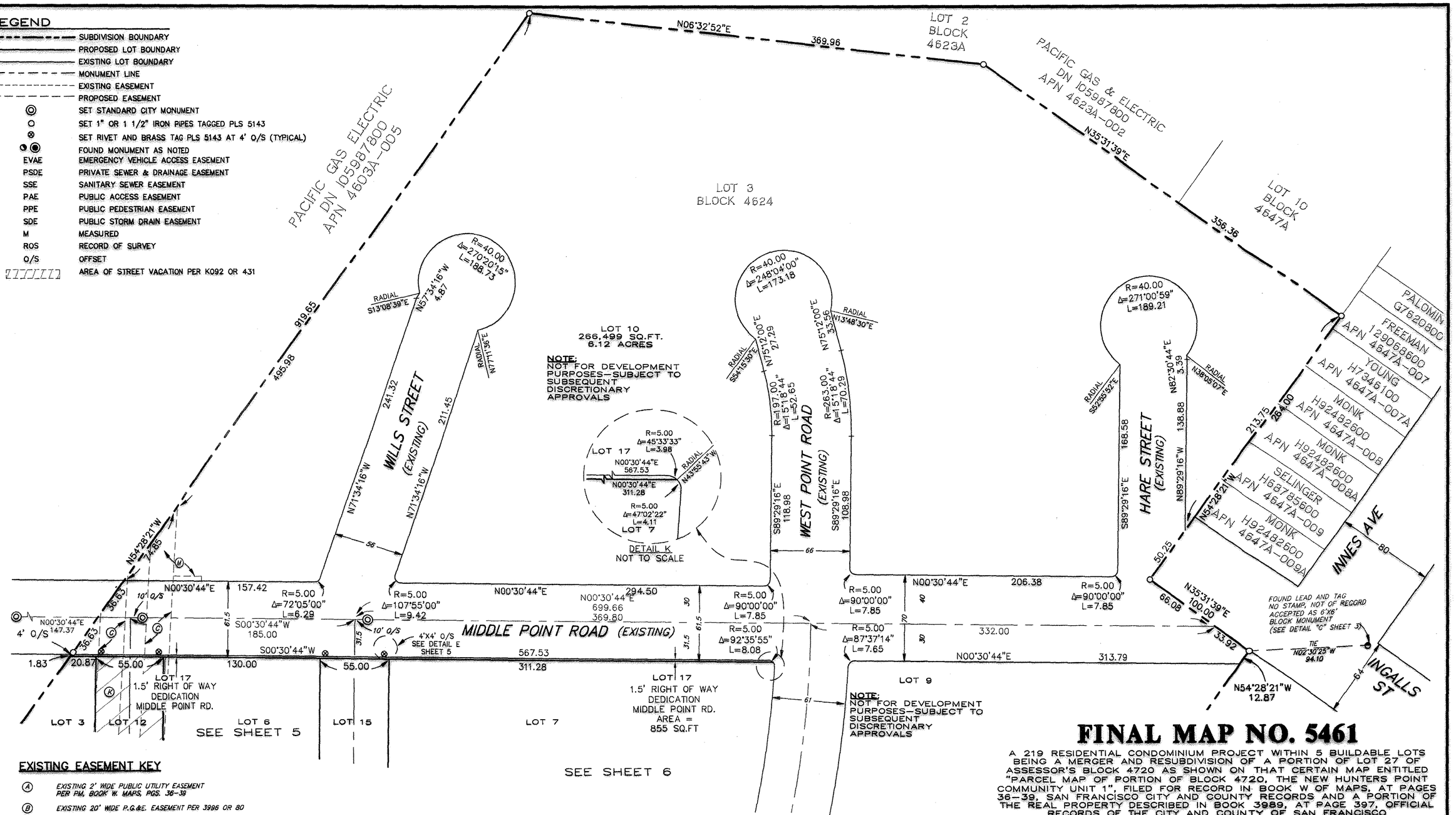

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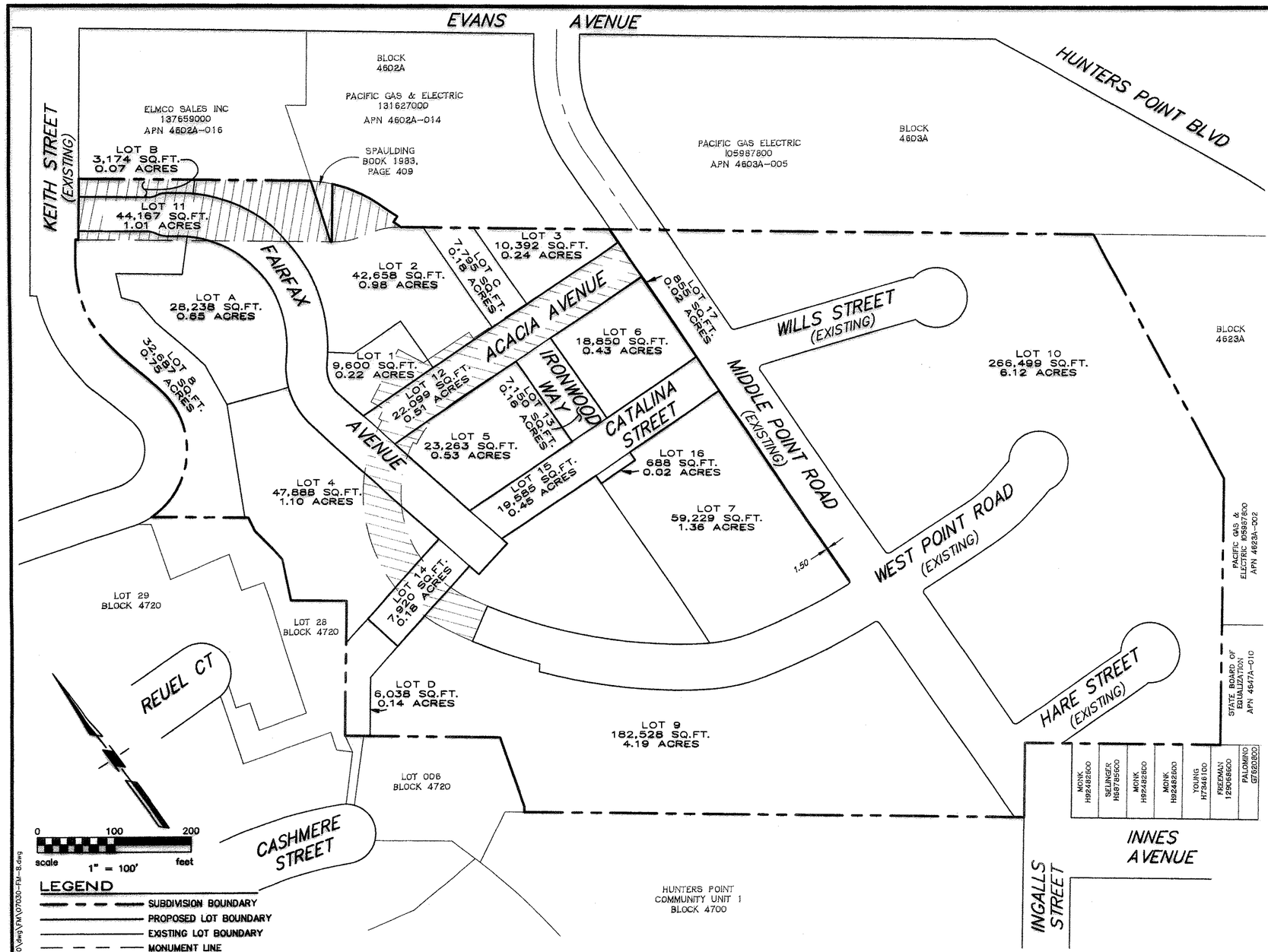

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LOTS

FINAL MAP LOT NO.	CONDO UNITS	PLANNING BLOCK NO.	ASSESSORS PARCEL NO.
1	12	2B	4624/23
2	100	2A	4624/24
3	26	3	4624/25
4	52	4	4624/26
5	30	5	4624/27
6	25	6	4624/28
7			4624/29
8			4624/30
9			4624/31
10			4624/32
TOTAL	245		

OPEN SPACE

FINAL MAP LOT NO.			ASSESSORS PARCEL NO.
A		PRIVATE PARK	4624/33
B		PRIVATE LANDSCAPE CORRIDOR	4624/34
C		PRIVATE DRIVEWAY	4624/35
D		PRIVATE WALKWAY	4624/36

STREET LOTS

FINAL MAP LOT NO.		STREET	ASSESSORS PARCEL NO.
11		FAIRFAX AVENUE	4624/37
12		ACACIA AVENUE	4624/38
13		IRONWOOD WAY	4624/39
14		CATALINA STREET WEST OF FAIRFAX AVENUE	4624/40
15		CATALINA STREET EAST OF FAIRFAX AVENUE	4624/41
16		IRONWOOD WAY SOUTH OF CATALINA	4624/42
17		DEDICATION OF RIGHT OFWAY TO MIDDLE POINT ROAD	4624/43

CONDOMINIUM NOTES:

A) THIS MAP IS THE SURVEY MAP PORTION OF A PLANNED DEVELOPMENT AS DESCRIBED IN CALIFORNIA CIVIL CODE SECTION 1351 (E). THIS PLANNED DEVELOPMENT IS LIMITED TO (354) MAXIMUM NUMBER OF DWELLING UNITS.

B) ALL INGRESS (ES), EGRESS (ES), PATH(S) OF TRAVEL, FIRE/EMERGENCY EXIT(S) AND EXITING COMPONENTS, EXIT PATHWAY(S) AND PASSAGEWAY(S), STAIRWAY(S), CORRIDOR(S), ELEVATOR(S), AND COMMON USE ACCESSIBLE FEATURE(S) AND FACILITIES SUCH AS RESTROOMS THAT THE BUILDING CODE REQUIRES FOR COMMON USE SHALL BE HELD IN COMMON UNDIVIDED INTEREST.

C) UNLESS SPECIFIED OTHERWISE IN THE GOVERNING DOCUMENTS OF THE HUNTERS VIEW COMMUNITY ASSOCIATION, INCLUDING ITS CONDITIONS, COVENANTS, AND RESTRICTIONS, THE HUNTERS VIEW COMMUNITY ASSOCIATION SHALL BE RESPONSIBLE, IN PERPETUITY, FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF:

(I) ALL GENERAL USE COMMON AREA IMPROVEMENTS; AND
(II) ALL FRONTING SIDEWALKS, ALL PERMITTED OR UNPERMITTED PRIVATE ENCROACHMENTS AND PRIVATELY MAINTAINED STREET TREES FRONTING THE PROPERTY, AND ANY OTHER OBLIGATION IMPOSED ON PROPERTY OWNERS FRONTING A PUBLIC RIGHT-OF-WAY PURSUANT TO THE PUBLIC WORKS CODE OR OTHER APPLICABLE MUNICIPAL CODES

D) IN THE EVENT THE AREAS IDENTIFIED IN (C)(II) ARE NOT PROPERLY MAINTAINED, REPAIRED, AND REPLACED ACCORDING TO THE CITY REQUIREMENTS, EACH LOT OWNER SHALL BE RESPONSIBLE TO THE EXTENT OF HIS/HER PROPORTIONATE OBLIGATION TO THE HUNTERS VIEW COMMUNITY ASSOCIATION FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF THOSE AREAS. FAILURE TO UNDERTAKE SUCH MAINTENANCE, REPAIR, AND REPLACEMENT MAY RESULT IN CITY ENFORCEMENT AND ABATEMENT ACTIONS AGAINST THE HUNTERS VIEW COMMUNITY ASSOCIATION AND/OR THE INDIVIDUAL LOT OWNERS, WHICH MAY INCLUDE, BUT NOT BE LIMITED TO IMPOSITION OF A LIEN AGAINST THE LOT OWNER'S PROPERTY.

E) APPROVAL OF THIS MAP SHALL NOT BE DEEMED APPROVAL OF THE DESIGN, LOCATION, SIZE, DENSITY OR USE OF ANY STRUCTURE(S) OR ANCILLARY AREAS OF THE PROPERTY ASSOCIATED WITH STRUCTURES, NEW OR EXISTING, WHICH HAVE NOT BEEN REVIEWED OR APPROVED BY APPROPRIATE CITY AGENCIES NOR SHALL SUCH APPROVAL CONSTITUTE A WAIVER OF THE SUBDIVIDER'S OBLIGATION TO ABATE ANY OUTSTANDING MUNICIPAL CODE VIOLATIONS. ANY STRUCTURES CONSTRUCTED SUBSEQUENT TO APPROVAL OF THIS PARCEL/FINAL MAP SHALL COMPLY WITH ALL RELEVANT MUNICIPAL CODES, INCLUDING BUT NOT LIMITED TO THE PLANNING, HOUSING AND BUILDING CODES, IN EFFECT AT THE TIME OF ANY APPLICATION FOR REQUIRED PERMITS.

F) BAY WINDOWS, FIRE ESCAPES AND OTHER ENCROACHMENTS (IF ANY SHOWN HEREON, THAT EXIST, OR THAT MAY BE CONSTRUCTED) ONTO OR OVER (SPECIFY STREET NAME) ARE PERMITTED THROUGH AND ARE SUBJECT TO THE RESTRICTIONS SET FORTH IN THE BUILDING CODE AND PLANNING CODE OF THE CITY AND COUNTY OF SAN FRANCISCO. THIS MAP DOES NOT CONVEY ANY OWNERSHIP INTEREST IN SUCH ENCROACHMENT AREAS TO THE CONDOMINIUM UNIT OWNER(S).

G) ENCROACHMENT FROM/ONTO ADJOINING PROPERTIES THAT MAY EXIST OR MAY BE CONSTRUCTED IS HEREBY ACKNOWLEDGED AND IT SHALL BE THE RESPONSIBILITY SOLELY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ANY ISSUES THAT MAY ARISE THERE FROM. THIS MAP DOES NOT CONVEY ANY OWNERSHIP INTEREST IN SUCH ENCROACHMENT AREAS TO THE PROPERTY OWNERS.

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CARLILE • MACY
CIVIL ENGINEERS • URBAN PLANNERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS
15 THIRD STREET, SANTA ROSA, CA 95401
TEL (707) 542-6451 FAX (707) 542-5212

NOVEMBER 2010
A.B. 4624-LOTS 003,004,009 & A.B. 4720-LOT 027

SHEET 8 OF 8 SHEETS
227-229 West Point Rd./ Keith St.

PROJECT NO. 2007030.A1

11/18/2010 4:34:26 PM Peter Rochelle Q:\2007\2007030.00\07030.00\dwg\FM\07030-FM-8.dwg
[xref files: 07030-BNDY, 07030-PH1-HC]

City and County of San Francisco

(415) 554-5810
FAX (415) 554-6161
http://www.sfdpw.org

Department of Public Works
Bureau of Street-Use and Mapping
875 Stevenson Street, Room 460
San Francisco, CA 94103-0942

11IE-0336 *Street Improvement Permit*

Address : Multiple Locations **Cost: $1,127.13** **Block: Lot: Zip:**

Pursuant to article 2.4 of the Public Works Code in conjunction to DPW Order 178,940, permission, revocable at the will of the Director of Public Works, to contruct improvements within the public right-of-way is granted to Permittee.

Permittee

Name: HV Partners I, LP

Address: 1388 Sutter Steet, 11th Floor San Francisco, CA 94109

Contact: JSCO **Phone:**

Property Owner (if applicable)

Property Owner:

Mail Address:

Conditions	
NTR	0
Curb Cut Sq Footage	
Completion	This permit is valid until work is completed/signed-off by inspector
Remove, replace or reconstruct:	To install infrastructure for Hunters View Phase I per plans from Carlile & Macy dated 5/15/11. Additional conditions per Attachment A.
Expiration Date	06/30/2013
Bond Amount:	10234353
Linear Footage	1
Bond Holder:	Cahill-Nibbi JV
Contact247	Refer to Agent
Inspection	This permit is invalid until the permittee contacts DPW at 554-7149 to activate the permit and schedule an inspection at least 72 hours prior to work. Failure to comply with the stated conditions will render this permit null and void.

The undersigned Permittee hereby agrees to comply with all requirements and conditions noted on this permit

Approved Date : 06/07/2011

Excavation and grading of subject area for street reconstruction shall be in accordance with approved plans and City specifications. Damaged areas adjacent to this construction shall be properly patched per City Inspector. Also, the permittee shall be responsible for any ponding due to the permitted work.

6/7/11

Applicant/Permitee | Date | Distribution:
Outside BSM: BOE (Streets and Hyws) - P. Riviera
Inside BSM: Street Improvment Inspection

Printed : 6/7/2011 10:09:35 AM Plan Checker John Kwong

STREET EXCAVATION REQUIREMENTS

1. The permittee shall call Underground Service Alert (U.S.A.), telephone number 1-800-227-2600, 48 hours prior to any excavation.
2. All work including sidewalk and pavement cutting and removal, lagging, excavation, backfill, and sidewalk and pavement restoration shall be done by a licensed paving contractor and in accordance with the requirements of the Standard Specifications of the Bureau of Engineering, Department of Public Works, July 1986 Edition and Department of Public Works Order Nos. 176,707, copy attached.
3. Sidewalk and pavement restoration shall include the replacement of traffic lane and crosswalk striping, parking stall markings, and curb painting that might have been obliterated during street excavation. The permittee shall perform their work under on the following options:
a. Have the City forces do the striping and painting work at the permittees expense. The permittee shall make a deposit with the Department of Parking & Traffic for this purpose in an amount estimated by the Municipal Transportation Agency (MTA) 7th Floor 1 South Van Ness Ave telephone 701-4500, and notify the MTA at least 48 hours in advance of the time the work is to be done.
b. Perform the work themselves following instructions available at the Department of Parking & Traffic.
4. The permittee shall submit a non-refundable fee to Bureau of Street-Use and Mapping to pay for City Inspection of the backfill and pavement restoration. At least 48 hours in advance, the permittee shall make arrangements with the Street Improvement Section Inspectors, 554-7149, for an inspection schedule.
5. The permittee shall file and maintain an excavation bond in the sum of $25,000.00 with the Department of Public Works, to guarantee the maintenance of the pavement in the excavation area for a period of 3 years following the completion of the backfill and pavement restoration pursuant to Article 2.4.40 of the Public Works Code.
6. The permittee shall conduct construction operations in accordance with the requirements of Article 11 of the Traffic Code. The permittee shall contact the MTA 7th Floor 1 South Van Ness Ave telephone 701-4500, for specific restrictions before starting work.
7. The permittee shall obtain the required permits, if any, from regulating agencies of the State of California.
8. The permittee shall verify the locations of any City or public service utility company facilities that may be affected by the work authorized by this permit and shall assume all responsibility for any damage to such facilities. The permittee shall make satisfactory arrangements and payments for any necessary temporary relocation of City or public utility company facilities.
9. The permittee shall pay the required fee for sewer installation permit at the Plumbing Inspection Division, Department of Building Inspection, 1660 Mission Street and arrange for inspection of this work, telephone 558-6054.
10. Concrete form work, planting of trees and pouring of sidewalk and/or curb shall not be performed prior to obtaining a permit from Bureau of Urban Forestry (BUF), telephone: 554-6700.
11. In consideration of this Permit being issued for the work described in the application, Permittee on its behalf and that of any successor or assign, and on behalf of any lessee, promises and agrees to perform all the terms of this Permit and to comply with all applicable laws, ordinances and regulations.
12. Permittee agrees on its behalf and that of any successor or assign to hold harmless, defend, and indemnify the City and County of San Francisco, including, without limitation, each of its commissions, departments, officers, agents and employees (hereinafter collectively referred to as the "City") from and against any and all losses, liabilities, expenses, claims, demands, injuries, damages, fines, penalties, costs or judgments including, without limitation, attorneys' fees and costs (collectively, "claims") of any kind allegedly arising directly or indirectly from (i) any act by, omission by, or negligence of, Permittee or its subcontractors, or the officers, agents, or employees of either, while engaged in the performance of the work authorized by this Permit, or while in or about the property subject to this Permit for any reason connected in any way whatsoever with the performance of the work authorized by this Permit, or allegedly resulting directly or indirectly from the maintenance or installation of any equipment, facilities or structures authorized under this Permit, (ii) any accident or injury to any contractor or subcontractor, or any officer, agent, or employee of either of them, while engaged in the performance of the work authorized by this Permit, or while in or about the property, for any reason connected with the performance of the work authorized by this Permit, or arising from liens or claims for services rendered or labor or materials furnished in or for the performance of the work authorized by this Permit, (iii) injuries or damages to real or personal property, good will, and persons in, upon or in any way allegedly connected with the work authorized by this Permit from any cause or claims arising at any time, and (iv) any release or discharge, or threatened release or discharge, of any hazardous material caused or allowed by Permittee in, under, on or about the property subject to this Permit or into the environment. As used herein, "hazardous material" means any substance, waste or material which, because of its quantity, concentration of physical or chemical characteristics is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment.
13. Permittee must hold harmless, indemnify and defend the City regardless of the alleged negligence of the City or any other party, except only for claims resulting directly from the sole negligence or willful misconduct of the City. Permittee specifically acknowledges and agrees that it has an immediate and independent obligation to defend the City from any claim which actually or potentially falls within this indemnity provision, even if the allegations are or may be groundless, false or fraudulent, which obligation arises at the time such claim is tendered to Permittee by the City and continues at all times thereafter. Permittee agrees that the indemnification obligations assumed under this Permit shall survive expiration of the Permit or completion of work.
14. Permittee shall obtain and maintain through the terms of this Permit general liability, automobile liability or workers' compensation insurance as the City deems necessary to protect the City against claims for damages for personal injury, accidental death and property damage allegedly arising from any work done under this Permit. Such insurance shall in no way limit Permitee's indemnity hereunder. Certificates of insurance, in form and with insurers satisfactory to the City, evidencing all coverages above shall be furnished to the City before commencing any operations under this Permit, with complete copies of policies furnished promptly upon City request.
15. The permittee and any permitted successor or assign recognize and understand that this permit may create a possessory interest.
16. Separate permit is required for excavation of side sewers. Installation authorized only by Class "A" or "C-42" Licensed Contractor or "C-12" with "C-36" Licensed Contractor. Authorization requires the filing of a $25,000 excavation bond to cover the cost of City inspection. Having obtained authorization to excavate in the roadway. The contractor shall obtain the proper permits and arrange for an inspection, for the section of pipe from the trap to the property, with the Plumbing Inspection Division at 1660 Mission Street, telephone 558-6054.

Permit Addresses

11IE-0336

*RW = RockWheel, SMC = Surface Mounted Cabinets, S/W = Sidewalk Work, DB = Directional Boring

Number of blocks: 7 Total size:22400 sqft

ID	Street Name	From St	To St	Sides	*Other	Asphalt	Concrete
2	FAIRFAX AVE	END	KEITH ST	Both	RW : False SMC : False S/W Only : False DB: False	3000	1500
	Total					3000	1500
1	KEITH ST	FAIRFAX AVE	Intersection	Both	RW : False SMC : False S/W Only : False DB: False	3000	1500
	Total					3000	1500
3	MIDDLE POINT RD	EVANS AVE \ JENNINGS ST	Intersection	Both	RW : False SMC : False S/W Only : False DB: False	3000	1000
4		EVANS AVE \ JENNINGS ST	WEST POINT RD	Both	RW : False SMC : False S/W Only : False DB: False	3000	1000
	Total					6000	2000
5	WEST POINT RD	MIDDLE POINT RD	Intersection	Both	RW : False SMC : False S/W Only : False DB: False	3000	1000
	Total					3000	1000
6	WILLS ST	MIDDLE POINT RD	Intersection	Both	RW : False SMC : False S/W Only : False DB: False	500	200
7		MIDDLE POINT RD	END	Both	RW : False SMC : False S/W Only : False DB: False	500	200
	Total					1000	400

Exceptions

11IE-0336

Street Name	From St	To St	Message	Job	Contact	Dates
EVANS AVE						
	JENNINGS ST \ MIDDLE POINT RD	Intersection	Conflict with existing excavation permit. It is mandatory that you coordinate all work for joint paving.	11EXC-2204	1-800-743-5000 - 1-800-743-5000	May 31 2011-Jul 29 2011
	JENNINGS ST \ MIDDLE POINT RD	Intersection	Blocks with Bicycle Route designations require special attention. For details see Section 10 of DPT's Blue Book and Section 6.3 of DPW's Order No. 171.442.	N/A		
	JENNINGS ST \ MIDDLE POINT RD	Intersection	Please refer to Figure 12 of Section 9.4(A) of the DPW Order No. 171,442 for special conditions for excavation in the vicinity of AWSS.	N/A		
	JENNINGS ST \ MIDDLE POINT RD	Intersection	Proposed Paving.	PAVING	Richard Lee - 415 558 5245	Jul 1 2012-Jul 1 2014
	JENNINGS ST \ MIDDLE POINT RD	Intersection	Prior to performing any construction, all CCSF survey monuments shall be referenced by a licensed Land Surveyor on a Corner Record or a Record of Survey, if any construction will take place within 10ft of the monument.	Stone or Concrete Monument		
FAIRFAX AVE						
	KEITH ST	Intersection	Please refer to Figure 12 of Section 9.4(A) of the DPW Order No. 171,442 for special conditions for excavation in the vicinity of AWSS.	N/A		
	KEITH ST	Intersection	Prior to performing any construction, all CCSF survey monuments shall be referenced by a licensed Land Surveyor on a Corner Record or a Record of Survey, if any construction will take place within 10ft of the monument.	Stone or Concrete Monument		
JENNINGS ST						
	EVANS AVE \ MIDDLE POINT RD	Intersection	Conflict with existing excavation permit. It is mandatory that you coordinate all work for joint paving.	11EXC-2204	1-800-743-5000 - 1-800-743-5000	May 31 2011-Jul 29 2011
	EVANS AVE \ MIDDLE POINT RD	Intersection	Blocks with Bicycle Route designations require special attention. For details see Section 10 of DPT's Blue Book and Section 6.3 of DPW's Order No. 171.442.	N/A		
	EVANS AVE \ MIDDLE POINT RD	Intersection	Please refer to Figure 12 of Section 9.4(A) of the DPW Order No. 171,442 for special conditions for excavation in the vicinity of AWSS.	N/A		

Street Name	From St	To St	Message	Job	Contact	Dates
	EVANS AVE \ MIDDLE POINT RD	Intersection	Proposed Paving.	PAVING	Richard Lee - 415 558 5245	Jul 1 2012-Jul 1 2014
	EVANS AVE \ MIDDLE POINT RD	Intersection	Prior to performing any construction, all CCSF survey monuments shall be referenced by a licensed Land Surveyor on a Corner Record or a Record of Survey, if any construction will take place within 10ft of the monument.	Stone or Concrete Monument		
KEITH ST						
	FAIRFAX AVE	Intersection	Please refer to Figure 12 of Section 9.4(A) of the DPW Order No. 171,442 for special conditions for excavation in the vicinity of AWSS.	N/A		
	FAIRFAX AVE	Intersection	Prior to performing any construction, all CCSF survey monuments shall be referenced by a licensed Land Surveyor on a Corner Record or a Record of Survey, if any construction will take place within 10ft of the monument.	Stone or Concrete Monument		
MIDDLE POINT RD						
	EVANS AVE \ JENNINGS ST	Intersection	Conflict with existing excavation permit. It is mandatory that you coordinate all work for joint paving.	11EXC-2204	1-800-743-5000 - 1-800-743-5000	May 31 2011-Jul 29 2011
	EVANS AVE \ JENNINGS ST	Intersection	Blocks with Bicycle Route designations require special attention. For details see Section 10 of DPT's Blue Book and Section 6.3 of DPW's Order No. 171,442.	N/A		
	EVANS AVE \ JENNINGS ST	Intersection	Please refer to Figure 12 of Section 9.4(A) of the DPW Order No. 171,442 for special conditions for excavation in the vicinity of AWSS.	N/A		
	EVANS AVE \ JENNINGS ST	WEST POINT RD -	Banners are allowed on this street	N/A		
	EVANS AVE \ JENNINGS ST	Intersection	Proposed Paving.	PAVING	Richard Lee - 415 558 5245	Jul 1 2012-Jul 1 2014
	EVANS AVE \ JENNINGS ST	Intersection	Prior to performing any construction, all CCSF survey monuments shall be referenced by a licensed Land Surveyor on a Corner Record or a Record of Survey, if any construction will take place within 10ft of the monument.	Stone or Concrete Monument		
	EVANS AVE \ JENNINGS ST	WEST POINT RD -	Prior to performing any construction, all CCSF survey monuments shall be referenced by a licensed Land Surveyor on a Corner Record or a Record of Survey, if any construction will take place within 10ft of the monument.	Stone or Concrete Monument		

Curb Ramps

Street	Specification	Direction
FAIRFAX AVE : KEITH ST - Intersection	55,017, Rev.3 (A)	NorthEast
FAIRFAX AVE : KEITH ST - Intersection	55,017, Rev.3 (A)	NorthWest
FAIRFAX AVE : KEITH ST - Intersection	55,017, Rev.3 (A)	SouthEast
FAIRFAX AVE : KEITH ST - Intersection	55,017, Rev.3 (A)	SouthWest

No Diagram submitted

ATTACHMENT A

Conditions to the Permit

1. This permit is conditioned on the Developer meeting all of the PUC-WWE Stormwater Control Conditions of Approval (last revised on January 31, 2011).
2. This permit is conditioned on the Developer providing an accessible pedestrian entrance to the Promontory Park via an Instructional Bulletin prior to construction. The accessible pedestrian entrance must be designed to the satisfaction of the Director of Public Works. An additional encroachment permit will be required for the accessible pedestrian entrance.
3. This permit is conditioned on the Developer providing ADA access to all remaining Hunters View lots, blocks and parcels; including those developed in Phases 2 and 3, without warping the sidewalk.
4. This permit is conditioned on the Developer providing additional street signs, as needed, to mitigate vertical curve sight distance concerns. The necessity of these signs will be determined after a field review at the direction of DPT; prior to the Determination of Completeness.
5. This permit is conditioned on the Developer providing sidewalk and landscaping on the south side of Wills Street and the extension of New Street south of Wills Street with this project via an Instructional Bulletin or deferred to a future phase with approval from the Director of Public Works.
6. This permit is conditioned on the Developer being responsible to maintain all retaining walls within private property that are directly adjacent to or supporting City right-of-way.
7. This permit is conditioned on the Developer obtaining a Surface Mounted Facility Permit (Order No. 175,566) for the Backflow Preventer within City right-of-way at Middle Point Road near the intersection of West Point.
8. This permit is conditioned on the Developer being responsible to maintain the entire scope of Asphalt Concrete (AC) sidewalk improvements on the east side of Middle Point Road, until its eventual replacement during the Phase 3 work. This includes all AC sidewalks, AC dikes, AC driveways, AC or concrete curb ramps and AC conformance work; which the City will not accept.
9. This permit is conditioned on the Developer being responsible to maintain all of the temporary street barricades, which are located on private property, until such time that those streets are extended and accepted by the City.
10. This permit is conditioned on the Developer providing joint trench drawings approved by all occupants of the Joint Trench and the Director of Public Works. If a revision to the current drawings is needed for occupant approval, it will be done in the form of an Instructional Bulletin prior to construction. Any work on the joint trench will be at the permitees risk until approval letters from all of the joint trench occupants and the Director are on file with the Bureau of Street Use and Mapping.
11. This permit is conditioned on the Developer ensuring that the rolled curb and existing sidewalk on the southwestern edge of the 80' fire truck turn-around is constructed to handle the load of a standard City fire truck, to the satisfaction of the San Francisco Fire Department.
12. This permit is conditioned on the Developer not starting any construction near the intersection of Keith and Fairfax (over the PG&E Easement) until such time that PG&E has given written consent for the work to begin.

San Francisco Public Utility Commission – Wastewater Enterprise
URBAN WATERSHED MANAGEMENT PROGRAM

1145 Market Street, 5th Floor, San Francisco, CA 94103 • Tel. (415) 551-4694 • Fax (415) 934-5728

Attachment 1

Date: November 22, 2010 (revised January 31, 2011)

Project: Huntersview
Phase 1 - Infrastructure

Conditions of Approval

1. The 6000cf detention tank is approved as proposed to meet peak flow rate reduction (detention) requirements of the Stormwater Management Ordinance for Phase 1 and 2.
2. The performance requirements for peak flow rate reduction (detention) at each phase must be met at the completion of such phase (Phase 1, 2, and 3).
3. On-site irrigation during the wet season to meet water reuse requirements is not allowed. A feasibility study should be performed and submitted for review to the SFPUC as part of the Phase 2 approval process. The study should evaluate appropriate alternatives to meet on-site retention requirements at Phase 2 or at complete build-out of Phase 3. The proposed alternates may phase in and integrate opportunities within Phases 2 and 3. The feasibility study shall include, but not limited to:
    a. alternate water re-use systems,
    b. proposed water balance supply and demands,
    c. phasing plan outlining conversation from detention to retention, and
    d. summary of achieved retention performance requirements.
4. Preferably at the completion of Phase 2, but not later than the completion of Phase 3, the detention system shall be converted to a fully functional stormwater reuse retention system to meet the retention requirements at ultimate build-out.
5. The owner shall submit an Operation & Maintenance Plan to the SFPUC for review and approval for the stormwater management system. The plan shall include maintenance tasks and schedule for the: tank, discharge system, the CDS unit, appurtenances, or other proposed infrastructure element.
6. The owner shall sign and record a permanent Maintenance Agreement prior to the issuance of a Certificate of Occupancy for Phase 1. The approved Operation and Maintenance Plan shall be attached to the signed Maintenance Agreement as a part of the permanent record.

City and County of San Francisco

(415) 554-5810
FAX (415) 554-6161
http://www.sfdpw.org

Department of Public Works
Bureau of Street-Use and Mapping
1155 Market St, 3rd Floor
San Francisco, CA 94103

14IE-0896 *Street Improvement Permit*

Address : 112 MIDDLE POINT RD **Cost: $1,234.27** **Block:4624 Lot: 009 Zip: 94124**

Pursuant to article 2.4 of the Public Works Code in conjunction to DPW Order 178,940, permission, revocable at the will of the Director of Public Works, to construct improvements within the public right-of-way is granted to Permittee.

Hunters View Associates LP

Name: Hunters View Associates LP

Address: 1388 Sutter St. 11th Fl San Francisco, CA 94109

Contact: Catherine Etzel **Phone:** 415-345-4400

Property Owner (if applicable)

Property Owner: SF HOUSING AUTHORITY (LESSOR)

Mail Address: 440 TURK ST
SAN FRANCISCO CA 94102

Conditions	1. The proposed MUNI bus routing shown on Sheets 60 & 61 of the permit drawings are not approved as part of this permit. A separate plan for MUNI bus routing during construction must be submitted and approved by City prior to any work on Middle Point Avenue. The plans shall include staging, schedule, route for both inbound and outbound 19 and 44 bus lines, any mitigation measures necessitated by headway loss and any temporary constructions required. 2. Pavers in the landscaping strip will require an edge restraint embedded into concrete per City Standards or as approved by DPW. This must be addressed prior to installation. 3. 8' wide parking spaces may result in conflicts with adjacent traffic lane. MTA-DPT will evaluate prior to acceptance. 4. Prior to installation of street trees, Planning Department will evaluate the final streetscape layout and determine if the layout satisfies the project requirements. 5. Prior to the start of any construction activities under this permit (including construction submittals), the applicant shall provide to the DPW-ITF (4) half-size copies of the Approved Permit Plan Ste and (4) copies of the Approved Permit Specifications. 6. The applicant shall submit a complete design for the Joint Trench with sign-off by all occupants prior to construction and installation of the joint trench. This

	completed design shall include individual system layout for each occupant and a joint trench layout with sections showing minimum cover/clearance requirements. 7. This permit supersedes the Excavation Permit previously issued for this project. 8. All streetscape furniture which are not City Standards will not be maintained by DPW. 9. Because the 100-yr overland flow analysis did not extend beyond the boundaries for Ph 1 & 2 of the Hunters View Project, Hunters View Phase 3 will be required to study the effect of overland release on the adjacent streets as a condition of the Tentative Map. 10. Prior to any Street Acceptance or the first Certificate of Occupancy, whichever comes first, the project must provide an accessible path from Parcel A to the Malcolm X Academy. Submit the design of this pathway to DPW Task Force for preliminary sign-off prior to permitting through DBI. 11. Prior to start of construction, provide a photometric study for Innes/Ingalls/Middle Point intersection demonstrating minimum lighting levels are being met within the crosswalks and intersection area. If minimum lighting levels are not met, the applicant will remedy this lighting as part of this permit. 12. Prior to start of construction, contractor shall submit a plan for pedestrian access during construction to City for review and approval. 13. Per City's Subdivision Regulations, all street sections with running slopes of 17% r less shall have a 2' asphalt concrete wearing surface or an alternative satisfactory to the City prior to acceptance.
NTR	0
Curb Cut Sq Footage	
Completion	This permit is valid until work is completed/signed-off by inspector
Remove, replace or reconstruct:	to construct and install infrastructure for Hunters View Phase 2 per plans from Carille & Macy dated 9/5/2014.
Expiration Date	12/31/2016
Bond Amount:	25000
Linear Footage	0
Bond Holder:	
Contact247	Refer to Agent
DPW Resolution #	

Inspection	This permit is invalid until the permittee contacts DPW at 554-7149 to activate the permit and schedule an inspection at least 72 hours prior to work. Failure to comply with the stated conditions will render this permit null and void.

The undersigned Permittee hereby agrees to comply with all requirements and conditions noted on this permit

Approved Date : 09/18/2014

Excavation and grading of subject area for street reconstruction shall be in accordance with approved plans and City specifications. Damaged areas adjacent to this construction shall be properly patched per City Inspector. Also, the permittee shall be responsible for any ponding due to the permitted work.

Applicant/Permitee Date 9·19·14

Distribution:
Outside BSM: BOE (Streets and Hyws) - P. Riviera
Inside BSM: Street Improvment Inspection

Printed : 9/18/2014 1:20:55 PM Plan Checker John Kwong

STREET EXCAVATION REQUIREMENTS

1. The permittee shall call Underground Service Alert (U.S.A.), telephone number 1-800-227-2600, 48 hours prior to any excavation.
2. All work including sidewalk and pavement cutting and removal, lagging, excavation, backfill, and sidewalk and pavement restoration shall be done by a licensed paving contractor and in accordance with the requirements of the Standard Specifications of the Bureau of Engineering, Department of Public Works, July 1986 Edition and Department of Public Works Order Nos. 176,707, copy attached.
3. Sidewalk and pavement restoration shall include the replacement of traffic lane and crosswalk striping, parking stall markings, and curb painting that might have been obliterated during street excavation. The permittee shall perform their work under on the following options:
a. Have the City forces do the striping and painting work at the permittees expense. The permittee shall make a deposit with the Department of Parking & Traffic for this purpose in an amount estimated by the Municipal Transportation Agency (MTA) 7th Floor 1 South Van Ness Ave telephone 701-4500, and notify the MTA at least 48 hours in advance of the time the work is to be done.
b. Perform the work themselves following instructions available at the Department of Parking & Traffic.
4. The permittee shall submit a non-refundable fee to Bureau of Street-Use and Mapping to pay for City Inspection of the backfill and pavement restoration. At least 48 hours in advance, the permittee shall make arrangements with the Street Improvement Section Inspectors, 554-7149, for an inspection schedule.
5. The permittee shall file and maintain an excavation bond in the sum of $25,000.00 with the Department of Public Works, to guarantee the maintenance of the pavement in the excavation area for a period of 3 years following the completion of the backfill and pavement restoration pursuant to Article 2.4.40 of the Public Works Code.
6. The permittee shall conduct construction operations in accordance with the requirements of Article 11 of the Traffic Code. The permittee shall contact the MTA 7th Floor 1 South Van Ness Ave telephone 701-4500, for specific restrictions before starting work.
7. The permittee shall obtain the required permits, if any, from regulating agencies of the State of California.
8. The permittee shall verify the locations of any City or public service utility company facilities that may be affected by the work authorized by this permit and shall assume all responsibility for any damage to such facilities. The permittee shall make satisfactory arrangements and payments for any necessary temporary relocation of City or public utility company facilities.
9. The permittee shall pay the required fee for sewer installation permit at the Plumbing Inspection Division, Department of Building Inspection, 1660 Mission Street and arrange for inspection of this work, telephone 558-6054.
10. Concrete form work, planting of trees and pouring of sidewalk and/or curb shall not be performed prior to obtaining a permit from Bureau of Urban Forestry (BUF), telephone: 554-6700.
11. Per DPW Order 178,806, the recycling of Cobble Stones and Granit Curb shall follow as:
a. Cobblestones shall be clean of dirt prior to transporting. Extreme care shall be taken during the transporfing the cobblestones to minimize damage before delivery to City. The cobblestones shall be neatly and securely placed on pallets so they can be moved about safely after the delivery, The Minimum size of cobblestone shall be 4 inches square (16 square inches). The cobblestones shall be delivered, including off loading, to the lower lot at the Cesar Chavez Street Yard located at 2323 Cesar Chavez Street or at alternative location directed by the Department within the City of San Francisco. Contact the Department forty-eight hours (48 hours) prior to delivery. The Department can be reached at (415) 641-2627.
b. Granite Curb shall be neatly and securely placed on pallets so they can be moved about safely after delivery. The Contractor shall exercise care in transporting the granite curb to minimize damage. The length limit of recyclable granite curbs shall be no less than four feet. The granite curb shall be delivered, including off loading, to the back lot at the Griffith Pump Station located at 1105 Thomas Street or at an alternative location directed by the Department within the City of San Francisco. Contact Bureau of Street and Sewer Repair (BSSR) at least forty-eight hours (48 hours) prior to delivery. BSSR can be reached at (415) 695-2087.
12. In consideration of this Permit being issued for the work described in the application, Permittee on its behalf and that of any successor or assign, and on behalf of any lessee, promises and agrees to perform all the terms of this Permit and to comply with all applicable laws, ordinances and regulations.
13. Permittee agrees on its behalf and that of any successor or assign to hold harmless, defend, and indemnify the City and County of San Francisco, including, without limitation, each of its commissions, departments, officers, agents and employees (hereinafter collectively referred to as the "City") from and against any and all losses, liabilities, expenses, claims, demands, injuries, damages, fines, penalties, costs or judgments including, without limitation, attorneys' fees and costs (collectively, "claims") of any kind allegedly arising directly or indirectly from (i) any act by, omission by, or negligence of, Permittee or its subcontractors, or the officers, agents, or employees of either, while engaged in the performance of the work authorized by this Permit, or while in or about the property subject to this Permit for any reason connected in any way whatsoever with the performance of the work authorized by this Permit, or allegedly resulting directly or indirectly from the maintenance or installation of any equipment, facilities or structures authorized under this Permit, (ii) any accident or injury to any contractor or subcontractor, or any officer, agent, or employee of either of them, while engaged in the performance of the work authorized by this Permit, or while in or about the property, for any reason connected with the performance of the work authorized by this Permit, or arising from liens or claims for services rendered or labor or materials furnished in or for the performance of the work authorized by this Permit, (iii) injuries or damages to real or personal property, good will, and persons in, upon or in any way allegedly connected with the work authorized by this Permit from any cause or claims arising at any time, and (iv) any release or discharge, or threatened release or discharge, of any hazardous material caused or allowed by Permittee in, under, on or about the property subject to this Permit or into the environment. As used herein, "hazardous material" means any substance, waste or material which, because of its quantity, concentration of physical or chemical characteristics is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment.
14. Permittee must hold harmless, indemnify and defend the City regardless of the alleged negligence of the City or any other party, except only for claims resulting directly from the sole negligence or willful misconduct of the City. Permittee specifically acknowledges and agrees that it has an immediate and independent obligation to defend the City from any claim which actually or potentially falls within this indemnity provision, even if the allegations are or may be groundless, false or fraudulent, which obligation arises at the time such claim is tendered to Permittee by the City and continues at all times thereafter. Permittee agrees that the indemnification obligations assumed under this Permit shall survive expiration of the Permit or completion of work.
15. Permittee shall obtain and maintain through the terms of this Permit general liability, automobile liability or workers' compensation insurance as the City deems necessary to protect the City against claims for damages for personal injury, accidental death and property damage allegedly arising from any work done under this Permit. Such insurance shall in no way limit Permitee's indemnity hereunder. Certificates of insurance, in form and with insurers satisfactory to the City, evidencing all coverages above shall be furnished to the City before commencing any operations under this Permit, with complete copies of policies furnished promptly upon City request.
16. The permittee and any permitted successor or assign recognize and understand that this permit may create a possessory interest.
17. Separate permit is required for excavation of side sewers. Installation authorized only by Class "A" or "C-42" Licensed Contractor or "C-12" with "C-36" Licensed Contractor. Authorization requires the filing of a $25,000 excavation bond to cover the cost of City inspection. Having obtained authorization to excavate in the roadway. The contractor shall obtain the proper permits and arrange for an inspection, for the section of pipe from the trap to the property, with the Plumbing Inspection Division at 1660 Mission Street, telephone 558-6054.

Permit Addresses

14IE-0896

*RW = RockWheel, SMC = Surface Mounted Cabinets, S/W = Sidewalk Work, DB = Directional Boring, BP= Reinforced Concrete Bus Pad, UB = Reinforced Concrete for Utility Pull Boxes and Curb Ramps

Number of blocks: 2 Total repair size:0 sqft Total Streetspace:0 Total Sidewalk: sqft

ID	Street Name	From St	To St	Sides	*Other	Asphalt	Concrete	Street Space Feet	Sidewalk Feet
1	WEST POINT RD	MIDDLE POINT RD	Intersection	Both	RW : False SMC : False S/W Only : False DB: False BP: False UB: False	0	0	0	
2		MIDDLE POINT RD	END	Both	RW : False SMC : False S/W Only : False DB: False BP: False UB: False	0	0	0	
	Total					**0**	**0**	**0**	

Exceptions

14IE-0896

Street Name	From St	To St	Message	Job	Contact	Dates
MIDDLE POINT RD						
	WEST POINT RD	Intersection	Conflict with existing Street Use Permit.	14ECN-0205		Feb 10 2014-
	WEST POINT RD	Intersection	Conflict with existing Street Use Permit.	14IE-0127	Refer to Agent - Refer to Agent	Feb 5 2014-Feb 28 2015
	WEST POINT RD	Intersection	Proposed Paving.	PAVING	Richard Lee -	Dec 4 2017-Jul 4 2018
	WEST POINT RD	Intersection	Proposed Excavation.	PG&E	Larry Ng -	Jan 2 2015-Nov 30 2015
	WEST POINT RD	Intersection	Proposed Excavation.	SF MTA SS - Livable Streets	Lucas Woodward -	Dec 15 2014-Jun 15 2017
	WEST POINT RD	Intersection	Proposed Excavation.	SF MTA SS - Livable Streets	Lucas Woodward -	Dec 15 2014-Jun 15 2017
WEST POINT RD						
	MIDDLE POINT RD	Intersection	Conflict with existing Street Use Permit.	14ECN-0205		Feb 10 2014-
	MIDDLE POINT RD	Intersection	Conflict with existing Street Use Permit.	14IE-0127	Refer to Agent - Refer to Agent	Feb 5 2014-Feb 28 2015
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	MIDDLE POINT RD	Intersection	Proposed Excavation.	SF MTA SS - Livable Streets	Lucas Woodward -	Dec 15 2014-Jun 15 2017
	MIDDLE POINT RD	Intersection	Proposed Excavation.	SF MTA SS - Livable Streets	Lucas Woodward -	Dec 15 2014-Jun 15 2017

No Diagram submitted

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: Summary Easement Vacation Legislative Package for Hunters View HOPE SF Phase 1 (for easements located in Phase 2)

This package contains the proposed ordinance vacating various public service easements within the Hunters View HOPE SF Phase 2 development site. If approved, this legislation will vacate public service easements that were determined as no longer needed and help facilitate the development of housing on Hunters View HOPE SF Phase 1 and 2 parcels.

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 I Easement Vacation Ordinance and SUR Map

As part of the Hunters View Phase 1 Infrastructure work, HVA, in partnership with the Department of Public Works, placed two easements on the Hunters View Phase 2 site to facilitate the construction of Phase 1:

1) Sanitary Sewer Easement (SSE)
2) Public Access Easement/Emergency Vehicle Access Easement (PAE/EVAE)

These existing easements have become obsolete as development of the housing, infrastructure and streets has progressed and the infrastructure work in Phase 1 and 2 is now complete. HVA would like to remove these public easements at this time as they will interfere with future development at the site, which includes approximately 35-50 units of for-sale housing. Vacating these easements will allow for the future construction of housing on Block 9.

In order to remove these easements, HVA filed a General Plan Referral application for the vacation of the Sanitary Sewer Easement (SSE) and Public Access Easement/Emergency Vehicle Access Easement (PAE/EVAE) on May 2, 2019 and received a Note-to-file on August 5, 2019 to Case No. 2013.0696R. The Sanitary Sewer Easement is on Lot on Lot 7 and 9 on Final Map No. 5461 and the Public Access/Emergency Vehicle Access Easement is on Lot 9 on Final Map No. 5461.

These easement areas are illustrated on the SUR Maps that are an exhibit to the Easement Vacation Ordinance. If adopted, the Ordinance would authorize the City to quitclaim its interest in these easement areas and terminate the easements. The Easement Vacation Ordinance has been prepared by City staff and reviewed and approved by the San Francisco Housing Authority and by HVA.

Phase I Easement Quitclaim Deeds

To evidence the Easement Vacations described above, the City will execute two quitclaim deeds, one for the sanitary sewer easement and one for the public access and emergency vehicle access easement. To accept the easement vacation, the San Francisco Housing Authority has executed a Certificate of Acceptance, pursuant to Government Code Section 27281, that is required when any public agency accepts real property (the "Certificate of Acceptance").

This legislative package includes:

1. Summary Public Service Easement Vacation Ordinance
2. Legislative Digest
3. Public Works Order
4. SUR Map 2021-003
5. SUR Map 2021-004
6. SUR Map 2021-005
7. Planning Department General Plan Referral Note to File
8. Planning Commission Motion 17618
9. Planning Commission Motion 17621

10. Planning Commission Motion 20633
11. SFFD Approval Letter
12. SFPUC Approval Letter
13. Real Estate Division Valuation Memo
14. SFHA Resolution No. 0022-21
15. Form of Quitclaim of Easement (PAE-EVAE)
16. Form of Quitclaim of Easement (SSE)

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 SUBCOMMITEE
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

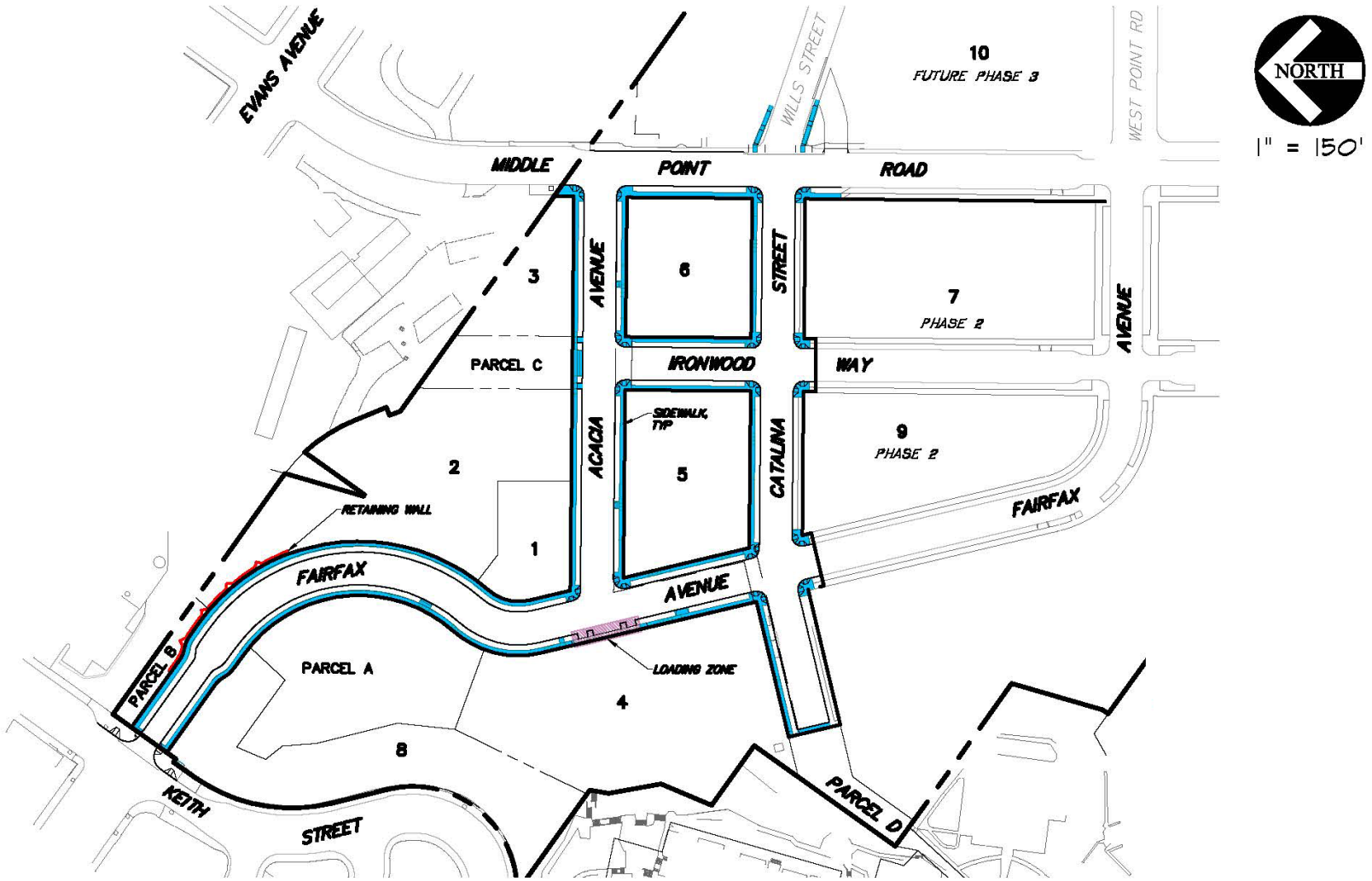
- 107 units
  - 80 public housing replacement units (54 RAD, 26 PBV)
  - 26 new tax credit units
  - 1 manager's unit
- Bayview YMCA office
- Promontory Park
- 3 new buildings + new roads, sidewalks, and utilities
- Completed 2013

Phase 1 Infrastructure Legislation

- **<u>Phase 1 Street Acceptance Ordinance (BOS File No. 210596)</u>:**
  - 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

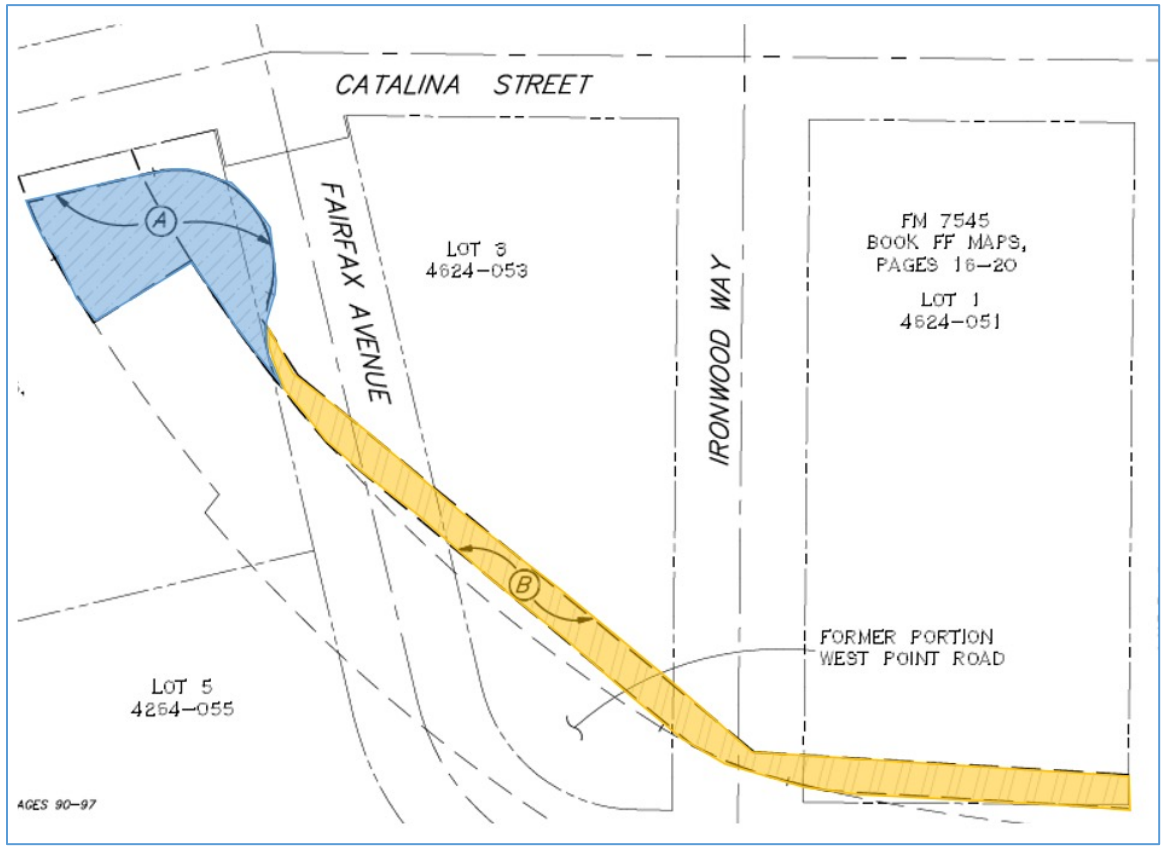
- **<u>Phase 1 Public Service Easement Street Vacation Ordinance (BOS File No. 210597)</u>:**
  - Allows for removal of two easements that the SF Housing Authority granted to the City to facilitate Phase 1 infrastructure construction but which are no longer necessary
    - Pedestrian Access/Emergency 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?