



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use Authorization

HEARING DATE: MAY 14, 2015

Date: May 7, 2015
Case No.: 2004.0093C
Project Address: San Francisco Overlook
A.K.A. 599 Crestmont Drive
Zoning: RM-1 (Residential, Mixed, Low-Density)
Height/Bulk: 40-X
Block/Lot: 2636/025, 028
Project Sponsor: Gary Testa
San Francisco Overlook Development, LLC
8 Copper Hill Way
Novato, CA 94947
Staff Contact: Michael Smith – (415) 558-6322
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Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The Project seeks Conditional Use Authorization, pursuant to Planning Code Sections 303 and 304, to amend motion No. 18820 to modify a previously authorized Planned Unit Development (PUD) on two vacant lots measuring approximately 63,890 square-feet in size, that includes the construction of 29 dwelling units in 62,340 sq. ft. of residential space, 58 off-street parking spaces, and a new paved, approximately 20-foot-wide, 700-foot-long private street. The previous Planning Commission action on March 7, 2013, approved a PUD pursuant to Motion No. 18820 for a slightly larger project that included 34 dwelling units in 65,340 sq. ft. of residential space and 68 off-street parking spaces on the same property. A total of 13 buildings would be constructed on the site with a total of 29 dwelling units, 5 would be detached single-family dwellings (+5 units compared to the original project), 14 would be duplex units (-10 units), and 10 would be multifamily units (no change). The unit type would consist of 28 3-bedroom units (-2 units) and 1 4-bedroom unit (+1 unit). No two-bedroom units are currently proposed (-4 units). The Modified Project would provide 58 vehicle parking spaces (-10 spaces). (The proposed buildings would measure between approximately 16 to 40 feet in height above the new street grade. The entire development would be accessed from the private street at the end of Crestmont Drive. Open space would be provided within the green roof decks and smaller secondary decks. Common usable open space would be provided in a parklet at the end of the private street which is designed as a plaza with a play court, sitting/view area and picnic area. This feature will be accessible to the whole development. To maintain fire ingress and egress parking would not be permitted along the private street.

The requested approvals would amend the original PUD authorization from 1963 that was amended in 1976 and again in 2013. The Project was granted variances from the landscaping and permeability requirement (Section 132), and requires PUD modifications for rear yard (Section 134), dwelling unit exposure (Section 140), and off-street parking exceeding accessory amounts (Section 157). The property is located within a RM-1 (Residential, Mixed, Low-Density) Zoning District and 40-X Height and Bulk District. CEQA (California Environmental Quality Act) Findings will also be adopted as part of the project approvals.

SITE DESCRIPTION AND PRESENT USE

The Project Site is located on the northwest slope of Mount Sutro, about a quarter of a mile southwest of the University of California San Francisco (UCSF) Medical Center in the Mount Sutro/Forest Knolls/Clarendon Heights neighborhood. The subject site is an undeveloped, partially wooded, lot consisting of lot 25 (49,558 square feet) and a portion of lot 28 (14,332 square feet). Lot 28 is a dirt road over which the project sponsor holds an easement in perpetuity. The site is neither formally designated nor dedicated open space. The project site slopes down to the west and north. The property is located within a RM-1 (Residential, Mixed, Low-Density) Zoning District and 40-X Height and Bulk District. The project site is also located within the Northwest Mount Sutro Slope Protection Area.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

There is an abandoned quarry northwest of the site and at the foot of the quarry is the 11-story Avalon Tower apartment complex at 8 Locksley Avenue and the Kirkham Heights Apartments. These properties are within a RM-2 zoning district. Two and three-story apartment buildings and single-family dwellings are downhill to the west and southwest, along Warren Drive. To the south, uphill from the site, are two- to four story single-family and two-family residences that are accessed from Crestmont Drive. These properties are within a RM-1 zoning district. There is a steeply sloped undeveloped parcel located behind the buildings on Crestmont Drive. There is an adjacent two-unit residential building northeast of the site at the mouth of the proposed private street. The Mount Sutro Open Space Reserve is to the east, across and uphill from Crestmont Drive.

PROJECT BACKGROUND

In 1963, development of 105 dwellings, a community center, and a parking garage was approved by the Planning Commission as a Planned Unit Development (PUD) on the project site and adjoining parcels, totaling about 6 acres. In 1976, the Planning Commission approved modifications to the 1963 PUD approval, to delete the community center and its parking garage, and to reduce the approved number of dwelling units to 83 units. Thereafter, 48 of the 83 approved dwelling units were built. In 2013, the Planning Commission approved a 3rd amendment to the PUD, approving 34 units and 68 off-street parking spaces, none of which have been built to date. Subsequent to the 2013 approval, litigation commenced between the project sponsor and the Mount Sutro Woods Owners Association (MSWOA), the homeowners association for the planned development in which the Project is located. The parties settled the litigation in late 2014, including agreeing on modifications to the approved project. The current application seeks approval of those agreed-upon modifications.

ENVIRONMENTAL REVIEW

On May 2, 2012, the Department published a draft Environmental Impact Report (DEIR) for public review. The draft DEIR was available for public comment until June 18, 2012. On June 7, 2012, the

Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the draft EIR. On February 21, 2013, the Department published a Comments and Responses document, responding to comments made regarding the DEIR prepared for the Project. On March 7, 2013, the Commission certified the Final EIR (FEIR). A Note to File has been prepared that determines that the modifications sought in the current project approval are adequately analyzed in the FEIR and that no further environmental review is required. The FEIR is available for review by contacting staff.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	April 24, 2015	April 22, 2015	22 days
Posted Notice	20 days	April 24, 2015	April 24, 2015	20 days
Mailed Notice	10 days	April 24, 2015	April 24, 2015	20 days

PUBLIC COMMENT

- The Department has not received any comments from the public about the current project.

ISSUES AND OTHER CONSIDERATIONS

- The project as proposed is substantially similar to the project unanimously approved by the Planning Commission in 2013, save for the deletion of 5 units, 10 parking spaces, and a reduction in height of 4 of the buildings. The modifications came about through a negotiated settlement between the project sponsor and the Mount Sutro Woods Owners Association (MSWOA), of which the project property is a member as a way of addressing neighborhood concerns over density, traffic and views.
- In 1976, the Commission amended the 1963 PUD authorization and reduced the number of dwellings in the original PUD development from 105 to 83 dwelling units. Thereafter, 48 of the 83 dwellings were constructed, leaving 35 dwellings unconstructed. The 2013 PUD amendment authorized 34 units. The proposed Project's 29 units is below the outstanding balance of dwellings permitted by the Commission in their 1976 and 2013 amended PUD authorizations.
- The RM-1 zoning district permits a dwelling unit density of one dwelling per 800 square-feet of lot area, permitting a maximum of 61 dwellings on the Project site. The Project would provide 29 dwellings, equal to 48% of the maximum permitted density in the zoning district.
- The project requires a variance from the landscaping and permeability requirement of Section 132 of the Planning Code. The project is not able to meet the requirement because a geotechnical analysis of the site recommended that pavement be used to control water runoff.
- As part of the PUD, the Project seeks modifications to the rear yard requirement of Section 134 of the Planning Code. Nine of the proposed 13 structures would not meet the 25% minimum rear yard requirement. Those properties would have rear yards that range from 19-24% of lot depth.
- A modification to the dwelling unit exposure requirements of the Planning Code would also be required because the lower dwellings within the duplexes would only have exposure at the non-complying rear yards. In reality the dwellings have exposure from the area beyond the rear

property line which constitutes the rear yard for the properties below on Fifth Avenue and is not likely to be developed in the future because of its slope.

- The project would have two off-street parking spaces for each dwelling unit. The sponsor chose to provide more parking to address the neighbors' concerns about parking in the neighborhood.
- The sponsor would satisfy the project's Inclusionary Affordable Housing requirement by in-lieu payment prior to the first site or building permit issuance. However, the revised project would result in a lesser in-lieu payment due to the reduction in the number of overall dwellings.

REQUIRED COMMISSION ACTION

In order for the modified Project to proceed, the Commission must grant Conditional Use Authorization to amend Motion No. 18820 for the Planned Unit Development per Planning Code Sections 303 and 304 with exceptions to rear yard, dwelling unit exposure, and off-street parking beyond accessory amounts. Additionally, the Commission must adopt CEQA Findings for the project. The Zoning Administrator has already granted variances from the landscape and permeability requirements of the Code.

BASIS FOR RECOMMENDATION

The Department believes this project is necessary and/or desirable under Section 303 of the Planning Code for the following reasons:

- The Project will create 29 "family-sized" dwelling units of three bedrooms or more without displacing any existing housing stock. Although this represents a reduction of five units from the 2013 approval, the Project will nonetheless contribute family sized units to the housing supply.
- The Project will create an appropriately scaled residential development of larger multiple-bedroom family-sized dwelling units that are consistent with the existing neighborhood character and pattern of development.
- The Project would comply with the requirements of the Northwest Mount Sutro Slope Protection Area ordinance (Building Code Section 106.4.1.3) and the recommendations of the Geotechnical Investigation, in order to remedy the effects of ongoing hillside erosion, past landslides on and near the project site, and improve the stability of the existing site and surrounding area.
- The Project would provide more than the minimum number of off-street parking spaces (one space per unit) to account for the larger unit sizes and the Project site's lack of transit access.
- The Project's density is consistent with the Commission's 1976 amended PUD approval for 83 dwellings of which 35 dwellings were never constructed. The proposed number of dwellings is also well below the 61 dwellings permitted on the site as of right.
- The proposed Project meets all applicable Sections of the Planning Code, Residential Design Guidelines, and General Plan, and implements the settlement agreement between the Project sponsor and the MSWOA.

RECOMMENDATION:	Approval with Conditions and adopt CEQA Findings
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Attachments:

Draft Motion

CEQA Findings (Attachment A)

MMRP (Exhibit C)

Environmental Analysis Note to File (Original DEIR can be found [here.](#))

Parcel Map

Sanborn Map

Zoning Map

Aerial Photographs

Project Sponsor Submittal

 Memorandum of Explanation

 Context Photos

 Renderings

 Reduced Plans



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Inclusionary Housing (Sec. 315)
- Jobs Housing Linkage Program (Sec. 313)
- Downtown Park Fee (Sec. 139)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 314)
- Other

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Recommendation: **Approval with Conditions**

ADOPTING FINDINGS RELATED TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION TO AMEND MOTION NO. 18820 TO MODIFY A PLANNED UNIT DEVELOPMENT, PURSUANT TO PLANNING CODE SECTIONS 303 AND 304, WITH SPECIFIC MODIFICATIONS TO PLANNING CODE REGULATIONS RELATED TO REAR YARD (SECTION 134), DWELLING UNIT EXPOSURE (SECTION 140), AND OFF-STREET PARKING EXCEEDING ACCESSORY AMOUNTS, FOR CONSTRUCTION OF 29 DWELLING UNITS, 58 OFF-STREET PARKING SPACES, WITHIN 13 STRUCTURES, AND A NEW PAVED, APPROXIMATELY 20-FOOT-WIDE, 700-FOOT-LONG PRIVATE STREET TO BE LOCATED ON TWO VACANT LOTS WITHIN A RM-1 (RESIDENTIAL, MIXED, LOW-DENSITY) DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT. THE APPROVALS ALSO INCLUDE ADOPTION OF FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, INCLUDING THE ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM.

PREAMBLE

On January 27, 2004, the Crestmont Hills, LLC submitted an Environmental Evaluation Application with the Planning Department (hereinafter "Department"), for a project proposing to construct 34 dwelling

units as a Planned Unit Development (PUD) located on two vacant lots (Assessor's Block 2636, Lot 025 and 028, "Project Site") within a RM-1 (Residential, Mixed, Low-Density) District and a 40-X Height and Bulk District, Case No. 2004.0093E. The Department issued a Notice of Preparation of Environmental Review on May 27, 2006, to owners of properties within 300 feet, adjacent tenants, and other potentially interested parties.

On March 25, 2004, the Crestmont Hill, LLC, filed an application for Conditional Use Authorization pursuant to Sections 303 and 304 of the Planning Code, Application No. 2004.0093C, to construct 34 dwelling units as a Planned Unit Development (PUD) on the Project Site.

The Project Site was subsequently purchased by the San Francisco Overlook, LLC (hereinafter "Project Sponsor").

On May 2, 2012 the Department published a draft Environmental Impact Report (DEIR) for public review. The DEIR was available for public comment until June 18, 2012. On June 7, 2012, the Planning Commission (Commission) conducted a duly noticed public hearing at a regularly scheduled meeting to solicit comments regarding the DEIR. On February 21, 2013, the Department published the Responses to Comments document, responding to comments made regarding the DEIR prepared for the Project. The Responses to Comments document, together with the DEIR constitute the Final Environmental Impact Report (Final EIR).

On March 7, 2013, the Commission reviewed and considered the Final EIR and in Motion No. 18819 found that the contents of said report and the procedures through which the Final EIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), 14 California Code of Regulations Sections 15000 et seq. (the CEQA Guidelines), and Chapter 31 of the San Francisco Administrative Code (Chapter 31).

The Commission found the Final EIR was adequate, accurate and objective, reflected the independent analysis and judgment of the Department and the Commission, and that the Responses and Comments document contained no significant revisions to the DEIR, and approved the Final EIR for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31. The findings adopted by the Planning Commission in Motion No. 18819 are incorporated in this Motion by this reference.

On April 22, 2015, the Planning Department issued a Note to File A Note to File that determined that the modifications sought in the current project approval are adequately analyzed in the FEIR and that no further environmental review is required.

The Planning Department, Jonas P. Ionin, Commission Secretary, is the custodian of records, located in the File for Case No. 2004.0093E, at 1650 Mission Street, Fourth Floor, San Francisco, California.

Department staff prepared CEQA Findings, contained in ATTACHMENT A to this Motion, including a Mitigation Monitoring and Reporting program (MMRP), contained in EXHIBIT C, all in compliance with CEQA, which material was made available to the public and this Commission for this Commission's review, consideration and action.

On May 14, 2015, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2004.0093CEV. 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, the Planning Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2004.0093CE for the Project, subject to the conditions contained in "EXHIBIT A" of this motion attached hereto and incorporated by reference, and adopts CEQA Findings contained in Attachment A, including a Mitigation Monitoring and Reporting Program, contained in EXHIBIT C of this motion attached hereto and incorporated by reference, based on the following findings:

FINDINGS

Having reviewed the materials identified in the recitals 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.** The Project Site is located on the northwest slope of Mount Sutro, about a quarter of a mile southwest of the University of California San Francisco (UCSF) Medical Center in the Mount Sutro/Forest Knolls/Clarendon Heights neighborhood. The subject site is an undeveloped, partially wooded, lot consisting of lot 25 (49,558 square feet) and a portion of lot 28 (14,332 square feet). Lot 28 is a dirt road over which the project sponsor holds an easement in perpetuity. The site is neither formally designated nor dedicated open space. The project site slopes down to the west and north. The property is located within a RM-1 (Residential, Mixed, Low-Density) Zoning District and 40-X Height and Bulk District. The project site is also located within the Northwest Mount Sutro Slope Protection Area.
3. **Surrounding Properties and Neighborhood.** There is an abandoned quarry northwest of the site and at the foot of the quarry are the 11-story Avalon Tower apartment complex at 8 Locksley Avenue and the Kirkham Heights Apartments. Two and three-story apartment buildings and single-family dwellings are downhill to the west and southwest, along Warren Drive. To the south, uphill from the site, are two- to four story single-family and two-family residences that are accessed from Crestmont Drive and steeply sloped undeveloped parcels that are located behind the buildings on Crestmont Drive. There is an adjacent two-unit residential building northeast of the site at the mouth of the proposed private street. The Mount Sutro Open Space Reserve is to the east, across and uphill from Crestmont Drive.
4. **Project Description.** The Project seeks Conditional Use Authorization, pursuant to Planning Code Sections 303 and 304, to amend motion No. 18820 to modify a previously authorized Planned Unit Development (PUD) on two vacant lots measuring approximately 63,890 square-feet in size, that includes the construction of 29 dwelling units in 62,340 sq. ft. of residential space, 58 off-street parking spaces, and a new paved, approximately 20-foot-wide, 700-foot-long private street. The previous Planning Commission action on March 7, 2013, approved a PUD pursuant to Motion No. 18820 for a slightly larger project that included 34 dwelling units in 65,340 sq. ft. of residential space and 68 off-street parking spaces on the same property. A total of 13 buildings would be constructed on the site with a total of 29 dwelling units, 5 would be detached single-family dwellings (+5 units compared to

the original project), 14 would be duplex units (-10 units), and 10 would be multifamily units (no change). The unit type would consist of 28 3-bedroom units (-2 units) and 1 4-bedroom unit (+1 unit). No two-bedroom units are currently proposed (-4 units). The Modified Project would provide 58 vehicle parking spaces (-10 spaces). (The proposed buildings would measure between approximately 16 to 40 feet in height above the new street grade. The entire development would be accessed from the private street at the end of Crestmont Drive. Open space would be provided within the green roof decks and smaller secondary decks. Common usable open space would be provided in a parklet at the end of the private street which is designed as a plaza with a play court, sitting/view area and picnic area. This feature will be accessible to the whole development. To maintain fire ingress and egress parking would not be permitted along the private street.

5. **CEQA Findings.** The Planning Commission has reviewed and considered the Final EIR, the Note to File and the record as a whole and has considered the information contained in the Final EIR. The Commission hereby adopts CEQA Findings contained in ATTACHMENT A, including the MMRP in EXHIBIT C. The Commission finds that with the adoption of the mitigation measures contained in EXHIBIT C the Project will have no significant effect on the environment. The Commission hereby adopts the CEQA mitigation measures in EXHIBIT C and makes compliance with said measures a condition of the approval of the project.
6. **Public Comment.** The Department has not received any comments from the public about the current project.
7. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Lot Width and Area.** Planning Code Section 121(d) requires a minimum lot width of 25'-0". Planning Code Section 121(e) requires a minimum lot area of 2,500 square feet.

The Project Site would remain as it exists and would not be subdivided.

- B. **Front Setback.** Section 132 of the Planning Code requires a front setback equal to the average setbacks of the two adjacent buildings. The requirement are intended to assure an adequate transition between building setbacks, establish a building street wall, and provide an area for landscaping..

The Project has no front setback requirement because the adjacent properties front on different streets, however, the project will provide minimum four-foot front setbacks to permit a walkway alongside the street. This setback provides a sense of openness for the development and moderates the building scale at the street. The proposed setbacks are also similar to those that are provided for the nearby buildings on Crestmont Drive.

- C. **Rear Yard.** Section 134 of the Planning Code requires a rear yard equal to 25 percent of the lot depth, but in no case less than 15'-0", to be provided at grade level and each succeeding level. The rear yard requirement are intended to assure the protection and continuation of established midblock, landscaped open spaces, and maintenance of a scale of development appropriate to each district, consistent with the location of adjacent buildings.

Due to the unique lot shape and general site constraints, the Project has been designed to provide minimum four-foot front setbacks to permit a walkway alongside the street. This walkway, normally provided in the public right-of-way, has made it necessary to set the proposed structures back further on the lot leaving smaller rear yards behind the structures. The proposed rear yards would range from 19-28% of lot depth. Nine of the proposed 13 structures would not meet the 25% minimum rear yard requirement. The Project's lot coverage is approximately 52%. The Project is seeking a modification of the Code provision governing the rear yard requirements; although the projects satisfies the Code-required distance to the neighbors' rear property lines of 25% of the subject lot depths, the Project requires a rear yard modification for the location and configuration of the rear yards.

An exception from the rear yard configuration requirement is justified for the following reasons. First, the site has more than adequate usable open space for the development's residents. Second, the yards behind the structures are steeply sloped making unsuitable for usable open space. Lastly, the proposed configuration respects the established pattern of mid-block open space on this block for rear yards.

- D. Usable Open Space.** Section 135 requires that a minimum amount of usable open space be provided for dwelling units within the RM-1 District. This Section specifies that the area counting as usable open space must meet minimum requirements for area and horizontal dimensions.

The Code requires that 100 square feet of private open space or 133 square feet of common usable open space, or a combination of the two, be provided for each dwelling unit within the RM-1 District. The Project therefore must provide a minimum of 3,857 square feet of common usable open space or 2,900 square feet of private open space, or a combination of the two. Twenty-eight dwellings provide 100 square feet or more of private usable open space. One dwelling would not meet the private usable open requirement but would have access to the common usable open space. The Project includes an approximate total of 13,840 square feet of private usable open space on privately accessible decks and 2,900 square-feet of common usable open space located in the parklet at the end of the private street which includes play court, sitting/view area and picnic area, which is accessible to the whole development. The project complies with the overall usable open space requirement.

- E. Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, a rear yard, or other open area that meets minimum requirements for area and horizontal dimensions.

All of the townhouse dwellings meet their exposure requirement at the front of the dwellings. The 12 proposed duplexes containing stacked dwelling units. The upper dwelling units have exposure at the front on the private street that is 20-feet in width. The lower dwellings have exposure on the noncomplying rear yards that measure approximately 13' to 22' in depth. As part of this PUD, the Project is seeking a modification to the Code-requirement for dwelling-unit exposure for these units.

An exception from the dwelling-unit exposure requirement is justified because in reality the dwellings have exposure from the area beyond the rear property line which constitutes the rear yard for the properties below on Locksley Avenue and is not likely to be developed in the future because of its slope, affording the dwellings unobstructed exposure to the north.

- F. **Street Trees.** Planning Code Section 143 requires installation of one 24-inch box street tree in the case of new construction for every 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree.

The Project Site has approximately 700 feet of frontage along the proposed private street. 35 new street trees are required based upon this frontage. The Project would provide 15 new street trees along the proposed private street. The sponsor will pay an in-lieu street tree fee pursuant to Section 428 of the Code for the 20 street trees that are not being provided. The project is not able to meet the requirement because a geotechnical analysis of the site recommended that pavement be used to control water runoff.

- G. **Off-Street Parking.** Planning Code Section 151 establishes off-street parking requirements for all uses in all districts. Pursuant to this Section, one parking space is required for each dwelling and up to 150% of the permitted parking is permitted as an accessory use.

The required parking for the RM-1 District is one parking space per unit, with an allowance to have up to 1.5 spaces per dwelling as an accessory use. The Project includes a total of 58 off-street parking spaces including one car share parking space and two handicap parking spaces. Thirty-six of the 58 off-street parking spaces being provided would be located efficiently in car stackers. The amount of parking being provided is consistent with the City's efforts to relate parking to unit size as well as density, is consistent with the off-street parking already being provided in the neighborhood, and should help to mitigate the lack of on-street parking available for this Project. Furthermore, due to the siting and configuration of this Project, and the Fire Department prohibition against parking on the access road to the site, there will be no immediately adjacent street parking available to any of the occupants of the Project. Finally, the Project Site is not well served by public transit.

The Project requires conditional use authorization to provide off-street parking at a ratio that exceeds the accessory amounts permitted by the Code (see criteria below).

- H. **Bicycle Parking.** Planning Code Section 155.2 establishes bicycle parking requirements for dwelling units. One Class 1 bicycle parking space is required for every dwelling unit and one Class 2 bicycle parking space is required per 20 dwellings.

The project would provide a minimum of 29 Class 1 bicycle parking spaces. Fifteen bicycle parking spaces would be located within the garage of the townhouse structure. The remaining bicycle parking space would be located within the remaining 12 buildings. The project would provide a minimum of one Class 2 bicycle parking space.

- I. **Car Share Parking.** Section 166 establishes car share parking requirements for newly constructed buildings containing residential uses, where parking is provided.

One car share space is required for 50 – 200 parking spaces. To satisfy this requirement the Project would provide one car share space within the garage of the townhouse structure.

- J. **Use and Density.** Section 209.1(i) permits residential uses within the RM-1 District, and permits at a density ratio not exceeding one dwelling unit for each 800 square feet of lot area.

Lot 25 is 49,550 square-feet which permits a maximum dwelling unit density of 62 dwellings. The Project proposes a total of 29 dwelling units for the Subject Property which is 52% below the maximum permitted density for the site.

- K. **Height/Bulk.** The Subject Property is located in the 40-X Height and Bulk District. Planning Code Section 261 further limits the height of a dwelling in an RH-1 District to 35 feet when located on a relatively flat lot.

The proposed Project would comply with the height and bulk limits of the 40-X District and Planning Code Section 261. The heights of the buildings would range from 16 to 40 feet in height above the new street grade.

- L. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements would apply to projects that consist of ten or more units, where the first application (EE or BPA) was applied for before July 18, 2006. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing for the purpose of increasing affordable housing citywide.

The Project Sponsor has submitted a 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program through payment of the Fee, in an amount to be established by the Mayor's Office of Housing at a rate equivalent to an off-site requirement of 17%. The project sponsor has not selected an alternative to payment of the Fee. The EE application was submitted on January 27, 2004.

8. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use Authorization. Projects that propose a Planned Unit Development through the Conditional Use authorization process must meet these criteria, in addition to the criteria in Section 304, discussed under item 8 below. On balance, the Project complies with the criteria of Section 303, in that:

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

The Subject Property is a vacant lot, measuring approximately one acre in size (49,550 square feet), comprising of a long, narrow strip of land situated between existing low-density residential buildings to the south and higher density residential apartment buildings to the north.

The Project includes the construction of 29 dwelling units within five single family homes, seven duplexes and one townhouse structure in approximately 75,230 square-feet. The structures would range from one- to four-stories in height above the proposed private street. The buildings heights would follow the contours of the land beneath and the building facades are articulated to reduce the overall

scale of the development as viewed from the private street. The development would fit nicely between the lower density development to the south and the higher density development to the north and 12 of the proposed 13 structures would reflect the lower density development to the south. The dwellings would range in size from 2,075 square feet to 3,300 square feet with 28 three-bedroom units and 1 four-bedroom units which is in keeping with the lower density development. The Project Site was always intended for development and the Project reflects a thoughtful way of developing the site in a manner consistent with surrounding development.

The Project's use, size, density, height, and architecture are compatible with the surrounding character of the neighborhood. Most of surrounding single-family dwellings are under 40 feet in height and are modest in size, similar to the Project. The Project maximizes the use of the irregular-shaped parcel by developing on the downslope at the rear of the lot while minimizing negative impacts on the Project's residents and on the neighboring properties uphill on Crestmont Drive. The light and air to the residences on Crestmont Drive would not be obstructed due to the dramatic change in elevation between the properties. The Project Site is further buffered from the residences on Crestmont Drive by the undeveloped common lot at the rear of the properties. The distance from the front of the proposed new homes to the back of the existing homes on Crestmont Drive ranges from 70 to well over 100 feet which would still afford the Crestmont residences the same degree of openness that they presently enjoy.

- B. The use or feature as proposed will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity, or injurious to property, improvements, or potential development in the vicinity, with respect to aspects including, but not limited to the following:
- (i) The nature of the proposed site, including its size and shape, and the proposed size, shape, and arrangement of structures.

The currently vacant site is a long, narrow, steeply sloped, and irregularly shaped parcel. Given these constraints, the Project is designed to both respond to the site's slope and reflect the character of nearby development. The project achieves this by keeping the development relatively low at the street and taking full advantage of the site's slope. The result is a development pattern that matches that of the surrounding neighborhood. The new buildings will have features similar to the dwellings on Crestmont Drive with at-grade entrances, small front setbacks, varying building heights that follow grade, and prominent garage door entrances at the front of most buildings.

- (ii) 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.

Currently the site is vacant, and Crestmont Drive dead-ends at the end of the Subject Property. Residents of the development will gain vehicular and pedestrian access to their individual homes and garages via a 20-foot wide, approximately 700-foot long private street. Moreover the proposed access would be used almost exclusively by residents of the development because it provides direct access only to their homes. The private street is designed to facilitate emergency vehicle ingress and egress; the Fire Department will not permit street parking on the private street.

Each dwelling will have two off-street parking spaces to limit demand for on-street parking on Crestmont Drive. Thirty-six of the 58 off-street parking spaces being provided would be located in car stackers. Due to the absence of on-street parking within the private street and the site's lack of access to public transit, the 2:1 parking ratio is appropriate for and consistent with the neighborhood.

- (iii) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust, and odor.

The Project includes residential uses that are typical of the surrounding context, and would not introduce operational noises or odors that are detrimental, excessive, or atypical for the area. Some temporary increase in noise is to be expected during construction. Construction related noise is limited in duration and will be regulated by a construction noise mitigation measure adopted as a condition of project approval (see EXHIBIT C, NOISE) and the San Francisco Noise Ordinance, which prohibits excessive noise levels from construction activity and limits the permitted hours of work. Excavation and grading will result in a minimal amount of dust generation; further an air quality mitigation measure adopted as a condition of project approval will control toxic emissions from construction activities (see EXHIBIT C, AIR QUALITY). Furthermore, the building will not exhibit an excessive amount of glazing or other reflective materials. Therefore, the Project is not expected to cause offensive amounts of glare.

- (iv) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting, and signs.

The Project Site is steeply sloped and could pose a geologic hazard. The Project's EIR analyzed the geologic hazards associated with the site and the CEQA Findings adopt and make conditions of project approval all of the recommendations to mitigate the geological hazards, including but not limited to, reducing water runoff flows over soils and the collection of water runoff into storm retention drains. These recommendations are included in the project and as conditions of project approval in the MMRP (see EXHIBIT C, GEOLOGY) and have resulted in less permeable area being included in the Project design. The design as a result does not meet the street tree, permeability, or landscaping requirements of the Code.

All dwellings will have access to private usable open space in the form of private balconies and roof decks. One of the dwellings would not have enough private usable open space to meet the Code requirement and would thus depend on the proposed parklet at the end of the street to fulfill their common usable open space requirement. The common usable space would be located at the western end of the site and include a play court, sitting/view area and picnic area. The open space provided at grade level would be contiguous to open spaces on adjacent properties. Fifteen new street trees will also be added along the private street frontages.

All 58 off-street parking spaces will be provided in private garages. No loading space is proposed, and signage would be minimal and comply with the requirements of Article 6 of the Planning Code.

- C. Such use or feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the General Plan.

The Project generally complies with the applicable sections of the Code, with certain modifications. The residential density is permitted within the RM-1 Zoning District, and the height and bulk of the Project are consistent with the 40-X Height and Bulk District. The purpose of the PUD process is to allow well-designed development on larger sites to request modifications from the strict requirements of the Planning Code, provided that the project generally meets the intent of these Planning Code requirements and will not adversely affect the General Plan.

Considered as a whole, the Project would add family housing to the City's housing stock. The Project includes a mix of family-sized units to serve households with varied housing needs.

9. **Planning Code Section 304** establishes procedures for Planned Unit Developments, which are intended for projects on sites of considerable size, including an area of not less than half-acre, developed as integrated units and designed to produce an environment of stable and desirable character, which will benefit the occupants, the neighborhood and the City as a whole. In the cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well-reasoned modification of certain provisions contained elsewhere in the Planning Code.

- A. **Modifications.** The Project Sponsor requests five modifications from the requirements of the Planning Code. These modifications are listed below, along with a reference to the relevant discussion for each modification.

(i) Rear Yard: Item #6C

(ii) Dwelling Unit Exposure: Item #6E

(iii) Off-Street Parking Exceeding accessory Amounts: Item #6G

These modifications are justified because, as a whole, the Project has outstanding overall design, and will promote harmony by visually relating to the lower density development in the neighborhood. The Project's density, height, dimensions, and character are designed to be respectful to and compatible with the surrounding buildings. The placement of the buildings on the site, taking advantage of the lot slope keep the building height low and reduce the scale of the development. Although the project would not meet the rear yard requirement of the Code, the rear yards provided are similar in depth to the properties uphill on Crestmont Drive. The uniquely shaped lot and outstanding design of the Project creates a development that is articulated well and compatible with the surrounding context.

- B. **Criteria and Limitations.** Section 304(d) establishes criteria and limitations for the authorization of PUDs over and above those applicable to Conditional Uses in general and contained in Section 303 and elsewhere in the Code. On balance, the Project complies with said criteria in that it:

- (i) Affirmatively promotes applicable objectives and policies of the General Plan;

See discussion under item #9.

- (ii) Provides off-street parking adequate for the occupancy proposes.

Pursuant to the requirements of Section 151, one off-street parking space is required per dwelling in an RM-1 District, for a total of 29 parking spaces. The Project will include 58 off-street parking spaces. Most of the off-street parking will be provided in car stackers within private garages. The proposed parking exceeds the accessory amount of 150% that is permitted by the Code and thus additional findings must be met, see item #9 below for discussion.

- (iii) Provides open space usable by the occupants and, where appropriate, by the general public, at least equal to the open space required by this Code;

The Code requires that 100 square feet of private open space or 133 square feet of common usable open space, or a combination of the two, be provided for each dwelling unit within the RM-1 District. The Project therefore must provide a minimum of 3,857 square feet of common usable open space or 2,900 square feet of private open space, or a combination of the two. Twenty-eight dwellings provide 100 square feet or more of private usable open space. One dwelling would not meet the private usable open requirement but would have access to the common usable open space. The Project includes an approximate total of 13,840 square feet of private usable open space on privately accessible decks and 2,900 square-feet of common usable open space located in the parklet at the end of the private street which includes play court, sitting/view area and picnic area, which is accessible to the whole development. The project complies with the overall usable open space requirement.

- (iv) Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of the 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 Project proposes a total of 29 dwelling-units on the Subject Property. Based on the allowable density specified by Section 209.1(i) for the RM-1 District, up to 61 dwelling-units would be allowed on lot 25, and thus the Project would be at 48% of the allowable density. Thus the Project density does not constitute a reclassification of the Subject Property.

- (v) 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.

There are no commercial uses proposed as part of this Project.

- (vi) 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.

As measured by the provisions of Planning Code Sections 102.12 and 260, the Project would not exceed the height limits of the 40-X Height and Bulk District. The proposed buildings would measure between approximately 16 to 40 feet in height above the new street grade. All of the buildings within the Project would comply with the 40-X Height and Bulk District.

10. In considering any application for a conditional use for parking for a specific use or uses, where the amount of parking provided exceeds the amount classified as accessory parking in Section 204.5 of this Code, the City Planning Commission shall apply the following criteria in addition to those stated in Section 303(c) and elsewhere in this Code:

- (a) Demonstration that trips to the use or uses to be served, and the apparent demand for additional parking, cannot be satisfied by the amount of parking classified by this Code as accessory, by transit service which exists or is likely to be provided in the foreseeable future, by car pool arrangements, by more efficient use of existing on-street and off-street parking available in the area, and by other means;
- (b) Demonstration that the apparent demand for additional parking cannot be satisfied by the provision by the applicant of one or more car-share parking spaces in addition to those that may already be required by Section 166 of this Code.
- (c) The absence of potential detrimental effects of the proposed parking upon the surrounding area, especially through unnecessary demolition of sound structures, contribution to traffic congestion, or disruption of or conflict with transit services;
- (d) In the case of uses other than housing, limitation of the proposed parking to short-term occupancy by visitors rather than long-term occupancy by employees; and
- (e) Availability of the proposed parking to the general public at times when such parking is not needed to serve the use or uses for which it is primarily intended.

The nearest transit service to the Project Site is MUNI's 36 Teresita line which has a stop on Warren Drive about 0.4 miles away. Access from there to the Project Site is via a winding, steep route on Crestmont Drive, Oahjurst Lane (stairs) and Devonshire Way. Furthermore, the Project Site is not near any commercial uses. The Inner Sunset is the nearest major commercial area and it is not easily accessible likely resulting in a higher than average number of vehicle trips for the Project's residents. To maintain emergency ingress and egress parallel parking will not be permitted along the sides of the proposed street. The proposed dwellings are also larger family-sized units with three or more bedrooms that are likely to have larger households. Add to these factors the desire of current uphill residents for the project to have no effect on street parking on Crestmont Drive make the site a reasonable candidate for additional parking beyond accessory amounts.

All of the parking would be provided in private garages and most would be efficiently arranged in car stackers. The additional parking would also be used for visitors to the development since the nearest street parking is several hundred feet away in some cases.

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

**HOUSING ELEMENT:
Objectives and Policies**

OBJECTIVE 1
TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.

Policy 1.4:

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

The Project is an in-fill development on a vacant parcel of land in an established residential neighborhood.

OBJECTIVE 8
ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES

Policy 8.7:

Eliminate discrimination against households with children

Policy 8.9:

Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.

The Project provides new family-sized dwelling-units with a variety of floor plans to meet the diverse needs of San Francisco's population. It will contain 29 new residences suitable for families with children. The Project will not diminish the supply of rental housing in that it will be built on a vacant parcel of land.

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.

The Project Site is located on vacant parcels of land that are sandwiched in between development. The parcels are not contiguous to any larger parcels of dedicated open space and were originally proposed for residential development.

The Project is well designed with its structures detached and following the contours of the hillside in both placement and in height. Building footprints are compatible with the scale of the lower density development on Crestmont Drive just uphill from the Project Site. Quality materials that reflect the palette of the hillside are used throughout the design. Front and rear building facades are well articulated to reduce the overall scale of the project such that the buildings would appear no larger than others buildings on the hillside when viewed from afar.

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 1.3:

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

The proposed development is consistent with the scale and density in the surrounding neighborhood, in that the buildings range from one-to-four-stories in height above street level and are low density.

OBJECTIVE 3

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

Policy 3.1:

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

Policy 3.2:

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Policy 3.5:

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

The Project will promote harmony by visually relating the proposed buildings to the buildings in the neighborhood, which are predominantly two- and three-story buildings. The Project's height, massing, scale, materiality, and overall character have been designed to be respectful to and consistent with the surrounding buildings. The new construction will greatly enhance the character of the existing site and neighborhood.

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.1:

Protect residential areas from the noise, pollution and physical danger of excessive traffic.

Policy 4.10:

Encourage or require the provision of recreation space in private development.

Policy 4.11:

Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

Policy 4.12:

Install, promote and maintain landscaping in public and private areas.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

Policy 4.15:

Protect the livability and character of residential properties from the intrusion of incompatible new buildings.

The construction of the Project will also help to improve safety in the neighborhood by converting a currently vacant lot into a continuation of the surrounding low density neighborhood.

The proposed Project includes a parklet at its western edge. This open space will include a play court, sitting/view area and picnic area, accessible to the whole development.

The new buildings are compatible in scale, density, and materiality with the established neighborhood character.

RECREATION AND OPEN SPACE ELEMENT:

Objectives and Policies

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.

In addition to the parklet, each dwelling will have direct access to private usable open space in the form of balconies and roof decks for the benefit of its occupants.

12. **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.

No existing neighborhood serving uses would be displaced as the Property is currently vacant. By increasing the number of people who live in the neighborhood, the Project increases the opportunities for resident employment in and ownership of neighborhood businesses

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

The proposed Project would be a benefit to the neighborhood character, by constructing new single-family dwellings that are consistent with the existing height, density, and general architectural style of the surrounding neighborhood.

- C. That the City's supply of affordable housing be preserved and enhanced,

The proposed Project would enhance the City's supply of affordable housing by paying an in-lieu fee to satisfy the Project's affordable housing requirement.

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

The Project would provide 58 off-street parking spaces within private garages for a 2:1 parking ratio, along with one car-share space available to the community. The on-site parking should adequately accommodate the needs future residents and reduce their reliance on street parking on Crestmont Drive. The project would not impede MUNI transit service.

- 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 does not propose any office development, and will not displace any industrial or service uses. The Project should enhance future opportunities for resident employment by providing additional residents to the Neighborhood.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code.

- G. That landmarks and historic buildings be preserved. There are no landmarks or historic buildings on, or associated with, the Project site.

The Subject Property is vacant; there are no landmarks or historic buildings on or associated with the Project Site.

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

The Project would not cast a shadow on any existing parks or recreation facilities or obscure the vista from any park. Although vacant, the Project Site is not a dedicated open space area.

- I. 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.

- J. 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 Application No. 2004.0093CEV** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated **March 4, 2015**, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the DEIR and the record as a whole and finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the DEIR.

The Planning Commission hereby adopts the DEIR and the MMRP attached hereto as Exhibit C and incorporated herein as part of this Resolution/Motion by this reference thereto. All required mitigation measures identified in the DEIR and contained in the MMRP are included as conditions of approval.

The Planning Commission further finds that since the DEIR was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the DEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the DEIR.

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. XXXXX. 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.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on May 14, 2015.

Jonas P. Ionas
Commission Secretary

AYES:

NAYES:

ABSENT:

ADOPTED:

Exhibit A

Conditions of Approval

This Conditional Use Authorization is for a proposed Planned Unit Development for 29 dwelling units, San Francisco Overlook, located on the northwest slope of Mount Sutro at the eastern terminus of Crestmont Drive; Block 2636, Lots 025 and 028, within a RM-1 (Residential, Mixed, Low-Density) District and 40-X Height and Bulk District, in general conformance with the plans dated February 13, 2013, and marked "EXHIBIT B" included in the docket for Case No. **2004.0093CEV** and subject to conditions of approval reviewed and approved by the Commission on **May 14, 2015** under Motion No. **XXXXX**. 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 **March 7, 2013** under Motion No. **XXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'EXHIBIT A' of this Planning Commission Motion No. **XXXXX** 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 Conditional Use 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 Conditional Use authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for three years from the effective date of the Motion. A building permit from the Department of

Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three (3) years of the date of the Motion approving the Project. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

2. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Mitigation Measures.** Mitigation measures described in the MMRP attached as EXHIBIT C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

DESIGN

4. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.

5. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING

6. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
7. **Revocation due to Violation of Conditions.** Should implementation of this project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the project as set forth in EXHIBIT A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

8. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards. *For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org/>*
9. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>
10. **Lighting.** All project lighting shall be directed onto the Project Site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
11. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning

Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

12. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

13. **Transit Impact Development Fee.** Pursuant to Planning Code Section 411 (formerly Chapter 38 of the Administrative Code), the Project Sponsor shall pay the Transit Impact Development Fee (TIDF) as required by and based on drawings submitted with the Building Permit Application. Prior to the issuance of a temporary certificate of occupancy, the Project Sponsor shall provide the Planning Director with certification that the fee has been paid.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

PARKING AND TRAFFIC

14. **Off-Street Parking for All Units.** All off-street parking spaces shall be made available to project residents only as a separate “add-on” option for purchase or rent and shall not be bundled with any project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner’s rules be established, which prevent or preclude the separation of parking spaces from dwelling units.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org .

15. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Affordable Units

16. **Requirement.** Pursuant to Planning Code 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is seventeen percent (17%).

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

17. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing ("MOH") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale or rent.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOH prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Inclusionary Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code..
- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOH or its successor.
- c. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law.

ATTACHMENT A

SAN FRANCISCO OVERLOOK PROJECT

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

SAN FRANCISCO PLANNING COMMISSION

In determining to approve the proposed San Francisco Overlook Project and related approval actions (Project), the San Francisco Planning Commission (Planning Commission or Commission) makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act, California Public Resources Code Sections 21000 *et seq.* (CEQA), particularly Sections 21081 and 21081.5, the Guidelines for implementation of CEQA, California Code of Regulations, Title 14, Sections 15000 *et seq.* (CEQA Guidelines), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code.

I. Introduction

This document is organized as follows:

Section I provides a description of the proposed Project, the environmental review process for the San Francisco Overlook Final Environmental Impact Report, Planning Department Case No. 2004.0093E, State Clearinghouse No. 2003122131 (the Final EIR or EIR), the Planning Commission actions to be taken, the location of records, and introductory information about the findings that follow;

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

Section III identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation, finds all mitigation measures feasible and proposes the adoption of the mitigation measures;

Section IV identifies improvement measures that would further reduce impacts identified as less than significant, finds the improvement measures feasible and adopts the improvement measures;

Section V describes the alternatives analyzed in the Final EIR, explains that because there are no significant impacts associated with the Project that cannot be avoided or reduced to less-than-significant with mitigation, alternatives need not be rejected as infeasible, but, nonetheless provides the reasons for rejecting alternatives as infeasible; and

Section VI discusses why recirculation of the Final EIR is not required.

Attached to these findings as Exhibit C is the Mitigation Monitoring and Reporting Program (MMRP) for the mitigation and improvement measures that have been proposed for adoption. The Mitigation Monitoring and Reporting Program is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the Final EIR that is required to reduce or avoid a significant adverse impact. Exhibit C also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule. The full text of the mitigation measures is set forth in Exhibit C.

A. Project Description

The Project proposed for approval is the same as the San Francisco Overlook Development Residential Project described in Final EIR. The Project site (Assessor's Block 2636, Lots 25 and 28) is in San Francisco's Mount Sutro/Forest Knolls/Clarendon Heights neighborhood on the northwest slope of Mount Sutro, about 0.25 mile southwest of the University of California Medical Center, and approximately 600 feet northwest of the summit of Mount Sutro. The generally rectangular-shaped site includes a hook-shaped area protruding south from the site's western edge. The project site is in an RM-1 (Residential, Mixed, Low Density) District and a 40-X Height and Bulk District. The north portion of the undeveloped, partially wooded and vegetated, approximately 63,890-square-foot (-sq.ft.) project site slopes sharply down to an abandoned quarry that is on an adjacent parcel.

The proposed project would include construction of 29 dwelling units (62,340 square feet of residential space) and a new paved, approximately 20-foot-wide, 700-foot-long private street (13,950 square feet). Five of the structures would be single-family dwellings. Fourteen of the 29 units would be constructed as duplexes (with a two-story upper unit above a two story lower unit) in seven structures. A single building with ten townhomes would be constructed on the western portion of the site. Thus, there would be a total of 13 structures with a total of 29 dwelling units. The proposed buildings would range between approximately 16 to 40 feet in height above the new street grade. The buildings would be four stories, with one to four stories above street level, and at the rear, down-sloping portion of the project site, at most two stories below street level. Approximately 45,390 square feet of the project site would be developed with the new residential buildings, sidewalk, and new paved private street with a fire truck turn-around area at the west end. The remaining 18,500 square feet of the project site would be left undeveloped except for some soil stabilization geotechnical features, i.e., stitch piers and soil nails. The 34 dwelling units would consist of 28 three-bedroom units and one four bedroom unit. The duplex buildings would have a total of 28 parking spaces, all of which would be in the form of two-car stackers. The townhome building would have 20 spaces in an enclosed parking garage and the five single-family dwellings would each have two parking spaces, thus, there

would be a total of 58 spaces. A minimum of 29 bicycle parking spaces would be provided. After construction of the proposed project buildings and private street, the site would be landscaped.

The project sponsor would comply with the requirements of the Inclusionary Housing Ordinance for below market rate (BMR) units by providing 12 percent of the units on-site as BMR units distributed throughout the project, or by providing 17 percent of units off-site as BMR units, or by paying the Affordable Housing fee.

Development of the site would require excavation to various depths up to approximately 15 feet for footings, foundations, and lower floors of the residential units, as well as for fill in other areas of the site. Much of the volume of excavation would be offset by the required fill, but approximately 1,100 cubic yards of soil would be hauled from the site.

B. Environmental Review

The Planning Department determined that an Environmental Impact Report was required for the Project. The Planning Department published the Draft EIR (State Clearinghouse No. 2003122131) and provided public notice of the availability of the Draft EIR for public review and comment on May 2, 2012.

On May 2, 2012, a Notice of Completion and copies of the Draft EIR were distributed to the State Clearinghouse. Notices of availability for the Draft EIR of the date and time of the public hearings were posted on the Planning Department's website on May 2, 2012.

The Planning Commission held a duly noticed public hearing on the Draft EIR on June 19, 2012. At this hearing, opportunity for public comment was given, and public comment was received on the Draft EIR. The Planning Department accepted public comments on the Draft EIR from May 2, 2012, to 5:00 p.m. on June 19, 2012.

The Planning Department published the Responses to Comments on the Draft EIR on February 21, 2013. This document includes responses to environmental comments on the Draft EIR made at the public hearing on June 14, 2012, as well as written comments submitted on the Draft EIR during the public review period from May 2, 2012, to June 19, 2012. The Responses to Comments document also contains text changes to the Draft EIR to update the project description and correct or clarify information presented in the Draft EIR, including changes to the Draft EIR text made in response to comments. The Planning Commission certified the Final EIR on March 7, 2013.

C. Project Approvals

This section lists all of the approval actions that are expected to occur to implement the project.

1. Planning Commission

The Planning Commission is being requested to take the following actions to approve and implement the Project:

- Certification the Final EIR.
- Adoption of CEQA findings and the MMRP.
- Approval of a Conditional Use Authorization for Planned Unit Development, with exceptions for Rear Yard depth, units facing onto an Open Area, and an increase in amount Off Street Parking provided.

2. Other City Agencies

Other City agencies will be requested to take the following actions to approve and implement the Project:

- Approval of subdivision maps. (*Department of Public Works*)
- Approval of building permit. (*Department of Building Inspection*)
- Approval of connection of private road to Crestmont Drive. (*Department of Public Works*)

D. Contents and Location of Records

The record upon which all findings and determinations related to the Project are based includes the following:

- The EIR, and all documents referenced in or relied upon by the EIR.
- All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the proposed approvals and entitlements, the Project, and the alternatives set forth in the EIR.
- All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR, or incorporated into reports presented to the Planning Commission.
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the EIR.
- All applications, letters, testimony and presentations presented to the City by San Francisco Overlook, LLC, the project sponsor for the Project, and its consultants in connection with the Project.

- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Project and the EIR.
- For documentary and information purposes, all locally-adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area.
- The MMRP.
- All other documents comprising the record pursuant to Public Resources Code Section 2116.76(e).

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period from May 2, 2012, to June 19, 2012, the administrative record, and background documentation for the Final EIR are located at the Planning Department, 1650 Mission Street, Suite 400, San Francisco. Jonas P. Ionin, Commission Secretary, is the custodian of these documents and materials.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the Draft EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings. The Final EIR, consisting of the Draft EIR and the responses to comments document, is incorporated into these Findings by this reference. Without limitation, this incorporation is intended to elaborate on the scope and nature of the mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives and the reasons for approving the Project.

E. Findings About Significant Environmental Impacts and Mitigation Measures

Sections II, III and IV set forth the Commission's findings about the Final EIR's determinations regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the Commission regarding the environmental impacts of the Project and the mitigation measures included as part of the Final EIR and adopted by the Commission as part of the Project. To avoid duplication and redundancy, and because the Commission agrees with, and hereby adopts, the conclusions in the Final EIR, these findings will not repeat the analysis and conclusions in the Final EIR, but instead incorporates them by reference in these findings and relies upon them as substantial evidence supporting these findings.

In making these findings, the Commission has considered the opinions of staff and experts, other agencies and members of the public. The Commission finds that the determination of significance thresholds is a judgment decision within the discretion of the City and County of San Francisco; the significance thresholds used in the Final EIR are supported by substantial

evidence in the record, including the expert opinion of the Final EIR preparers and City staff; and the significance thresholds used in the Final EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project. Thus, although as a legal matter, the Commission is not bound by the significance determinations in the Final EIR (see CEQA Section 21082.2(e)), the Commission finds them persuasive and hereby adopts them as its own.

These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the Final EIR's determination regarding the Project's impacts and mitigation measures designed to address those impacts. In making these findings, the Commission ratifies, adopts and incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth below, the Commission adopts and incorporates all of the mitigation measures set forth in the Final EIR and the attached MMRP to substantially lessen or avoid the potentially significant and significant impacts of the Project. In adopting these mitigation measures, the Commission intends to adopt each of the mitigation measures proposed in the Final EIR for the Project. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the Final EIR due to a clerical error, the language of the policies and implementation measures as set in the Final EIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the impact and mitigation measure numbers used in the Final EIR.

In order to implement the mitigation measures set forth in the Final EIR and the attached MMRP, the Commission is adopting all of the mitigation measures as conditions of approval of the Project. The Commission recognizes that some of the mitigation measures also may be within the jurisdiction of the Department of Building Inspection (DBI) as set forth in the MMRP. The Commission finds that with respect to mitigation measures that also are within the jurisdiction of DBI, that DBI can implement these mitigation measures through its normal permitting and enforcement authority and, therefore, it is reasonable to conclude that DBI will assist in the implementation and enforcement of the mitigation measures.

II. Impacts Found Not To Be Significant, Thus Requiring No Mitigation

Finding: Based on substantial evidence in the whole record of this proceeding, the Planning Commission finds that the implementation of the Project would not result in any significant environmental impacts in the following areas: Land Use; Aesthetics, Transportation and Circulation; Greenhouse Gas Emissions; Emergency Access; Recreation Utilities and Service Systems; Public Services, Hazards and Hazardous Materials, Mineral and Energy Resources, Agriculture and Forest Resources; and Growth Inducement. Each of these topics is analyzed and discussed in detail in the EIR including but not limited to, in EIR Chapters: IV.A, IV.B, IV.C, IVE, IV.G, IV.H, V.A and VIII.A.

III. Findings of Potentially Significant Impacts That Can Be Avoided Or Reduced To A Less Than Significant Level

Finding: 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 III concern impacts identified in the EIR and mitigation measures set forth in the EIR. These findings discuss mitigation measures as proposed in the EIR and recommended for adoption by this Commission and DBI, which can implement the mitigation measures. The mitigation measures proposed for adoption in this section are identical to the mitigation measures identified in the attached MMRP. The Draft EIR and Responses to Comments document provides additional evidence as to how these measures would avoid or reduce the identified impacts as described herein. Such analysis, as stated in Section I, is incorporated in these findings by reference.

As explained previously, **Exhibit C**, attached, contains the MMRP required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the Final EIR that is required to reduce or avoid a significant adverse impact. **Exhibit C** also specifies the party responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

The Planning Commission finds, based on the record before it, that the mitigation measures proposed for adoption in the MMRP are feasible, and that they can and should be carried out by the Project Sponsor and the identified agencies at the designated time.

All mitigation measures identified in the Final EIR that are applicable to the Project and would reduce or avoid significant adverse environmental impacts of the Project are proposed for adoption and are set forth in **Exhibit C**, in the MMRP. The Planning Commission agrees to and adopts all mitigation measures set forth in the MMRP.

A. Air Quality

1. Impact – Impacts on Sensitive Receptors (AQ-3)

a) Potentially Significant Impact

The EIR finds that project construction activities would emit toxic air contaminants that would expose sensitive receptors to substantial pollutant concentrations.

b) Mitigation Measure M-AQ-3 and Conclusion

The Planning Commission finds the emissions of toxic air contaminants would be reduced to a less-than-significant level with implementation of Mitigation Measure M-AQ-3, pp. 147-148, Construction Emissions Minimization, which would reduce toxic emissions to below the applicable significance threshold:

M-AQ-3: Construction Emissions Minimization. To reduce the health risk resulting from project construction activities, the project sponsor shall reduce construction emissions by a minimum of 87% as compared to that estimated in the Air Quality Technical Report (ENVIRON International Corporation, San Francisco, Air Quality Technical Report for San Francisco Overlook Development, San Francisco, CA, Health Risk Assessment, January 2012). This may be accomplished through the following requirements:

1. All equipment must meet Tier 2 emissions standards or higher, and
2. All equipment must utilize a California Air Resources Board (CARB) certified level 3 Verified Emissions Control Device.
3. The project sponsor shall ensure that the above requirements are written into contract specifications including the requirement for the contractor to submit a comprehensive inventory of all off-road diesel equipment including each piece of equipment's license plate number, horsepower rating, engine production year, and confirmation that the equipment contains a Level 3 abatement device verified by CARB.

Should the project sponsor choose to comply with this mitigation measure through any means other than the requirements listed above, the project sponsor shall prepare a Construction Emissions Minimization Plan demonstrating an equivalent emissions reduction. The Construction Emissions Minimization plan shall be submitted to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist prior to the commencement of construction activities.

B. Geology and Soils

1. Impact – Seismic-Related Hazards Impacts (GE-1)

a) Potentially Significant Impact

The EIR finds that given project site slope conditions, construction of the project would expose people and structures to substantial seismic-related hazards including the risk of loss, injury, or death involving strong seismic ground shaking.

b) Mitigation Measures M-GE-1a, M-GE-1b, and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-GE-1a, p. 211, Seismic Design Parameters and Mitigation Measure MG-GE-1b, p. 212, Detailed Design Plans, which will assure construction that complies with all regulatory standards designed to withstand strong ground shaking:

M-GE-1a: Seismic Design Parameters. The following parameters for seismic design from the 2010 California Building Code shall be used in calculations for the final project design:¹

- Site Location: Latitude = 37.75889 degrees; Longitude = -122.46131 degrees, in order for the project design to be appropriate to its location
- Site Class = C, in order for the project design to be appropriate to its region
- Mapped Spectral Acceleration for Short Period (SS, Site Class B) = 1.658g, in order to incorporate mapped short-period earthquake forces that are anticipated
- Mapped Spectral Acceleration for 1-Second Period (S1, Site Class B) = 0.842g, in order to incorporate mapped one-second earthquake forces that are anticipated
- Maximum Considered Earthquake Spectral Response Acceleration for Short Period (SMS, Site Class C) = 1.658g, in order to incorporate maximum anticipated short-period earthquake forces
- Maximum Considered Earthquake Spectral Response Acceleration for 1-Second Period (SM1, Site Class C) = 1.094g, in order to incorporate maximum anticipated one-second earthquake forces
- Design Spectral Response Acceleration for Short Period (SDS, Site Class C) = 1.106g, in order to incorporate anticipated short-period earthquake forces adjusted for design purposes
- Design Spectral Response Acceleration for 1-Second Period (SD1, Site Class C) = 0.730g, in order to incorporate anticipated one-second earthquake forces adjusted for design purposes

¹ Alan Kropp, Principal Engineer, Alan Kropp & Associates, letter to Gary Testa, San Francisco Overlook Development LLC, RE: *Geotechnical Update San Francisco Overlook Project, San Francisco California*, December 7, 2010. This report is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2004.0093E.

Seismic design criteria for the project also shall comply with the recommendations in Section 5.07, on pages 53–54 of the geotechnical investigation.

M-GE-1b: Detailed Design Plans. Prior to the issuance of a building permit for the project site, the project sponsor shall:

1. Submit to the DBI a site-specific, design-level geotechnical investigation prepared for the proposed project by a registered geotechnical engineer. The investigation shall comply with all applicable state and local code requirements and:
 - a) Include an analysis of the expected ground motions at the site from known active faults using accepted methodologies;
 - b) Determine structural design requirements as prescribed by the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults;
 - c) Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements;
2. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigations in the site-specific investigations.
3. The project structural engineer shall review the site-specific investigations, provide any additional necessary mitigation to meet Building Code requirements, incorporate all applicable mitigations from the investigation in the structural design plans, and ensure that all structural plans for the project meet current Building Code requirements.
4. The DBI registered geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical mitigations contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits.
5. The DBI shall review all project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.

2. Impact – Landslide Impacts (GE-2)

- a) Potentially Significant Impact

The EIR finds that given the existing landslide area on the site and extending off-site and the proposed road, project would expose people and structures to substantial adverse effects, including the risk of loss, injury, or death involving landslides during an earthquake or unusual wet conditions.

b) Mitigation Measures M-GE-1b; M-GE-2a through M-GE-2g; and Conclusion

The Planning Commission finds the potentially significant impacts from landslides listed above would be reduced to a less-than-significant level with implementation of the below measures, which include provisions to address potential landslide effects:

- Mitigation Measure M-GE-1b, Detailed Design Plans, p. 212, discussed above;
- Mitigation Measure M-GE-2a, Protection of Private Road from Existing Landslides, p. 214;
- Mitigation Measure M-GE-2b, Stitch Piers, pp. 214-215;
- Mitigation Measure M-GE-2c, Debris Walls, pp. 215-216;
- Mitigation Measure M-GE-2d, Drainage and Erosion Control, pp. 216-217;
- Mitigation Measure M-GE-2e, Existing Fill, p. 217;
- Mitigation Measure M-GE-2f, Creep and Sloughing of Native Soils, p. 218; and
- Mitigation Measure M-GE-2g, Maintenance, pp. 218-219, as follows:

M-GE-2a: Protection of Private Road from Existing Landslides. To protect the proposed private road and new residences, a qualified geotechnical engineer shall determine and design appropriate protective measures, after the grading in this area has been better defined during the final design stage. Potential measures could include removal and recompaction of the existing fills beneath the new private road in accordance with Mitigation Measure M-GE-2e (Existing Fill), installation of a retaining wall along the downslope (north) portion of the new private road, and a deepened drilled pier foundation system for the road's retaining wall, the depth of which shall be determined once grading is better defined. The design of measure(s) for protecting the new private road shall be subject to the review of the project geotechnical consultant, DBI, and a geotechnical study peer review panel (consisting of a structural engineer, a geologist, and a geotechnical engineer, as required by Section 106A.4.1.3 of the San Francisco Building Code for sites located within the Northwest Mount Sutro Slope Protection Area), and shall be completed before issuance of a building permit for the project.

M-GE-2b: Stitch Piers. As noted in the project description, the project includes stitch piers² to minimize fill instabilities. Stitch piers shall be installed near the property lines in accordance with the recommendations of the project's geotechnical investigation. The stitch piers shall be designed to resist the soil loads due to shallow instabilities that result in lateral pressure on the piers.

Stitch piers shall be installed along the west property line and along the west portion of the north property line in the vicinity of the previous quarry activities to mitigate soil loss on the project site due to off-site sloughing and raveling. Re-entrant stitch piers³ shall be installed on the south portion of the site to protect against undermining the west property line stitch piers by potential on-site soil movements. Stitch piers shall be installed near the northeast corner of the site in order to help deflect slide movements, and prevent encroachment of potential slide debris onto the project site, from the existing landslide area northeast and uphill of the site. Where appropriate, lagging⁴ shall be installed from the upslope side of the stitch piers. If slope materials move over time, which would expose the stitch piers, additional lagging shall be installed to provide continued containment. Long-term maintenance for the site shall include observations of the slope conditions below the stitch piers, as stipulated in Mitigation Measure M-GE-2g (Maintenance), on page 218.

2 *Stitch piers:* Closely spaced, below-grade, drilled piers designed to resist lateral loads such as those associated with sloughing/raveling and landslide movements. Loads, loading: Weight or pressure on soil, as from overlying structures or earth movement.

3 *Re-entrant stitch piers:* A stitch pier wall that follows the property line of the site.

4 *Lagging:* A common earth retention system. Wooden piers (or soldier piers) are driven into the ground at even intervals, deep enough to reach bedrock or a soil layer that is competent (not unstable and able to provide resistance to soil movement above), and wooden planks are bolted across them to form an earth retaining wall.

To provide the best overall performance, stitch piers shall be placed as close as possible to the property line while conforming to criteria established by Section J108 of the 2010 California Building Code (which is the basis for the *San Francisco Building Code*) and/or other governing codes and regulations requiring improvements to be offset from the property line.⁵

All stitch piers shall be designed and installed in conformance with the recommendations in Section 5.03.3 Stitch Piers, on page 48 of the geotechnical investigation.

M-GE-2c: Debris Walls. As noted in the project description, the project includes installation of a debris wall in combination with stitch piers to protect the project site from the shallow soil instabilities and ongoing sloughing/raveling near the western property line and along the western portion of the north property line, which could undermine the project site. This is in accordance with Mitigation Measure M-GE-2b (Stitch Piers), on page 214.

The debris wall shall be installed near the upslope edge of the new private road. In the portion of the new private road located below documented landslides, the debris wall shall be taller and stronger than other project debris walls in order to resist the potentially larger landslide debris loads. In addition, an access path shall be constructed behind the wall to allow for collection and removal of accumulated debris from the area behind the wall. Because of the steep slopes, the access path uphill from the debris wall shall be as narrow as practical while still allowing for access to remove accumulated debris. If necessary, the access path shall include installation of a retaining wall along the upslope edge of the path in order to maintain a path that has sufficient width to allow for access for clearing operations. Methods for clearing the debris shall be considered in the design of the access path.

The locations and lengths of debris walls, including the debris wall near the downslope property line stipulated in Mitigation Measure M-GE-2f (Creep and Sloughing of Native Soils), on page 218, shall be determined and designed by a qualified geotechnical engineer, in accordance with the recommendations of the project's geotechnical investigation report and applicable California and San Francisco Building codes and regulations, after the final site plan and building and improvement/maintenance layout are determined. The design of the debris walls shall be reviewed by the project geotechnical consultant, DBI, and a geotechnical study peer review panel (consisting of a structural engineer, a geologist, and a geotechnical engineer, as required by Section

5 Section J108 of the 2010 California Building Code (which is the basis for the San Francisco Building Code) provides for setbacks of graded slopes from property lines. Although the intent of a stitch pier wall is to protect a property from encroachment by adjacent properties and the code section applies to the reverse situation (i.e., where the property in question would encroach on or impact adjacent properties), some jurisdictions have included stitch piers walls within the same constraints as graded slopes.

106A.4.1.3 of the *San Francisco Building Code* for sites located within the Northwest Mount Sutro Slope Protection Area), and shall be completed before issuance of a building permit for the project. All debris walls shall be designed and installed in conformance with the recommendations in Section 4.04.2.02, Footings, on page 39, Section 4.04.3, Retaining Walls, on pages 39–40, and Section 5.04.2 Debris Walls, on pages 50–51 of the geotechnical investigation.

M-GE-2d: Drainage and Erosion Control. The following drainage and erosion control measures shall be installed to maintain slope stability and to reduce the risk of downslope migration of slope debris:

- Concrete v-ditches⁶ for the collection and routing of surface water flows;
- Swales⁷ and catch basins⁸ for the collection and direction of the flow of surface water;
- Collection of water on roofs using downspout connected to a system of pipes that would extend into a drainage system in the new private road or a v-ditch located on the project site downstream of the structures; and
- Subdrains⁹ located uphill from and behind proposed retaining walls and debris walls.

Erosion-resistant vegetation shall be planted on the finished slopes, and, if the construction period spans the rainy season, the vegetation shall also be planted on temporary slopes. Erosion control for temporary slopes shall include, as determined to be appropriate by a qualified geotechnical engineer: grading to prevent water from flowing over the top of any slope; planting vegetation, including quick-growing native grasses and plants; and installing netting, hay wattles, and silt fences. Erosion control for finished slopes shall consist of vegetation that is deeply rooted, has dense growth at or near ground surface, and requires minimum irrigation.

Drainage and erosion control measures shall include, and shall be designed and installed in conformance with, the recommendations in Sections 5.06.1 Subsurface Drainage, 5.06.2 Surface Drainage, and 5.06.3 Erosion Control, on pages 52–53 of the geotechnical investigation.

6 *V-ditch*: A vee-shaped ditch.

7 *Swale*: A wide shallow depression in the ground to form a channel for storm water drainage, which may provide some groundwater recharge.

8 *Catch basin*: (1) A receptacle at the entrance to a drainage system designed to keep out large or obstructive matter, or (2) a reservoir for collecting surface drainage or runoff.

9 *Subdrain*: A perforated or plain underground drain.

M-GE-2e: Existing Fill. Where there is existing fill beneath the proposed new private road, the fill shall be removed and recompacted. For the fill below the east portion of the new private road, the boundary for fill removal and recompaction may be dictated by the limits of the grading activities for project development, as determined by a qualified geotechnical engineer. Where fills are located beneath proposed new structures, such as the proposed buildings and retaining walls, drilled pier foundations extending through the fill soils into competent¹⁰ underlying bedrock materials shall be installed. Due to the potential for downward creep of the fill, the piers shall be designed to resist a substantial creep load¹¹ in addition to the creep load from native soils.

M-GE-2f: Creep and Sloughing of Native Soils. Deep drilled pier¹² foundations that extend well below the anticipated depth of creep movement and into the zone of passive resistance¹³ shall be installed. The depth shall be determined by a qualified geotechnical engineer. Drilled piers for the proposed residential buildings shall have a wider diameter than typically used (a minimum of 16 inches) in order to provide sufficient reinforcement to resist the anticipated lateral loading.

Drilled piers into competent bedrock materials underlying the native soils shall be installed to protect the proposed structures from the potential creep and/or sloughing of the native soils. Erosion control measures, such as the installation of netting and erosion-resistant vegetation on the slope, shall be used to reduce the risk of sloughing, in accordance with Mitigation Measure M-GE-2d (Drainage and Erosion Control), on page 218, and city ordinances which are discussed in Chapter III. Plans and Policies on pages 53-54 and Section IV.H. CEQA Checklist Update on page 245. A debris wall shall be constructed, in accordance with the requirements of Mitigation Measure M-GE-2c (Debris Walls) on page 215, near the downslope north property line to prevent movement of potential slough material onto the adjacent downslope properties, where more significant sloughing could occur.

M-GE-2g: Maintenance. The project sponsor shall provide for the ongoing maintenance of elements of the final geotechnical and structural design by including in the project's Declaration of Covenants, Conditions and Restrictions (CC&Rs) an obligation for the future homeowners association (or for the Mount Sutro Woods Homeowners Association should the project be annexed to that association) to maintain such elements

10 *Competent*: Stable and able to provide resistance to soil movement above.

11 *Creep, substantial creep*: Creep is movement of soil and subsoil downslope that is invisible to the naked eye. Substantial creep is creep that causes sloughing, or soil stability failure. Creep loads, loading: Weight or pressure on soil from overlying structures or earth movement.

12 *Piers, drilled piers*: Columns placed into the ground to provide soil and slope stability. The pier shaft is excavated and the pier material poured in or installed.

13 *Passive resistance*: The force of soil and slope pushing against each other due to gravity (as opposed to active means such as a retaining wall).

as a common area maintenance obligation of the association.¹⁴ Prior to the first issuance of a final subdivision map or temporary or final certificate of occupancy, the project sponsor shall record a deed restriction against the title to the property committing all owners of the property to participating in a homeowners association that contains this obligation. If for any reason the property is developed but not subdivided, all owners shall be responsible for the maintenance obligation. Such maintenance obligations shall include:

- Monitoring and clearing of drain outlets, v-ditches, catch basins, and above-grade piping;
- Monitoring and clearing of subdrain outlet pipes and cleanouts;
- If downslope sloughing/raveling exposes stitch piers, installation of lagging (piers installed with planks bolted across them) to prevent loss or movement of soil upslope from the stitch piers;
- Monitoring and clearing of debris from debris walls;
- If ground/soil/debris material moves away from a debris wall, installation of lagging as needed;
- Monitoring of the slope conditions below the stitch piers; and
- Repairs and partial to full replacement of any of the above items as needed.

Post-construction maintenance shall comply with the recommendations in Section 5.10 Post Construction Maintenance, on page 56 of the geotechnical investigation.

3. Impact – Geologic Instability Impacts (GE-3)

a) Potentially Significant Impact

The EIR finds that as a result of the steep slopes at the project site, construction of the project would expose people or structures to substantial adverse impacts, including the risk of loss, injury, or death involving on- and off-site geologic instability, including shallow sloughing/raveling.

b) Mitigation Measures M-GE-1b; M-GE-2a through M-GE-2d and M-GE-2f; M-GE-3a through M-GE-3d; and Conclusion

¹⁴ *Declaration of Covenants, Conditions, and Restrictions (CC&Rs)*: A CC&R is the declaration of private covenants, conditions, and restrictions that control a condominium or planned development, and is required of all condominiums. Once completed, they are recorded with the county and become a part of public record. Each CC&R is different depending on the owners and the properties involved. Generally, CC&Rs address issues such as boundaries, definition of common areas, responsibilities, and processes required of each owner, and protocol for property usage, building rules and regulations, and communication and resolution of problems and disputes.

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of the below measures, which incorporate recommendations in the geotechnical report to address erosion and soil instability:

- Mitigation Measure M-GE-1b, Detailed Design Plans, p. 212;
- Mitigation Measure M-GE-2a, Protection of Private Road from Existing Landslides, p. 214;
- Mitigation Measure M-GE-2b, Stitch Piers, pp. 214-215;
- Mitigation Measure M-GE-2c, Debris Walls, pp. 215-216;
- Mitigation Measure M-GE-2d, Drainage and Erosion Control, pp. 216-217;
- Mitigation Measure M-GE-2f, Creep and Sloughing of Native Soils, p. 218; as discussed above;
- Mitigation Measure M-GE-3a, Slope Stability, p. 220;
- Mitigation Measure M-GE-3b Soil Nails, p. 220;
- Mitigation Measure M-GE-3c Design of Retaining Walls, p. 221; and
- Mitigation Measure M-GE-3d Construction on Steep Slopes, p. 221, as follows:

M-GE-3a: Slope Stability. The proposed conceptual design of the project structures shall incorporate the factors of safety identified in Section 4.03, Slope Stability, on page 33 in the project's geotechnical investigation. (The factor of safety is the ratio of the strength of the hillside resisting land sliding, divided by the forces—colluvial¹⁵ and alluvial¹⁶—that would destabilize the hillside.)

M-GE-3b: Soil Nails. After site clearing has been completed, a geotechnical analysis shall be performed by a qualified geotechnical engineer, in accordance with the recommendations of the project's geotechnical investigation, to determine if installation of soil nails would be required to provide stabilization of localized areas of adverse bedding conditions.¹⁷ If soil nails would be required, their installation shall be based on the locations of the slope repair, the exposed adverse bedding conditions, and the inclination of the finished slope. Where appropriate, the design shall consist of rows of soil nails extending down into the slope, with a slope facing consisting of wire mesh and gunite that would cover the slope area, and installation of drains behind the slope

¹⁵ Colluvium: Soil deposited at the base of a slope by gravity.

¹⁶ Alluvium: Soil deposited at the base of a slope by water movement.

¹⁷ Bedding, bedding attitude, adverse bedding conditions: The strata of soil and layered rock and their orientation (e.g. flat, vertical, 45 degree slope, etc.). When the orientation of the bedding is at steep slope and therefore prone to earth movement, it is called adverse bedding.

facing. The design of the soil nails shall be completed before initiation of construction of the project structures.

M-GE-3c: Design of Retaining Walls. The design of all retaining walls (including those stipulated in Mitigation Measure M-GE-2a (Protection of Private Road From Existing Landslides), on page 214, and Mitigation Measure M-GE-2c (Debris Walls), on page 215, shall incorporate the recommendations of the project's geotechnical investigation (Sections 4.04.2.02, Footings, and 4.04.3, Retaining Walls). Where debris walls are constructed on top of retaining walls, the retaining walls shall be designed to resist the impact loads associated with the debris wall.

All retaining walls shall be designed and installed in conformance with the recommendations in Section 5.04.1 Retaining Walls, on pages 48-50 of the geotechnical investigation.

M-GE-3d: Construction on Steep Slopes. The amount of grading for temporary access shall be minimized in order to reduce disturbance to the hillside. All grading activities shall conform to the recommendations in the geotechnical investigation, including Section 5.02.8 slopes, on page 45 of the geotechnical investigation, and the geotechnical consultant shall provide guidance and recommendations regarding grading of finished slopes, which may include fill placement and compaction.

4. Impact – Ground Support Impacts (GE-4)

a) Potentially Significant Impact

The EIR finds that existing fill at the site would not provide acceptable ground support for the proposed project, which would expose people or structures to substantial adverse effects, including the risk of loss, injury, or death.

b) Mitigation Measures M-GE-1b, MGE-2e and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-GE-1b, Detailed Design Plans, p. 212, and Mitigation Measure M-GE-2e, Existing Fill, p. 217, discussed above, which would assure that site fill meets current geotechnical engineering standards.

5. Impact – Native Soils Impacts (GE-5)

a) Potentially Significant Impact

The EIR finds that existing native soils at the site have the potential for creep and sloughing, which would expose people or structures to substantial adverse effects, including the risk of loss, injury, or death.

b) Mitigation Measures M-GE-1b, M-GE-2c, M-GE-2d, M-GE-2f and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-GE-1b, Detailed Design Plans, p. 212, Mitigation Measure M-GE-2c, Debris Walls, pp. 215-216, Mitigation Measure M-GE-2d, Drainage and Erosion Control, pp. 216-217, and Mitigation Measure M-GE-2f, Creep and Sloughing of Native Soils, p. 218, discussed above, which incorporate requirements to address creep and sloughing of native soils.

6. Impact – Downslope or Lateral Soil and/or Rock Movements Impacts (GE-6)

a) Potentially Significant Impact

The EIR finds that the foundations of the proposed project would be adversely affected by downslope or lateral soil and/or rock movements, which would expose people or structures to substantial adverse effects, including the risk of loss, injury, or death.

b) Mitigation Measures M-GE-1b, M-GE-2a, M-GE-2e, M-GE-6a and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-GE-1b, Detailed Design Plans, p. 212, Mitigation Measure M-GE-2a, Protection of Private Road from Existing Landslides, p. 214, and Mitigation Measure M-GE-2e, Existing Fill, p. 217, discussed above, and Mitigation Measure M-GE-6a, Foundations, p. 223, which would reduce the tendency of subsurface materials to move away from the project building foundation because of the steep sloping site:

M-GE-6a: Foundations. The project buildings' foundations shall consist of deep-drilled pier foundations, drilled into competent bedrock materials underlying the native soils, and designed to resist the additional pressure induced by downslope or lateral soil and/or rock movements, in accordance with the geotechnical investigation report (Section 4.04.2.01, Drilled Pier and Grade Beams, on page 37). As determined by a qualified geotechnical engineer, deep-drilled pier foundations shall extend well below the anticipated depth of creep movement and into the zone of passive resistance, to compensate for creep loading and reduced lateral resistance at the project site.¹⁸ Drilled

¹⁸ *Resistance, active or passive:* Soil, slope, and structure push against each other (see loading). Passive resistance relies on gravity to hold a retaining wall in place; the upslope soil presses on the foot of the retaining wall. In active resistance, the retaining wall has other means, such as bracing or being tied into the slope, to resist the lateral, downward pressure provided by the retained slope.

piers shall also have a wider diameter than typically used (a minimum of 16 inches) in order to provide sufficient reinforcement to resist the anticipated lateral loading.

The unsupported portion of the buildings' foundations shall be designed as freestanding columns. Because drilled piers installed on a steep slope such as the project site have significantly reduced passive resistance, the upper portion of drilled piers shall be not be included for passive resistance calculations.

To strengthen the ability of drilled pier foundations to resist lateral loads, the slide debris within the northeast corner of the project site shall be excavated and recompacted. Subdrains also shall be installed to enhance drainage of water from uphill areas and the project site in order to reduce the lateral load on the piers.

Design and installation of drilled piers and grade beams shall conform to the recommendations in the geotechnical investigation, including Section 5.03.1 Drilled Pier and Grade Beams, on page 45 of the geotechnical investigation.

Design and installation of footing foundations (which may be used as an alternative to drilled piers in areas where site excavations have removed the surficial soils and exposed underlying non-expansive bedrock) shall conform to the recommendations in the geotechnical investigation, including Section 5.03.2, Footing Foundations, on page 47 of the geotechnical investigation.

7. Impact – Drainage, Erosion, and Topsoil Impacts (GE-7)

a) Potentially Significant Impact

The EIR finds that removal of vegetation from the site for project construction would adversely affect drainage or result in substantial soil erosion or loss of topsoil.

b) Mitigation Measures M-GE-1b, M-GE-2d and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-GE-1b, Detailed Design Plans, p. 212, and Mitigation Measure M-GE-2d, Drainage and Erosion Control, pp. 216-217, discussed above.

8. Impact – Geology and Soils Project Impacts (GE-10)

a) Potentially Significant Impact

The EIR finds that given the site location and the hillside nature of the site, adverse geology and soils impacts would result on and off-site from inadequate project design, construction, and maintenance of the project.

b) Mitigation Measures M-GE-2g, M-GE-10a, and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measures M-GE-2g, Maintenance, p. 218, discussed above, and Mitigation Measure M-GE-10a, Design, Construction and Maintenance Recommendations, pp. 225-226, as follows:

M-GE-10a: Design, Construction, and Maintenance Recommendations. The design and construction of the project shall incorporate all design, construction, and maintenance recommendations of the project's geotechnical investigation (contained in Section 5.00, Preliminary Recommendations, on pages 42-56), including, but not limited to, the recommendations for:

- Site clearing and grubbing¹⁹ (see page 42 of the geotechnical investigation);
- Fill placement on slopes (see page 43 of the geotechnical investigation);
- Excavations (see page 43 of the geotechnical investigation);
- Specification of fill materials (see page 44 of the geotechnical investigation);
- Subgrade preparation (see page 44 of the geotechnical investigation);
- Placement and compaction of fill (see page 44 of the geotechnical investigation);
- Trench backfill (see page 44 of the geotechnical investigation);
- Grading, and drainage and erosion control, for new cut or fill slopes (see page 45 of the geotechnical investigation);
- Design and installation of any exterior slabs-on-grade²⁰ (and garage slabs as applicable) (see page 51 of the geotechnical investigation);
- Design and installation of pavement (see page 52 of the geotechnical investigation);
- Plan review (see page 54 of the geotechnical investigation);
- Construction observation and testing (see page 54 of the geotechnical investigation);
- Wet weather construction (see page 55 of the geotechnical investigation);
- Cost contingencies (see page 55 of the geotechnical investigation); and

¹⁹ *Grubbing*: Digging up and removing all plants (roots and stem or trunk) in order to clear the land.

²⁰ *Slab on grade*: A reinforced concrete slab placed directly on the ground to provide the foundation for the superstructure (the part of a building above its foundation.).

- Informing future owners and residents of their responsibilities for proper maintenance of on-site drainage measures to reduce the risk of landslides (see page 56 of the geotechnical investigation).

9. Impact – Cumulative Geology and Soils Impacts (C-GE-1)

a) Potentially Significant Impact

The EIR finds that the proposed project, in combination with other past, present, and reasonably foreseeable future project that have affected or could affect geology and soils conditions at the project site and surrounding areas, could result in cumulatively considerable impacts on geology and soils.

b) Mitigation Measures M-GE-1a; M-GE-1b; M-GE-2a through M-GE-2g; M-GE-3a through M-GE-3d; and Conclusion

The Planning Commission finds that the project’s contribution to cumulative geology and soils impacts would be less than significant and would also improve some of the existing geologic and soils conditions with implementation of:

- Mitigation Measure M-GE-1a, Seismic Design Parameters, p. 210;
- Mitigation Measure M-GE-1b, Detailed Design Plans, p. 212;
- Mitigation Measure M-GE-2a, Protection of Private Road from Existing Landslides, p. 214;
- Mitigation Measure M-GE-2b, Stitch Piers, pp. 214-215;
- Mitigation Measure M-GE-2c, Debris Walls, pp. 215-216;
- Mitigation Measure M-GE-2d, Drainage and Erosion Control, pp. 216-217;
- Mitigation Measure M-GE-2e, Existing Fill, p. 217;
- Mitigation Measure M-GE-2f, Creep and Sloughing of Native Soils, p. 218;
- Mitigation Measure M-GE-2g, Maintenance, pp. 218-219;
- Mitigation Measure M-GE-3a, Slope Stability, p. 220;
- Mitigation Measure M-GE-3b Soil Nails, p. 220;
- Mitigation Measure M-GE-3c Design of Retaining Walls, p. 221; and
- Mitigation Measure M-GE-3d Construction on Steep Slopes, p. 221, discussed previously.

C. Cultural and Paleontological Resources

1. Impact – Paleontological Impacts (CP-1)

a) Potentially Significant Impact

The EIR finds that because the site is underlain by chert of the Franciscan Formation that may contain fossils, there is the possibility of an inadvertent discovery of paleontological resources during the excavation associated with the proposed project, which may destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature.

b) Mitigation Measure M-CP-1 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-CP-1, Paleontological Assessment, pp. 234-235, as follows:

M-CP-1: Paleontological Assessment. In the event that any project soils-disturbing activities reveal evidence of a paleontological resource (fossilized vertebrate, invertebrate, and plant remains or the trace or imprint of such remains), the project sponsor shall contact the ERO and a qualified paleontologist²¹ to undertake an appropriate assessment of the discovery and, if warranted, further field evaluation, data recovery, documentation, recordation, and curation in accordance with the Standard Guidelines for the Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontological Resources of the Society of Vertebrate Paleontology (SVP).

2. Impact – Human Remains Impacts (CP-2)

a) Potentially Significant Impact

The EIR finds that although no evidence suggests that archeological resources are present, including human remains, it is possible that the excavation associated with the proposed project may disturb human remains.

b) Mitigation Measures M-CP-2 and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-CP-2, Buried Human Remains, p. 235, as follows:

²¹ *Qualified Paleontologist:* A paleontologist meeting the professional qualifications standards of the Society of Vertebrate Paleontology.

M-CP-2: Buried Human Remains. 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. This shall include 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 archeological 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, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

3. Impact – Archeological Resources Impacts

a) Potentially Significant Impact

The Initial Study of the EIR finds that construction of the proposed project could accidentally damage or disturb unknown subsurface archeological resources.

b) Mitigation Measure 4 (from Initial Study) and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure 4, Archeological Resources, Draft EIR, Appendix A p. 52, as follows:

4: Archeological Resources. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pier drilling, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pier drilling crew, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the 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 Archeological 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.

D. Noise

1. Impact – Construction Noise Impacts (NO-2 and Initial Study)

a) Potentially Significant Impact

The EIR finds that due to the duration of construction and proximity to nearby residences, construction activities of the proposed project could generate significant noise effects.

b) Mitigation Measure 1 (from Initial Study) and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure 1, Construction Noise, Draft EIR, Appendix A p. 50, which includes standard noise control measures and measures to assure adherence to the City's noise ordinance, as follows:

1: Construction Noise. The project sponsor shall implement the following construction control measures and adhere to the City's noise ordinance to reduce construction noise to a less-than-significant level.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers which are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. The project sponsor would conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
- The contractor shall stage large trucks in a non-residential area off-site (yet to be determined) and prohibit large trucks from accessing the construction site prior to 7:00 AM.

E. Hydrology and Water Quality Impacts

1. Impact – Drainage Pattern Erosion Impacts (HY-3)

a) Potentially Significant Impact

The EIR finds that removal of vegetation from the site for construction could substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on-or off-site.

b) Mitigation Measures M-GE-2d, M-GE-2g, and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-GE-2d, Drainage and Erosion Control, pp. 216-217 and Mitigation Measure M-GE-2g, Maintenance, pp. 218-219, discussed above.

2. Impact – Drainage Pattern Flooding Impacts (HY-4)

a) Potentially Significant Impact

The EIR finds that the proposed project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

b) Mitigation Measures M-GE-2d, M-GE-2g, and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-GE-2d, Drainage and Erosion Control, pp. 216-217 and Mitigation Measure M-GE-2g, Maintenance, pp. 218-219, discussed above.

3. Impact – Seiche, Tsunami, or Mudflow Impacts (HY-10)

a) Potentially Significant Impact

The EIR finds that the removal of vegetation from the site and excavation for project construction could expose people or structures to risk of mudflow.

b) Mitigation Measures M-GE-1b; M-GE-2a through M-GE-2g; and Conclusion

The Planning Commission finds the risk of mudflow would be reduced to a less-than-significant level with implementation of:

- Mitigation Measure M-GE-1b, Detailed Design Plans, p. 212;
- Mitigation Measure M-GE-2a, Protection of Private Road from Existing Landslides, p. 214;
- Mitigation Measure M-GE-2b, Stitch Piers, pp. 214-215;
- Mitigation Measure M-GE-2c, Debris Walls, pp. 215-216;
- Mitigation Measure M-GE-2d, Drainage and Erosion Control, pp. 216-217;
- Mitigation Measure M-GE-2e, Existing Fill, p. 217;
- Mitigation Measure M-GE-2f, Creep and Sloughing of Native Soils, p. 218; and
- Mitigation Measure M-GE-2g, Maintenance, pp. 218-219, as discussed above.

4. Impact – Cumulative Hydrology Impacts (C-HY-1)

a) Potentially Significant Impact

The EIR finds that the proposed project, in combination with other past, present, or reasonably foreseeable future projects, could result in cumulatively considerable hydrology impacts associated with site drainage, flooding, erosion and mudflow.

b) Mitigation Measures M-GE-2d, M-GE-2g, and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-GE-2d, Drainage and Erosion Control, pp. 216-217 and Mitigation Measure M-GE-2g, Maintenance, pp. 218-219, discussed above.

F. Biological Resources

1. Impact – Bird Impacts (Initial Study)

a) Potentially Significant Impact

The Initial Study of the EIR finds that tree removal for construction of the proposed project could interfere with the movement of or harm or kill nesting raptors or migratory birds.

b) Mitigation Measure 3 (from Initial Study) and Conclusion

The Planning Commission finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure 3, Nesting Raptor and Migratory Bird Avoidance, Draft EIR, Appendix A, pp. 51-52, as follows:

3: Nesting Raptor and Migratory Bird Avoidance. If construction is scheduled during the nesting season (February 15 to July 31), a pre-construction field survey of the eucalyptus trees shall be conducted no earlier than 45 days and no later than 20 days prior to the proposed construction within the 40,500-square-foot project zone²² and near the zone within the larger 1.45-acre parcel. Should the surveys find nesting birds, disruptive construction activity would be postponed through the end of the nesting season in consultation with a qualified biologist and the California Department of Fish and Game (CDFG). Each identified nest tree will be monitored for bird egg-incubation, including:

- Incubation behavior (e.g., regular periods of "disappearance" into the nest structure followed by short, secretive flights to forage).
- Extreme distress and alarm calls when in close vicinity of the nest tree.
- Observation of food carried in the beak or claws to the nest.

If incubation behavior is detected, incorporating the following measures should protect the nest location:

- Establishment of a buffer using orange construction fencing around the tree in accordance with CDFG recommendations until the young have fledged. The nest tree should be monitored a minimum of once per week to confirm that the young have fledged and that no new nesting pairs are present before the buffer is removed. Construction shall not occur within 150 feet of an active nest until the nest is vacated or juveniles have fledged.
- If it is not feasible to delay or modify construction activities around the tree, the CDFG should be contacted to discuss alternative buffer options.

If there is no sign of active bird use based on the pre-construction field survey, or if construction is planned between August 1 and February 1, such construction and associated tree removal could proceed as scheduled.

²² Approximately 40,500 square feet of the site would be affected by construction, and the remaining 22,820 square feet of the site would be left undeveloped.

IV. Improvement Measure That Would Further Reduce Impacts Identified As Less Than Significant

This section identifies an improvement measure included in the Final EIR that would further reduce an impact identified as less than significant. The Commission finds that the improvement measure identified in this Section IV would provide further reductions in an impact that is already less than significant. The Commission adopts the following improvement measure as a condition of project approval. The Commission recognizes that implementation of this measure also is within the jurisdiction of the Municipal Transportation Agency, through the Departments of Parking and Traffic and MUNI, and the Fire Department. The Commission finds that these other City agencies can implement this measure through their normal permitting and enforcement authority and, therefore, it is reasonable to conclude that those agencies will assist in the implementation and enforcement of this measure. This measure is also identified in the MMRP.

Transportation and Circulation

1. Impact – Construction Impacts

a) Less Than Significant Impact

The Initial Study of the EIR finds that although the Project would not result in construction-related transportation impacts, the transportation analysis recommended a measure that would help minimize disruption of general traffic flow on adjacent streets.

b) Improvement Measure 1 (from Initial Study) and Conclusion

The Planning Commission finds that the less-than-significant construction-related transportation impacts would be further reduced with implementation of Improvement Measure 1, Construction Traffic, Draft EIR, Appendix A p. 54, as follows:

Improvement Measure 1: Construction Traffic. The following measures would minimize disruption of the general traffic flow on adjacent streets.

- To the extent possible, truck movements should not occur during the PM peak hours (5:00 to 6:00 PM, or other times, if approved by the Department of Parking and Traffic [DPT]).
- The project sponsor and construction contractor(s) would meet with staff of the Traffic Engineering Division of the DPT, the Fire Department, Muni, the Planning Department, and other City agencies to determine feasible

V. Evaluation of Project Alternatives

CEQA mandates that an EIR evaluate a reasonable range of alternatives to the project, which would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen effects of the project, and evaluate the comparative merits of the project.” (CEQA Guidelines § 15126.6(a)). CEQA requires that every EIR evaluate a “No Project” alternative as part of the range of alternatives analyzed in the EIR.

The Final EIR evaluated three alternatives: No Project Alternative (Alternative A); Reduced Project Alternative (Alternative B); and Reduced Foundation Alternative (Alternative C). These alternatives are discussed in greater detail in Chapter VI of the Draft EIR: Alternatives to the Proposed Project. The No Project analysis was prepared in accordance with CEQA Guidelines Sections 15126.6(e)(3)(A) and (C).

Alternatives provide a basis of comparison to the Project in terms of beneficial, significant, and unavoidable impacts. This comparative analysis is used to consider reasonable feasible ways to avoid or substantially lessen the significant environmental consequences of the Project.

For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The three possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. CEQA Section 21081(a)(1); CEQA Guidelines Section 15091(a)(1).
- (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. CEQA Section 21081(a)(2); CEQA Guidelines Section 15091(a)(2).
- (3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. CEQA Section 21081(a)(3); CEQA Guidelines Section 15091(a)(3).

Section III describes all of the significant impacts of the Project and identifies and adopts feasible mitigation measures to fully mitigate or avoid all impacts to a less than significant level. Thus, the project will have no significant adverse environmental impacts. Accordingly, CEQA does not require the Planning Commission to make findings rejecting the alternatives as infeasible pursuant to CEQA Guidelines § 15091(a)(3). Nonetheless, the Planning Commission has given these alternatives careful consideration and rejects the Alternatives set forth in the Final EIR as infeasible for the specific economic, legal, social, technological, environmental or other considerations presented below.

A. Project Objectives and Reasons for Selecting the Project

As stated on Draft EIR pp. 27-28, the Project objectives for the proposed Project are as follows:

- Develop the vacant 49,558-square-foot infill lot (Lot 25, in Assessor's Block 2636), located in an RM-1 (Residential, Mixed, Low Density) District, which allows one dwelling unit per 800 square feet of lot area (up to 61 permitted dwelling units) excluding the easement on Lot 28 in Assessor's Block 2636, with fewer units than the 61 units allowed as of right in order to conform the project to the San Francisco Residential Design Guidelines.
- Create an appropriately scaled residential development of larger multiple-bedroom family-sized dwelling units, implementing the objectives of the *General Plan* to construct new family-sized housing that is consistent with the existing neighborhood character and pattern of development.
- Develop a project that is considerate of the views of existing houses in the neighborhood.
- Given the site's lack of easy transit connections, provide more than the minimum number of onsite parking spaces (one space per unit).
- Comply with the requirements of the Northwest Mount Sutro Slope Protection Area ordinance (Building Code Section 106.4.1.3) and the recommendations of the Geotechnical Investigation, Crestmont Drive Project, San Francisco, California, prepared by Alan Kropp & Associates, dated September 29, 2006, and updated December 7, 2010, in order to remedy the effects of ongoing hillside erosion, past landslides on and near the project site, and improve the stability of the existing site and surrounding area.
- Construct a residential project that would produce a sufficient return on investment for the project sponsor and its investors to implement necessary hillside stabilization measures and provide or upgrade site infrastructure (including a new access roadway, utilities, and fire hydrants).

The project would fulfill the project objectives. The 29 new residential units, of which 14 are duplex units in 7 buildings, 5 are single-family dwellings, and 10 are townhouses in one building, would conform to existing zoning. All 29 units would be family-sized three bedroom plus units. The project is on vacant land sandwiched in between development. The project structures are detached and follow the contours of the hillside in both placement and height. The development is on an infill site. Its density fits between the lower density development to the south and the higher density development to the north; 12 of the 13 structures would reflect

the lower density development to the south. The project includes 58 parking spaces. It incorporates all of the recommendations in the geotechnical investigation report and would remedy effects of ongoing hillside erosion and past landslides, and improve the stability of the existing site. The project includes construction of a new access road at the site, which would connect to Crestmont Drive. The new road would conform to all Fire Code requirements and assure adequate access to the new residents in emergencies. Further, the site design would be required to comply with the City's emergency response and evacuation plans for the area.

B. Alternatives Rejected and Reasons for Rejection

1. No Project Alternative (Alternative A)

Under this alternative, there would be no change on the Project site, and none of the less-than-significant environmental impacts identified for the proposed project would occur. Accordingly, the No Project Alternative would not include construction of 29 dwelling units (62,340 square feet of residential space) and a new paved, approximately 20-foot-wide, 700-foot-long private street (13,950 square feet).

The No Project Alternative would not be desirable nor meet any of the Project objectives for the following reasons.

Under the No Project Alternative 29 family-sized dwelling units would not be developed. Accordingly, the City's supply of housing would not be enhanced. In order to meet the region's demand for housing supply, instead of providing development on an infill site, development would thus have to be directed to sites in other parts of the region less suited to accommodate such development. Thus, the No Project Alternative would preclude a development that would provide substantial net benefits and minimize undesirable consequences to the City and its residents or improve the stability of the existing site and surrounding area.

The No Project Alternative would fail to advance many of the objectives, goals and policies of the General Plan as it would not develop a residential project with family-sized units on land zoned for such development. Additionally, the No Project Alternative would not participate in the City's Inclusionary Affordable Housing Program and thereby contribute to the City's affordable housing supply.

The No Project Alternative would also fail to meet any of the Project Sponsor's objectives. It would not create a significant number of family-sized dwelling units, remedy the effects of ongoing hillside erosion, past landslides on and near the project site, and improve the stability of the existing site and surrounding area, or construct a residential project that would produce a sufficient return on investment for the project sponsor and its investors to implement necessary hillside stabilization measures and provide or upgrade site infrastructure.

For the reasons listed above, the Planning Commission hereby rejects the No Project Alternative as infeasible.

2. Reduced Project Alternative (Alternative B)

The Reduced Project Alternative would involve construction of 16 single family residences ranging in size from 3,600 to 4,600 square feet each, with a new paved private road and 38 parking spaces on the Project site. As a result, 13 fewer dwelling units would be provided. This would amount to a 45% reduction in the total units as compared to the Project, and a similar reduction in the Project's contribution to the City's Inclusionary Affordable Housing Program.

The Reduced Project Alternative would not be desirable nor meet the Project objectives for the following reasons:

Although the Reduced Project Alternative would still include the same use as the Project, it would include a substantial reduction in the number of residential units at the Project Site. This would diminish San Francisco's ability to accommodate projected housing demand in existing urban areas. As a result, the goals, policies and objectives of the General Plan Housing Element would be met to a lesser degree than under the Project.

Although the Reduced Project Alternative would still include construction of family-sized units and associated parking and be considerate of the views of existing houses in the neighborhood, it would not meet the project objective to produce a sufficient return on investment for the project sponsor and its investors to implement necessary hillside stabilization measures and provide or upgrade site infrastructure (including a new access roadway, utilities, and fire hydrants).

Seifel Consulting, Inc. analyzed the financial feasibility of the Reduced Project Alternative, in a report dated January 28, 2013, a copy of which is in the Planning Commission files.²³ Seifel Consulting concludes: The site requires extensive site work to remedy the effects of ongoing hillside erosion, past landslides on and near the project site and to improve the stability of the existing site and surrounding areas. In addition, the development requires a new paved, 20-foot-wide, approximately 700-foot-long private street. In total, development costs would be approximately \$1.8 million per unit. At this time, it has not been established that there is a market for expensive, large single-family homes in the Forest Knolls market. Over the past five years, no significant development activity has occurred in the vicinity of the proposed development, and few transactions for homes larger than 3,000 square feet have occurred in Forest Knolls and the surrounding neighborhoods. Based on market transactions and research, the anticipated sales price for units in the Reduced Project Alternative is \$1.8 million with a \$2.0

²³ Memorandum from Seifel Consulting, Inc. to Gary Testa and Adam Phillips, Review of SF Overlook EIR Reduced Project Alternative – 16 Single Family Residences, January 28, 2013.

million price constraint. Based on this analysis, the Reduced Project Alternative is not a financially feasible alternative to the proposed Project. The Reduced Project Alternative's anticipated development costs and potential revenues do not meet the Return on Capital and Internal Rate of Return thresholds needed to finance a project. The Reduced Project Alternative's financial viability is impacted by the high construction costs due to the complex nature of the site improvements, fewer units than the proposed Project to amortize site construction costs, and the \$2.0 million price constraint for new homes in this location.

For the reasons listed above, the Planning Commission hereby rejects the Reduced Project Alternative as infeasible.

3. Reduced Foundation Alternative (Alternative C)

The Reduced Foundations Alternative would involve construction of two buildings containing a total of 34 multi-family residential units, a new paved private road, and 51 parking spaces on the Project site. As compared to the proposed Project, the Reduced Foundation Alternative has the following characteristics:

- Instead of the proposed project's 13 buildings, there would be two buildings, in a layout generally similar to the proposed project. The 34 multi-family dwellings of this alternative would, range in size from 1,650 to 1,850 square feet. There would be a total of 34 dwelling units under the Alternative C, the same as under the proposed Project.
- The buildings would be constructed on fewer piers, with less ground disturbance compared to the proposed project, but most of the roofline of this alternative, at approximately 40 feet tall would be higher than the Project.
- The number of designated, enclosed parking spaces would be decreased. Alternative C would provide 51 designated garage spaces (1.5 per dwelling unit), compared with 58 designated parking spaces of the proposed project. Guest parking spaces would not be provided.

The Reduced Project Alternative would not be desirable nor meet the Project objectives for the following reasons:

The Reduced Foundation Alternative would be larger in height and massing than the proposed Project and would have a correspondingly greater aesthetic and shadow effect. These effects, as for the project, would be less-than-significant. The project, with two buildings instead of 13, would not have smaller detached structures as with the project and the larger height and massing would not conform to the contours of the hillside in both placement and height to the same extent as the project.

The foundations of the Reduced Foundation Alternative would require fewer concrete piers than the proposed Project and buildings would be constructed above grade, which would disturb less of the site soils and shield the slope from rainfall. However, any construction on the Project site would result in geologic impacts similar to those of the proposed Project, due to the necessity of geotechnical engineering and slope stability features on the steep project site. The geologic impacts of this alternative would be slightly less than for the project because of the smaller site disturbance; as for the project, geological and soils impacts would be less-than-significant with the implementation of mitigation measures. Other impacts of the Reduced Foundation Alternative would be similar to the less-than-significant impacts of the proposed Project.

With fewer parking spaces, 51 spaces instead of 58 spaces, there is a greater likelihood of a parking shortfall at the site causing residents and visitors to park off-site.

For the reasons listed above, the Planning Commission hereby rejects the Reduced Foundation Alternative.

IV. Why Recirculation is Not Required

Finding: For the reasons set forth below and elsewhere in the Administrative Record, none of the factors are present which would necessitate recirculation of the Final EIR under CEQA Guideline Section 15088.5 or the preparation of a subsequent or supplemental EIR under CEQA Guideline Section 15162. The Responses to Comments document thoroughly addressed all public comments that the Planning Department received on the Draft EIR. In response to these comments, the Planning Department added new and clarifying text to the EIR.

The Comments and Responses document, which is incorporated herein by reference, analyzed all of these changes, and determined that these changes did not constitute new information of significance that would alter any of the conclusions of the EIR.

Based on the information set forth above and other substantial evidence in light of the whole record on the Final EIR, the Commission determines that the Project is within the scope of project analyzed in the Final EIR; (2) approval of Project will not require important revisions to the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (3) no substantial changes have occurred with respect to the circumstances under which the Project are undertaken which would require major revisions to the Final EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final EIR; and (4) no new information of substantial importance to the Project has become available which would indicate (a) the Project or the approval actions will have significant effects not discussed in the Final EIR, (b) significant environmental effects will be substantially more severe; (c) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives which

are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment. Consequently, there is no need to recirculate the Final EIR under CEQA Guideline 15088.5 or the preparation of a subsequent or supplemental EIR under CEQA Guideline Section 15162.

EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES FROM ENVIRONMENTAL IMPACT REPORT AGREED TO BY PROJECT SPONSOR					
AIR QUALITY					
<p><i>Mitigation Measure M-AQ-3 (Construction Emissions Minimization)</i> To reduce the health risk resulting from project construction activities, the project sponsor shall reduce construction emissions by a minimum of 87% as compared to that estimated in the Air Quality Technical Report (ENVIRON International Corporation, San Francisco, Air Quality Technical Report for San Francisco Overlook Development, San Francisco, CA, Health Risk Assessment, January 2012). This may be accomplished through the following requirements:</p> <ol style="list-style-type: none"> 1. All equipment must meet Tier 2 emissions standards or higher, and 2. All equipment must utilize a California Air Resources Board (CARB) certified level 3 Verified Emissions Control Device. 3. The project sponsor shall ensure that the above requirements are written into contract specifications including the requirement for the contractor to submit a comprehensive inventory of all off-road diesel equipment including each piece of equipment’s license plate number, horsepower rating, engine production year, and confirmation that the equipment contains a Level 3 abatement device verified by CARB. <p>Should the project sponsor choose to comply with this mitigation measure through any means other than the requirements listed above, the project sponsor shall prepare a Construction Emissions Minimization Plan demonstrating an equivalent emissions</p>	Project sponsor and contractor.	Prior to and during any demolition, excavation, and construction activities.	Project sponsor shall require contractor to meet the specifications in the cited Air Quality Technical Report (AQTR). Should alternative methods of mitigations be sought, they must be approved by the Environmental Review Officer (ERO) and an Air Quality Technical Specialist at Environmental Planning (EP).	Planning Department/Department of Building Inspection (DBI)	Considered complete at completion of building construction.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>reduction. The Construction Emissions Minimization plan shall be submitted to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist prior to the commencement of construction activities.</p>					
<p>GEOLOGY</p>					
<p><i>Mitigation Measure M-GE-1a (Seismic Design Parameters)</i> The following parameters for seismic design from the 2010 California Building Code shall be used in calculations for the final project design:¹</p>	<p>Project sponsor.</p>	<p>Prior to issuance of any building permit.</p>	<p>Project sponsor shall comply with the specified mitigation measures.</p>	<p>Planning Department/DBI.</p>	<p>Considered complete at issuance of building permit.</p>
<ul style="list-style-type: none"> • Site Location: Latitude = 37.75889 degrees; Longitude = -122.46131 degrees, in order for the project design to be appropriate to its location • Site Class = C, in order for the project design to be appropriate to its region • Mapped Spectral Acceleration for Short Period (SS, Site Class B) = 1.658g, in order to incorporate mapped short-period earthquake forces that are anticipated • Mapped Spectral Acceleration for 1-Second Period (S1, Site Class B) = 0.842g, in order to incorporate mapped one-second earthquake forces that are anticipated • Maximum Considered Earthquake Spectral Response Acceleration for Short Period (SMS, Site Class C) = 1.658g, in order to incorporate maximum anticipated short-period earthquake forces 					

¹ Alan Kropp, Principal Engineer, Alan Kropp & Associates, letter to Gary Testa, San Francisco Overlook Development LLC, RE: *Geotechnical Update San Francisco Overlook Project, San Francisco California*, November 19, 2010. This report is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2004.0093E.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> Maximum Considered Earthquake Spectral Response Acceleration for 1-Second Period (SM1, Site Class C) = 1.094g, in order to incorporate maximum anticipated one-second earthquake forces Design Spectral Response Acceleration for Short Period (SDS, Site Class C) = 1.106g, in order to incorporate anticipated short-period earthquake forces adjusted for design purpose Design Spectral Response Acceleration for 1-Second Period (SD1, Site Class C) = 0.730g, in order to incorporate anticipated one-second earthquake forces adjusted for design purposes <p>Seismic design criteria for the project also shall comply with the recommendations in Section 5.07, on pages 53–54 of the geotechnical investigation).</p>	Project sponsor.	Prior to issuance of any building permit.	Project sponsor shall comply with the specified mitigation measures.	Planning Department/DBI.	Considered complete at issuance of building permit.
<p><i>Mitigation Measure M-GE-1b (Detailed Design Plans)</i></p> <p>Prior to the issuance of a building permit for the project site, the project sponsor shall:</p> <ol style="list-style-type: none"> Submit to the Department of Building Inspection (DBI) a site-specific, design-level geotechnical investigation prepared for the proposed project by a registered geotechnical engineer. The investigation shall comply with all applicable state and local code requirements and: <ol style="list-style-type: none"> Include an analysis of the expected ground motions at the site from known active faults using accepted methodologies; Determine structural design requirements as prescribed by 					

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>the most current version of the California Building Code, including applicable City amendments, to ensure that structures can withstand ground accelerations expected from known active faults;</p> <p>c) Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements;</p> <p>2. Project plans for foundation design, earthwork, and site preparation shall incorporate all of the mitigations in the site-specific investigations.</p> <p>3. The project structural engineer shall review the site-specific investigations, provide any additional necessary mitigation to meet Building Code requirements, incorporate all applicable mitigations from the investigation in the structural design plans, and ensure that all structural plans for the project meet current Building Code requirements.</p> <p>4. The DBI-registered geotechnical engineer or third-party registered engineer retained to review the geotechnical reports shall review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical mitigations contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure and all other relevant construction permits.</p> <p>5. The DBI shall review all project plans for grading, foundations, structural, infrastructure and all other relevant construction permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.</p>					

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><i>Mitigation Measure M-GE-2a (Protection of Private Road From Existing Landslides)</i></p> <p>To protect the proposed private road and new residences, a qualified geotechnical engineer shall determine and design appropriate protective measures, after the grading in this area has been better defined during the final design stage. Potential measures could include removal and recompaction of the existing fills beneath the new private road in accordance with Mitigation Measure M-GE-2e (Existing Fill), installation of a retaining wall along the downslope (north) portion of the new private road, and a deepened drilled pier foundation system for the road’s retaining wall, the depth of which shall be determined once grading is better defined. The design of measure(s) for protecting the new private road shall be subject to the review of the project geotechnical consultant, DBI, and a geotechnical study peer review panel (consisting of a structural engineer, a geologist, and a geotechnical engineer, as required by Section 106A.4.1.3 of the San Francisco Building Code for sites located within the Northwest Mount Sutro Slope Protection Area), and shall be completed before issuance of a building permit for the project.</p>	Project sponsor/geotechnical consultant.	Prior to issuance of any building permit.	Project sponsor shall comply with the specified mitigation measures.	Planning Department/DBI.	Considered complete at issuance of building permit.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><i>Mitigation Measure M-GE-2b (Stitch Piers)</i></p> <p>As noted in the project description, the project includes stitch piers² to minimize fill instabilities. Stitch piers shall be installed near the property lines in accordance with the recommendations of the project’s geotechnical investigation. The stitch piers shall be designed to resist the soil loads due to shallow instabilities that result in lateral pressure on the piers.</p> <p>Stitch piers shall be installed along the west property line and along the west portion of the north property line in the vicinity of the previous quarry activities to mitigate soil loss on the project site due to off-site sloughing and raveling. Re-entrant stitch piers³ shall be installed on the south portion of the site to protect against undermining the west property line stitch piers by potential on-site soil movements. Stitch piers shall be installed near the northeast corner of the site in order to help deflect slide movements, and prevent encroachment of potential slide debris onto the project site, from the existing landslide area northeast and uphill of the site. Where appropriate, lagging⁴ shall be installed from the upslope side of the stitch piers. If slope materials move over time, which would expose the stitch piers, additional lagging shall be installed to provide continued containment. Long-term maintenance for the site shall include observations of the slope</p>	Project sponsor.	Prior to issuance of any building permit.	Project sponsor shall comply with the specified mitigation measures.	Planning Department, DBI.	Considered complete at issuance of building permit.

² *Stitch piers*: Closely spaced, below-grade, drilled piers designed to resist lateral loads such as those associated with sloughing/raveling and landslide movements. *Loads, loading*: Weight or pressure on soil, as from overlying structures or earth movement.

³ *Re-entrant stitch piers*: A stitch pier wall that follows the property line of the site.

⁴ *Lagging*: A common earth retention system. Wooden piers (or soldier piers) are driven into the ground at even intervals, deep enough to reach bedrock or a soil layer that is competent (not unstable and able to provide resistance to soil movement above), and wooden planks are bolted across them to form an earth retaining wall.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>conditions below the stitch piers, as stipulated in Mitigation Measure M-GE-2g (Maintenance).</p> <p>To provide the best overall performance, stitch piers shall be placed as close as possible to the property line while conforming to criteria established by Section J108 of the 2010 California Building Code (which is the basis for the San Francisco Building Code) and/or other governing codes and regulations requiring improvements to be offset from the property line.⁵</p> <p>All stitch piers shall be designed and installed in conformance with the recommendations in Section 5.03.3 Stitch Piers, on page 48 of the geotechnical investigation.</p>	<p>Project sponsor/ qualified geotechnical engineer.</p>	<p>Prior to issuance of any building permit.</p>	<p>Project sponsor shall comply with the specified mitigation measures.</p>	<p>Planning Department, DBI.</p>	<p>Considered complete at issuance of building permit.</p>
<p><i>Mitigation Measure M-GE-2c (Debris Walls)</i></p> <p>As noted in the project description, the project includes installation of a debris wall in combination with stitch piers to protect the project site from the shallow soil instabilities and ongoing sloughing/raveling near the western property line and along the western portion of the north property line, which could undermine the project site. This is in accordance with Mitigation Measure M-GE-2b (Stitch Piers), described on page 214 of the FEIR.</p>					

⁵ Section J108 of the 2010 California Building Code (which is the basis for the San Francisco Building Code) provides for setbacks of graded slopes from property lines. Although the intent of a stitch pier wall is to protect a property from encroachment by adjacent properties and the code section applies to the reverse situation (i.e., where the property in question would encroach on or impact adjacent properties), some jurisdictions have included stitch piers walls within the same constraints as graded slopes.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>The debris wall shall be installed near the upslope edge of the new private road. In the portion of the new private road located below documented landslides, the debris wall shall be taller and stronger than other project debris walls in order to resist the potentially larger landslide debris loads. In addition, an access path shall be constructed behind the wall to allow for collection and removal of accumulated debris from the area behind the wall. Because of the steep slopes, the access path uphill from the debris wall shall be as narrow as practical while still allowing for access to remove accumulated debris. If necessary, the access path shall include installation of a retaining wall along the upslope edge of the path in order to maintain a path that has sufficient width to allow for access for clearing operations. Methods for clearing the debris shall be considered in the design of the access path.</p>					
<p>The locations and lengths of debris walls, including the debris wall near the downslope property line stipulated in Mitigation Measure M-GE-2f (Creep and Sloughing of Native Soils), described on page 218 of the FEIR, shall be determined and designed by a qualified geotechnical engineer, in accordance with the recommendations of the project's geotechnical investigation report and applicable California and San Francisco Building codes and regulations, after the final site plan and building and improvement/maintenance layout are determined. The design of the debris walls shall be reviewed by the project geotechnical consultant, DBI, and a geotechnical study peer review panel (consisting of a structural engineer, a geologist, and a geotechnical engineer, as required by Section 106A.4.1.3 of the San Francisco Building Code for sites</p>					

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>located within the Northwest Mount Sutro Slope Protection Area), and shall be completed before issuance of a building permit for the project. All debris walls shall be designed and installed in conformance with the recommendations in Section 4.04.2.02, Footings, on page 39, Section 4.04.3, Retaining Walls, on pages 39–40, and Section 5.04.2 Debris Walls, on pages 50–51 of the geotechnical investigation.</p>	Project sponsor/qualified geotechnical engineer.	Prior to issuance of any building permit and during any landscaping following construction.	Project sponsor shall submit plans for approval by the DBI.	Planning Department/DBI.	Considered complete at completion of landscape construction.
<p><i>Mitigation Measure M-GE-2d (Drainage and Erosion Control)</i> The following drainage and erosion control measures shall be installed to maintain slope stability and to reduce the risk of downslope migration of slope debris:</p> <ul style="list-style-type: none"> • Concrete v-ditches⁶ for the collection and routing of surface water flows; • Swales⁷ and catch basins⁸ for the collection and direction of the flow of surface water; • Collection of water on roofs using downspout connected to a system of pipes that would extend into a drainage system in the new private road or a v-ditch located on the project site downstream of the structures; and • Subdrains located uphill from and behind proposed retaining walls and debris walls. <p>Erosion-resistant vegetation shall be planted on the finished</p>					

⁶ *V-ditch*: A vee-shaped ditch.

⁷ *Swale*: A wide shallow depression in the ground to form a channel for storm water drainage, which may provide some groundwater recharge.

⁸ *Catch basin*: (1) A receptacle at the entrance to a drainage system designed to keep out large or obstructive matter, or (2) a reservoir for collecting surface drainage or runoff.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>slopes, and, if the construction period spans the rainy season, the vegetation shall also be planted on temporary slopes. Erosion control for temporary slopes shall include, as determined to be appropriate by a qualified geotechnical engineer: grading to prevent water from flowing over the top of any slope; planting vegetation, including quick-growing native grasses and plants; and installing netting, hay wattles, and silt fences. Erosion control for finished slopes shall consist of vegetation that is deeply rooted, has dense growth at or near ground surface, and requires minimum irrigation.</p> <p>Drainage and erosion control measures shall include, and shall be designed and installed in conformance with, the recommendations in Sections 5.06.1 Subsurface Drainage, 5.06.2 Surface Drainage, and 5.06.3 Erosion Control, on pages 52–53 of the geotechnical investigation.</p>	<p>Project sponsor/ qualified geotechnical engineer.</p>	<p>Prior to issuance of any building permit.</p>	<p>Project sponsor shall comply with the specified mitigation measures.</p>	<p>Planning Department/DBI.</p>	<p>Considered complete at issuance of building permit.</p>
<p><i>Mitigation Measure M-GE-2e (Existing Fill)</i></p> <p>Where there is existing fill beneath the proposed new private road, the fill shall be removed and recompacted. For the fill below the east portion of the new private road, the boundary for fill removal and recompaction may be dictated by the limits of the grading activities for project development, as determined by a qualified geotechnical engineer. Where fills are located beneath proposed new structures, such as the proposed buildings and retaining walls, drilled pier foundations extending through the fill soils into</p>					

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>competent⁹ underlying bedrock materials shall be installed. Due to the potential for downward creep of the fill, the piers shall be designed to resist a substantial creep load¹⁰ in addition to the creep load from native soils.</p>	<p>Project sponsor/qualified geotechnical engineer.</p>	<p>Prior to issuance of any building permit.</p>	<p>Project sponsor shall comply with the specified mitigation measures.</p>	<p>Planning Department/DBI.</p>	<p>Considered complete at issuance of building permit.</p>
<p><i>Mitigation Measure M-GE-2f (Creep and Sloughing of Native Soils)</i> Deep drilled pier¹¹ foundations that extend well below the anticipated depth of creep movement and into the zone of passive resistance¹² shall be installed. The depth shall be determined by a qualified geotechnical engineer. Drilled piers for the proposed residential buildings shall have a wider diameter than typically used (a minimum of 16 inches) in order to provide sufficient reinforcement to resist the anticipated lateral loading.</p>					
<p>Drilled piers into competent bedrock materials underlying the native soils shall be installed to protect the proposed structures from the potential creep and/or sloughing of the native soils. Erosion control measures, such as the installation of netting and erosion-resistant vegetation on the slope, shall be used to reduce the risk of sloughing, in accordance with Mitigation Measure M-GE-2d (Drainage and Erosion Control) described on page 216 of the FEIR. A debris wall shall be constructed, in accordance with</p>					

⁹ *Competent*: Stable and able to provide resistance to soil movement above.

¹⁰ *Creep, substantial creep*: Creep is movement of soil and subsoil downslope that is invisible to the naked eye. Substantial creep is creep that causes sloughing, or soil stability failure.

¹¹ *Piers, drilled piers*: Columns placed into the ground to provide soil and slope stability. The pier shaft is excavated and the pier material poured in or installed.

¹² *Passive resistance*: The force of soil and slope pushing against each other due to gravity (as opposed to active means such as a retaining wall).

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>the requirements of Mitigation Measure M-GE-2c (Debris Walls), described on page 215 of the FEIR, near the downslope north property line to prevent movement of potential slough material onto the adjacent downslope properties, where more significant sloughing could occur.</p>					
<p><i>Mitigation Measure M-GE-2g (Maintenance)</i> The project sponsor shall provide for the ongoing maintenance of elements of the final geotechnical and structural design by including in the project’s Declaration of Covenants, Conditions and Restrictions (CC&Rs) an obligation for the future homeowners association (or for the Mount Sutro Woods Homeowners Association should the project be annexed to that association) to maintain such elements as a common area maintenance obligation of the association.¹³ Prior to the first issuance of a final subdivision map or temporary or final certificate of occupancy, the project sponsor shall record a deed restriction against the title to the property committing all owners of the property to participating in a homeowners association that contains this obligation. If for any reason the property is developed but not subdivided, all owners shall be responsible for the maintenance obligation. Such maintenance obligations shall include:</p> <ul style="list-style-type: none"> • Monitoring and clearing of drain outlets, v-ditches, catch 	<p>Project sponsor.</p>	<p>Ongoing.</p>	<p>Project sponsor and/or future homeowners association to provide for ongoing maintenance of the elements of the final geotechnical and structural designs.</p>	<p>Planning Department/DBI.</p>	<p>Ongoing throughout the life of the project.</p>

¹³ *Declaration of Covenants, Conditions, and Restrictions (CC&Rs):* A CC&R is the declaration of private covenants, conditions, and restrictions that control a condominium or planned development, and is required of all condominiums. Once completed, they are recorded with the county and become a part of public record. Each CC&R is different depending on the owners and the properties involved. Generally, CC&Rs address issues such as boundaries, definition of common areas, responsibilities, and processes required of each owner, and protocol for property usage, building rules and regulations, and communication and resolution of problems and disputes.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>basins, and above-grade piping;</p> <ul style="list-style-type: none"> • Monitoring and clearing of subdrain outlet pipes and cleanouts; • If downslope sloughing/raveling exposes stitch piers, installation of lagging (piers installed with planks bolted across them) to prevent loss or movement of soil upslope from the stitch piers; • Monitoring and clearing of debris from debris walls; • If ground/soil/debris material moves away from a debris wall, installation of lagging as needed; • Monitoring of the slope conditions below the stitch piers; and • Repairs and partial to full replacement of any of the above items as needed. <p>Post-construction maintenance shall comply with the recommendations in Section 5.10 Post Construction Maintenance, on page 56 of the geotechnical investigation.</p>	Project sponsor/qualified geotechnical engineer.	Prior to issuance of any building permit.	Project sponsor shall comply with the specified mitigation measures.	Planning Department/DBI.	Considered complete at issuance of building permit.
<p><i>Mitigation Measure M-GE-3a (Slope Stability)</i></p> <p>The proposed conceptual design of the project structures shall incorporate the factors of safety identified in Section 4.03, Slope Stability, on page 33 in the project’s geotechnical investigation. (The factor of safety is the ratio of the strength of the hillside resisting land sliding, divided by the forces—colluvial¹⁴ and alluvial¹⁵—that would destabilize the hillside.)</p>					

¹⁴ *Colluvium*: Soil deposited at the base of a slope by gravity.
¹⁵ *Alluvium*: Soil deposited at the base of a slope by water movement.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><i>Mitigation Measure M-GE-3b (Soil Nails)</i> After site clearing has been completed, a geotechnical analysis shall be performed by a qualified geotechnical engineer, in accordance with the recommendations of the project’s geotechnical investigation, to determine if installation of soil nails would be required to provide stabilization of localized areas of adverse bedding conditions.¹⁶ If soil nails would be required, their installation shall be based on the locations of the slope repair, the exposed adverse bedding conditions, and the inclination of the finished slope. Where appropriate, the design shall consist of rows of soil nails extending down into the slope, with a slope facing consisting of wire mesh and gunite that would cover the slope area, and installation of drains behind the slope facing. The design of the soils nails shall be completed before initiation of construction of the project structures.</p>	Project sponsor/ qualified geotechnical engineer.	Prior to commencement of construction of any of the project structures.	Project sponsor shall comply with the specified mitigation measure, to determine if the installation of soil nails shall be required and the design required, subject to review by the DBI.	Planning Department, DBI.	Considered complete at issuance of occupancy permit.
<p><i>Mitigation Measure M-GE-3c (Design of Retaining Walls)</i> The design of all retaining walls (including those stipulated in Mitigation Measure M-GE-2a (Protection of Private Road From Existing Landslides), described on page 214 of the FEIR, and Mitigation Measure M-GE-2c (Debris Walls), described on page 215 of the FEIR, shall incorporate the recommendations of the project’s geotechnical investigation (Sections 4.04.2.02, Footings, and 4.04.3, Retaining Walls). Where debris walls are constructed</p>	Project sponsor/ qualified geotechnical engineer.	Prior to issuance of any building permit.	Project sponsor shall comply with the specified mitigation measures.	Planning Department, DBI.	Considered complete at issuance of building permit.

¹⁶ *Bedding, bedding attitude, adverse bedding conditions:* The strata of soil and layered rock and their orientation (e.g. flat, vertical, 45 degree slope, etc.). When the orientation of the bedding is at steep slope and therefore prone to earth movement, it is called adverse bedding.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>on top of retaining walls, the retaining walls shall be designed to resist the impact loads associated with the debris wall.</p>					
<p>All retaining walls shall be designed and installed in conformance with the recommendations in Section 5.04.1 Retaining Walls, on pages 48–50 of the geotechnical investigation.</p>					
<p><i>Mitigation Measure M-GE-3d (Construction on Steep Slopes)</i> The amount of grading for temporary access shall be minimized in order to reduce disturbance to the hillside. All grading activities shall conform to the recommendations in the geotechnical investigation, including Section 5.02.8 slopes, on page 45 of the geotechnical investigation, and the geotechnical consultant shall provide guidance and recommendations regarding grading of finished slopes, which may include fill placement and compaction.</p>	<p>Project sponsor/qualified geotechnical engineer.</p>	<p>Prior to issuance of any building permit.</p>	<p>Project sponsor shall comply with the specified mitigation measures.</p>	<p>Planning Department/DBI.</p>	<p>Considered complete at issuance of building permit.</p>
<p><i>Mitigation Measure M-GE-6a (Foundations)</i> The project building’s foundations shall consist of deep-drilled pier foundations, drilled into competent bedrock materials underlying the native soils, and designed to resist the additional pressure induced by downslope or lateral soil and/or rock movements, in accordance with the geotechnical investigation report (Section 4.04.2.01, Drilled Pier and Grade Beams, on page 37). As determined by a qualified geotechnical engineer, deep-drilled pier foundations shall extend well below the anticipated depth of creep movement and into the zone of passive resistance,</p>	<p>Project sponsor/qualified geotechnical engineer.</p>	<p>Prior to issuance of any building permit.</p>	<p>Project sponsor shall comply with the specified mitigation measures.</p>	<p>Planning Department, DBI.</p>	<p>Considered complete at issuance of building permit.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>to compensate for creep loading and reduced lateral resistance at the project site.¹⁷ Drilled piers shall also have a wider diameter than typically used (a minimum of 16 inches) in order to provide sufficient reinforcement to resist the anticipated lateral loading.</p>					
<p>The unsupported portion of the buildings' foundations shall be designed as freestanding columns. Because drilled piers installed on a steep slope such as the project site have significantly reduced passive resistance, the upper portion of drilled piers shall be not be included for passive resistance calculations.</p>					
<p>To strengthen the ability of drilled pier foundations to resist lateral loads, the slide debris within the northeast corner of the project site shall be excavated and recompacted. Subdrains also shall be installed to enhance drainage of water from uphill areas and the project site in order to reduce the lateral load on the piers.</p>					
<p>Design and installation of drilled piers and grade beams shall conform to the recommendations in the geotechnical investigation, including Section 5.03.1 Drilled Pier and Grade Beams, on page 45 of the geotechnical investigation.</p>					
<p>Design and installation of footing foundations (which may be used as an alternative to drilled piers in areas where site excavations</p>					

¹⁷ *Creep loading*: Creep is movement of soil and subsoil downslope that is invisible to the naked eye. Loading is weight or pressure on soil, as from overlying structures or earth movement.

Resistance, active or passive: Soil, slope, and structure push against each other (see loading). Passive resistance relies on gravity to hold a retaining wall in place; the upslope soil presses on the foot of the retaining wall. In active resistance, the retaining wall has other means, such as bracing or being tied into the slope, to resist the lateral, downward pressure provided by the retained slope.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>have removed the surficial soils and exposed underlying non-expansive bedrock) shall conform to the recommendations in the geotechnical investigation, including Section 5.03.2, Footing Foundations, on page 47 of the geotechnical investigation.</p>					
<p><i>Mitigation Measure M-GE-10a (Design, Construction, and Maintenance Recommendations)</i></p> <p>The design and construction of the project shall incorporate all design and construction recommendations of the project’s geotechnical investigation (Section 5.00, Preliminary Recommendations, on pages 42–56), including, but not limited to, the recommendations for:</p> <ul style="list-style-type: none"> • Site clearing and grubbing¹⁸ (see page 42 of the geotechnical investigation); • Fill placement on slopes (see page 43 of the geotechnical investigation); • Excavations (see page 43 of the geotechnical investigation); • Specification of fill materials (see page 44 of the geotechnical investigation); • Subgrade preparation (see page 44 of the geotechnical investigation); • Placement and compaction of fill (see page 44 of the geotechnical investigation); • Trench backfill (see page 44 of the geotechnical 	<p>Project sponsor/qualified geotechnical engineer.</p>	<p>Majority of the measures to occur prior to issuance of any building permit; informing future residents of proper maintenance ongoing.</p>	<p>Project sponsor shall comply with the specified mitigation measures, the majority of which are enforceable by the DBI. Informing residents of proper maintenance enforceable through CC&Rs.</p>	<p>Planning Department/DBI.</p>	<p>Majority of the measures considered complete at issuance of building permit; informing residents of proper maintenance ongoing.</p>

¹⁸ *Grubbing*: Digging up and removing all plants (roots and stem or trunk) in order to clear the land.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>investigation);</p> <ul style="list-style-type: none"> • Grading, and drainage and erosion control, for new cut or fill slopes (see page 45 of the geotechnical investigation); • Design and installation of any exterior slabs-on-grade¹⁹ (and garage slabs as applicable) (see page 51 of the geotechnical investigation); • Design and installation of pavement (see page 52 of the geotechnical investigation); • Plan review (see page 54 of the geotechnical investigation); • Construction observation and testing (see page 54 of the geotechnical investigation); • Wet weather construction (see page 55 of the geotechnical investigation); • Cost contingencies (see page 55 of the geotechnical investigation); and • Informing future owners and residents of their responsibilities for proper maintenance of on-site drainage measures to reduce the risk of landslides (see page 56 of the geotechnical investigation). 					

HYDROLOGY AND WATER QUALITY

Geology Mitigation Measures M-GE-1b and M-GE-2a through M-GE-2g also mitigate hydrology and water quality impacts. These measures are listed above under Geology.

¹⁹ *Slab on grade:* A reinforced concrete slab placed directly on the ground to provide the foundation for the superstructure (the part of a building above its foundation.).

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
CULTURAL RESOURCES					
<p><i>Mitigation Measure M-CP-1 (Paleontological Assessment)</i></p> <p>In the event that any project soils-disturbing activities reveal evidence of a paleontological resource (fossilized vertebrate, invertebrate, and plant remains or the trace or imprint of such remains), the project sponsor shall contact the ERO and a qualified paleontologist²⁰ to undertake an appropriate assessment of the discovery and, if warranted, further field evaluation, data recovery, documentation, recordation, and curation in accordance with the Standard Guidelines for the Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontological Resources of the Society of Vertebrate Paleontology (SVP).</p>	Project sponsor/ qualified paleontologist	In the event of discovery of a paleontological resource during soils-disturbing activities.	Project sponsor shall contact ERO in the event of discovery, and retain a qualified paleontologist to undertake appropriate assessment.	Planning Department.	Considered complete at completion of building construction.
CULTURAL RESOURCES					
<p><i>Mitigation Measure M-CP-2 (Buried Human Remains)</i></p> <p>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. This shall include 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 archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of,</p>	Project sponsor / archeological consultant in consultation with the San Francisco Coroner, NAHC, and MDL.	In the event human remains and/or funerary objects are found.	Project sponsor/ archeological consultant/ San Francisco Coroner/ NAHC/ MLD. Monitor throughout all soils-disturbing activities.	Planning Department.	During excavation, demolition and construction. Considered complete upon receipt of final monitoring report at completion of construction.

²⁰ Qualified Paleontologist: A paleontologist meeting the professional qualifications standards of the Society of Vertebrate Paleontology.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>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, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p>					

MITIGATION MEASURES FROM INITIAL STUDY AGREED TO BY PROJECT SPONSOR

NOISE

Mitigation Measure 1 (Construction Noise)

The project sponsor shall implement the following construction control measures and adhere to the City’s noise ordinance to reduce construction noise to a less-than-significant level.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers which are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.

Project sponsor and construction contractor(s).	Prior to and during construction activities.	Project sponsor / contractor(s) to comply with the noted measures and report compliance with all measures to ERO.	Planning Department/DBI.	Considered complete at completion of building construction.
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MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<ul style="list-style-type: none"> Designate a “noise disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. The project sponsor would conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. The contractor shall stage large trucks in a non-residential area off-site (yet to be determined) and prohibit large trucks from accessing the construction site prior to 7:00 AM. 	Project sponsor and/or qualified biologist.	20 days prior to any on-site construction activities that are scheduled to occur during the period of February 15 to July 31.	Project sponsor to submit survey to the San Francisco Planning Department.	Planning Department.	Considered complete upon Planning Department approval of report by biologist of nesting activity survey and actions taken to protect nesting birds.
<p>BIOLOGY</p> <p><i>Mitigation Measure 3 (Pre-Construction Nest Survey)</i></p> <p>If construction is scheduled during the nesting season (February 15 to July 31), a pre-construction field survey of the eucalyptus trees shall be conducted by a qualified biologist no earlier than 45 days and no later than 20 days prior to the proposed construction within the 40,500-square-foot project zone and near the zone within the larger 1.45-acre parcel. Should the surveys find nesting birds, disruptive construction activity shall be postponed through the end of the nesting season in consultation with the California Department of Fish and Game (CDFG). Each identified nesting tree shall be monitored by a qualified biologist for bird egg-</p>					

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>incubation, including:</p> <ul style="list-style-type: none"> • Incubation behavior (e.g., regular periods of “disappearance” into the nest structure followed by short, secretive flights to forage). • Extreme distress and alarm calls when in close vicinity of the nesting tree. • Observation of food carried in the beak or claws to the nest. <p>If incubation behavior is detected, the following measures shall be incorporated to protect the nest location:</p> <ul style="list-style-type: none"> • Establishment of a buffer using orange construction fencing around the tree in accordance with CDFG recommendations until the young have fledged. The nesting tree shall be monitored by a qualified biologist a minimum of once per week to confirm that the young have fledged and that no new nesting pairs are present before the buffer is removed. Construction shall not occur within 150 feet of an active nest until the nest is vacated or juveniles have fledged. • If it is not feasible to stop or modify construction activities around the tree, the CDFG shall be contacted to discuss alternative buffer options. <p>If there is no sign of active bird use based on the qualified biologist’s pre-construction field survey, or if construction is planned between August 1 and February 1, such construction and associated tree removal could proceed as scheduled.</p>					

CULTURAL RESOURCES

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><i>Mitigation Measure 4 (Archeological Resources)</i></p> <p>The following mitigation measure shall be required to avoid any adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c).</p>	Project sponsor and construction contractor(s)	Prior to any soils-disturbing activity.	Distribution of "ALERT" sheet among contractors and crew; project sponsor to provide ERO with a signed affidavit.	Planning Department.	Prior to any soils-disturbing activity. Considered complete upon ERO approval of affidavit.
<p>The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pier drilling, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken, each contractor shall be responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pier drilling crew, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p>	Head Foreman and project sponsor.	During any soils-disturbing activity.	Notification of ERO if any archeological resources encountered.	Planning Department.	During any soils-disturbing activity. Considered complete upon notification of ERO.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p>	Project sponsor and archeological consultant.	Before resumption of any soils-disturbing activity (if suspended)	Archeological consultant shall advise the ERO and ERO may require additional measures	Planning Department.	Prior to resumption of soils-disturbing activity. Considered complete upon ERO approval of archeological consultant's recommendations.
<p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any</p>	Project sponsor and archeological consultant	Following completion of any required archaeological field program	Archeological consultant submits draft FARR to ERO for approval	Planning Department.	Prior to issuance of final certificate of occupancy. Considered complete upon ERO approval of draft FARR

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Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>archeological resource shall be provided in a separate removable insert within the final report.</p>					
<p>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 Archeological 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.</p>	<p>Project sponsor and archeological consultant.</p>	<p>Following completion of FARR.</p>	<p>Distribute FARR. Submittal to ERO of affidavit of FARR distribution.</p>	<p>Planning Department.</p>	<p>Prior to resumption of soils-disturbing activities. Considered complete upon Planning Department receipt of report.</p>

IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR

TRANSPORTATION

Improvement Measure I-TR-31

Any construction traffic occurring between 5:00 to 6:00 p.m. would coincide with p.m. peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a

Project sponsor/contractor

During project construction

Project sponsor and contractor shall limit construction

Planning Department/MTA

Considered complete upon completion of construction.

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<p>significant impact. An improvement measure limiting truck movements between 5:00 to 6:00 p.m. (or other times, if approved by the SFMTA) would minimize disruption of the general traffic flow on adjacent streets during the p.m. peak period and further improve transportation conditions at the project site during construction.</p>			<p>traffic between 5:00 and 6:00 p.m. (and possibly other times at the discretion of the SFMTA).</p>		
<p>The project sponsor and construction contractor(s) would meet with the staff of the Traffic Engineering Division of the DPT, the Fire Department, Muni, the Planning Department, and other City agencies to determine feasible traffic improvement measures to reduce traffic congestion during construction of the project.</p>			<p>Project sponsor and contractor shall also meet with DPT, Fire Department, Muni, the Planning Department, and other City agencies to determine feasible traffic improvement measures.</p>		



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

NOTE TO FILE

DATE: April 22, 2015
TO: File 2004.0093E – San Francisco Overlook Development
FROM: Lisa Gibson, Senior Environmental Planner *LHG*
RE: Modified Project

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San Francisco,
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415.558.6377

A Final Environmental Impact Report (FEIR) was certified for the proposed San Francisco Overlook Development Residential Project on March 7, 2013. The project site is currently vacant and the proposed project analyzed in the FEIR was the construction of 34 dwelling units (65,750 square feet of residential space with 4 2-bedroom units and 30 3-bedroom units). Twenty-four of the 34 units were proposed as duplexes (with a two-story upper unit above a two-story lower unit) in 12 structures. A single building with ten townhomes was proposed on the western portion of the site. The total 13 structures would range between approximately 16 to 40 feet in height and up to four stories tall and would include 68 parking spaces. The project also included construction of a new paved, approximately 20-foot-wide, 700-foot-long, private street.

The approximately 63,890-square-foot site (Assessor's Block 2636, Lots 25 and 28) is located on the northwest slope of Mount Sutro in the Mount Sutro/Forest Knolls/Clarendon Heights neighborhood. The project site is in an RM-1 (Residential, Mixed, Low Density) District and a 40-X Height and Bulk District. The Planning Commission approved a conditional use authorization for a planned unit development for the project on March 7, 2013 (Motion 18820).

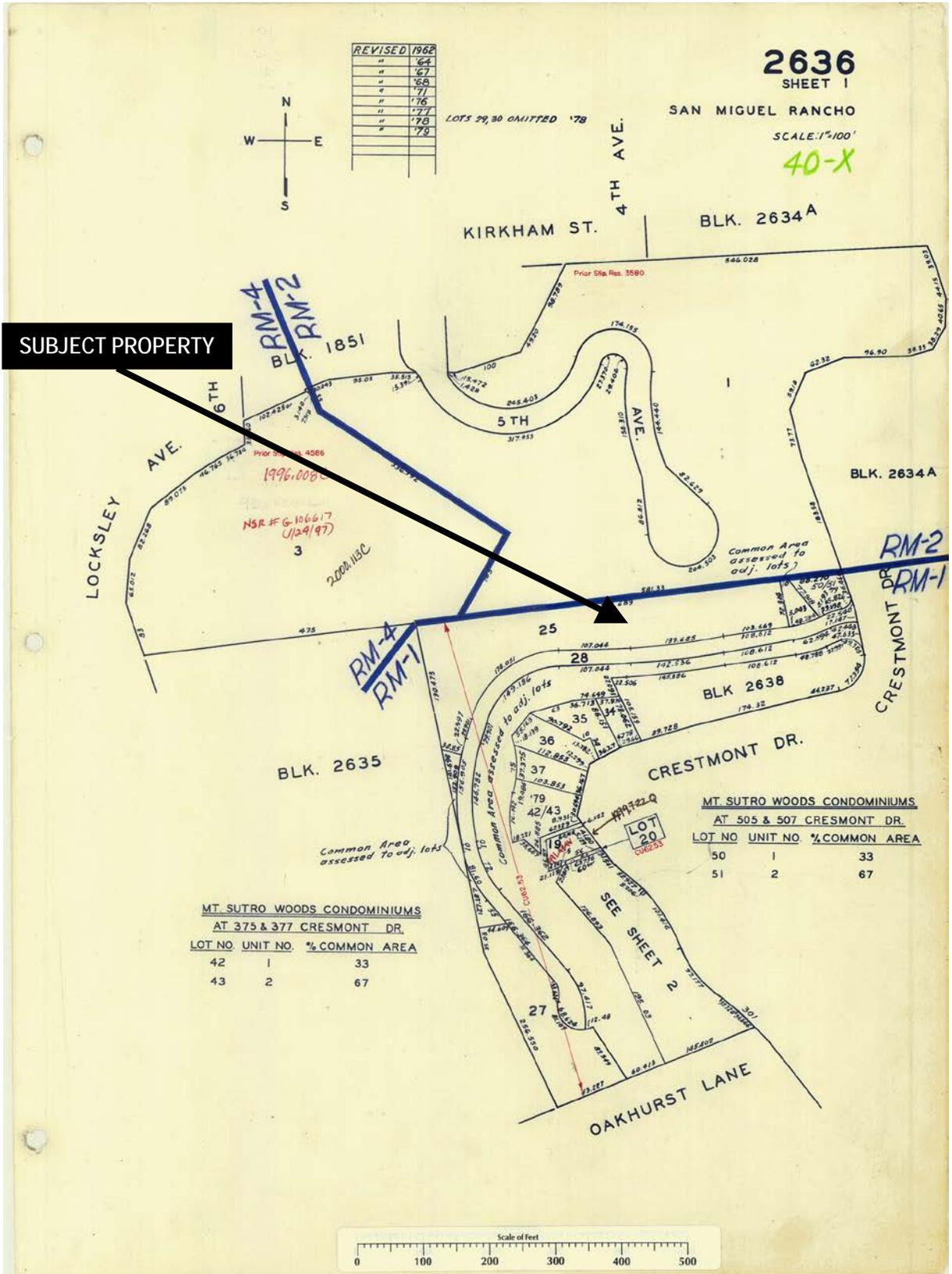
Subsequent to the certification of the FEIR, the proposed project was modified ("Modified Project") to reduce the intensity of use from 34 units to 29 (a reduction of 5 units), and to reduce the height of 5 of the proposed buildings by 1 story relative to street level. The Modified Project would include the construction of 62,340 square feet of residential space (a reduction of 3,000 square feet). Of the proposed 29 dwelling units, 5 would be detached units (+5 units compared to the original project), 14 would be duplex units (-10 units), and 10 would be multifamily units (no change). The unit type would consist of 28 3-bedroom units (-2 units) and 1 4-bedroom unit (+1 unit). No two-bedroom units are currently proposed (-4 units). The Modified Project would provide 58 vehicle parking spaces (-10 spaces).

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

April 22, 2015
Note to File
File No. 2004.0093E – San Francisco Overlook Development

The Modified Project is smaller in size and use and lower in height than the proposed project analyzed in the FEIR. Based on the foregoing, the analyses conducted and the conclusions reached in the FEIR certified on March 7, 2013 remain valid and no supplemental environmental review is required.

Parcel Map



Conditional Use_PUD
Case Number 2004.0093CEV
SF Overlook

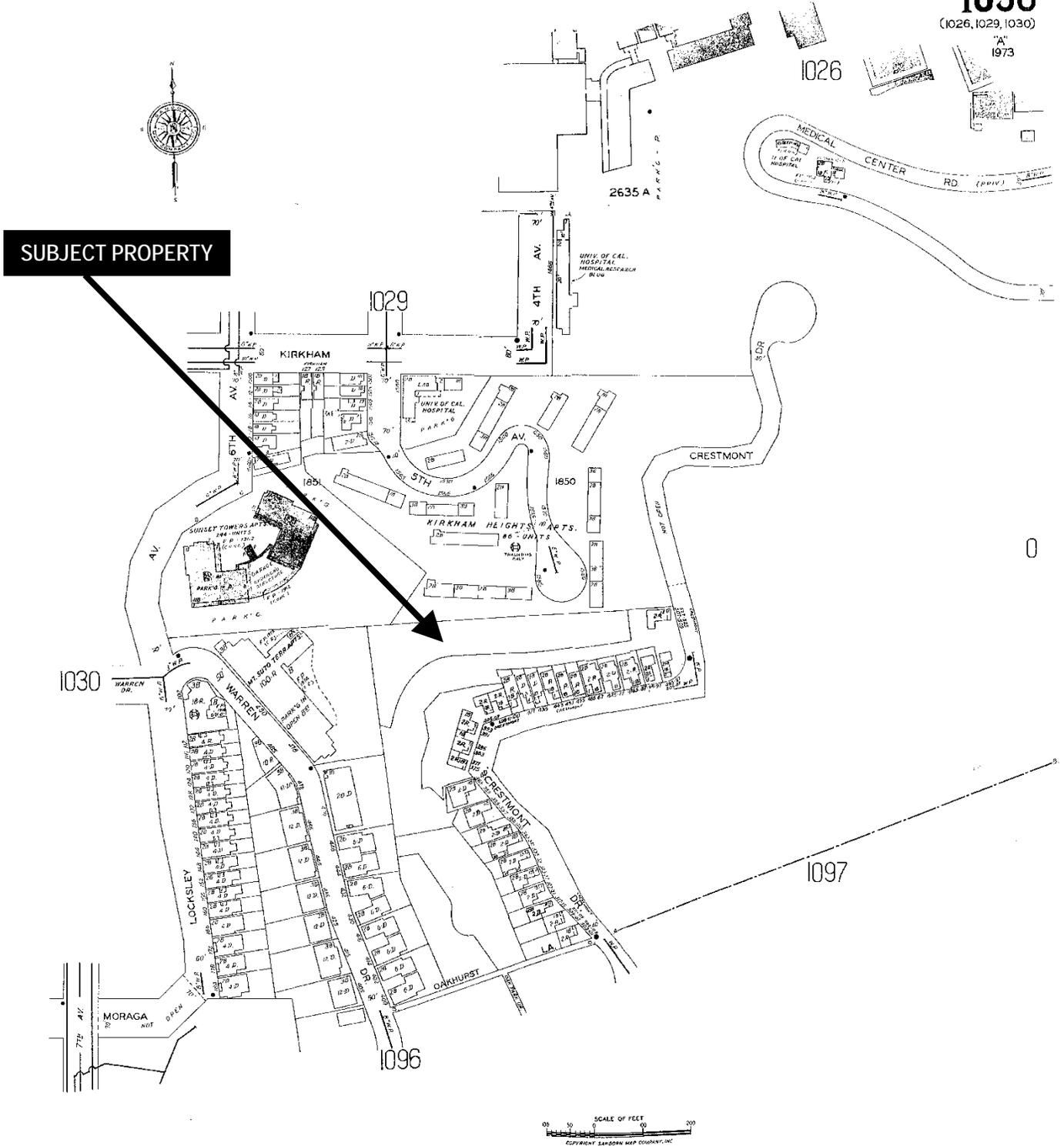
Sanborn Map*

SAN FRANCISCO, CAL. - VOL. 10

1098

(1026, 1029, 1030)

"A"
1973



*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Conditional Use_PUD
Case Number 2004.0093CEV
SF Overlook

Aerial Photo



SUBJECT PROPERTY



Conditional Use _PUD
Case Number 2004.0093CEV
SF Overlook

Aerial Photo

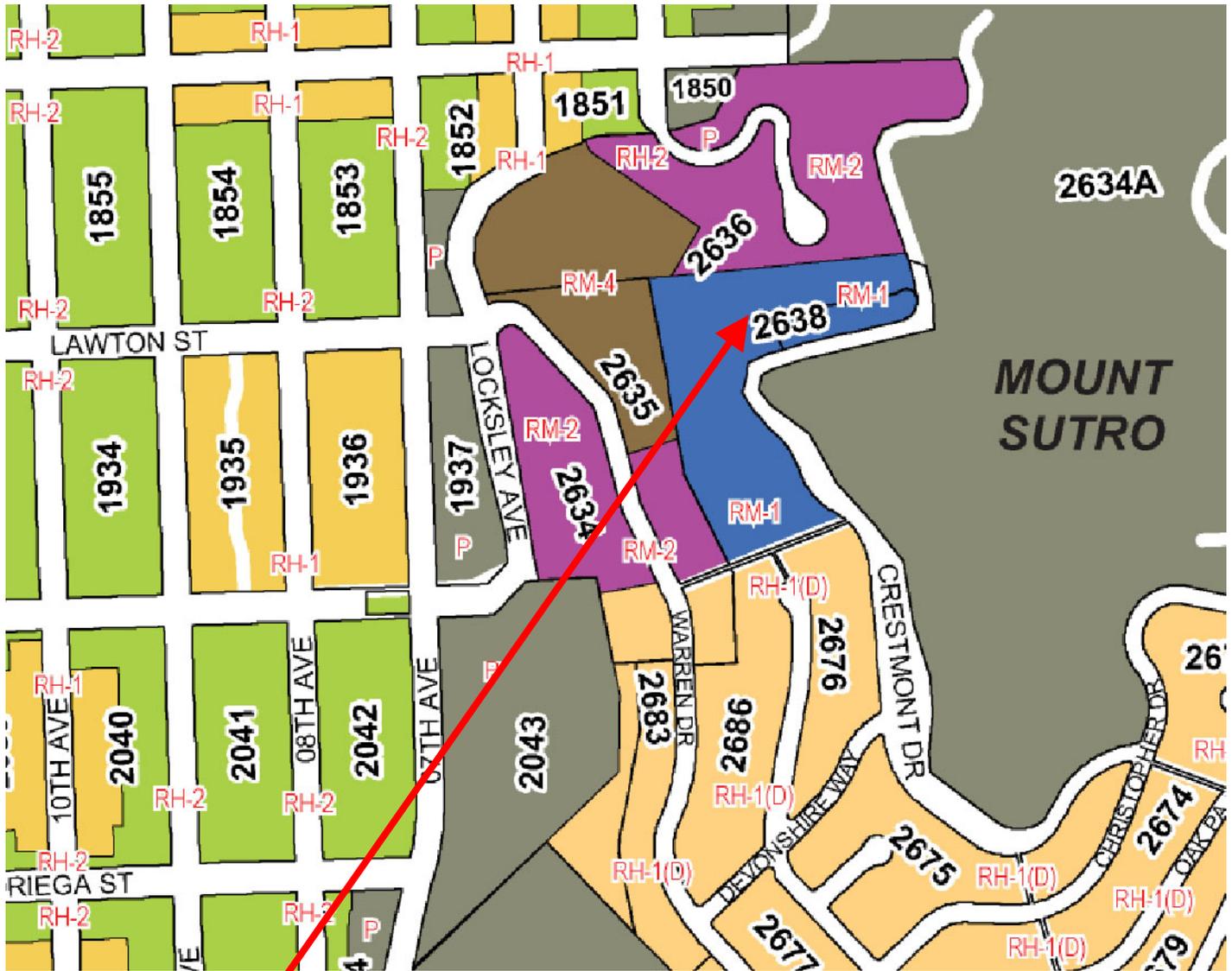


SUBJECT PROPERTY



Conditional Use _PUD
Case Number 2004.0093CEV
SF Overlook

Zoning Map



SUBJECT PROPERTY



Conditional Use _PUD
Case Number 2004.0093CEV
SF Overlook

MEMORANDUM OF EXPLANATION REGARDING CHANGES TO THE PREVIOUSLY APPROVED SAN FRANCISCO OVERLOOK PROJECT

To: Members of San Francisco Planning Commission

From: Adam Phillips, Project Manager
San Francisco Overlook Development, LLC

Date: May 5th, 2015

San Francisco Overlook Development, LLC (the Project Sponsor) has recently agreed to reduce the scale of the San Francisco Overlook project (SF Overlook) as part of a negotiated settlement agreement with the Mount Sutro Woods Owner's Association (MSWOA), a private association of nearby property owners of which the subject property is a member. Due to these changes we are now required to seek new entitlements for the revised project. This Memorandum describes the modifications the Project Sponsor agreed to make pursuant to the terms of the settlement.

As currently approved, SF Overlook is a 34-unit residential development (30 three-bedroom homes and 4 two-bedroom homes) to be constructed on Block 2636/Lot 25. The development includes a private road to be constructed within the area of SF Overlook's easement over Lot 28. In March 2013, the development was approved unanimously by the San Francisco Planning Commission in Planning Commission Motion No. 18820.

The changes agreed to by SF Overlook as part of the settlement are aimed at the concerns expressed by the neighborhood with respect to reducing density and preserving views: the total number of units has been reduced from 34 to 29, and 5 of the proposed buildings have been reduced in height by 1 story relative to street level. The updated drawings are clouded to show changes and are detailed in the chart below.

FEATURE	AS ENTITLED	NOW PROPOSED	CHANGE
UNIT COUNT	34	29	-5 UNITS
HOUSING TYPE	24 AS DUPLEXES & 10 MULTIFAMILY	5 DETACHED UNIT, 14 AS DUPLEXES & 10 MULTIFAMILY	+5 DETACHED UNITS, -10 UNITS AS DUPLEXES
UNIT TYPE			
2 BEDROOM	4	0	-4
3 BEDROOM	30	28	-2
4 BEDROOM	0	1	+1
PARKING COUNT	68	58	-10
PARKING RATIO	2:1	2:1	UNCHANGED
COMMON OPEN SPACE	800 SF	800 SF	UNCHANGED
RESIDENTIAL AREA (GROSS)	65,340 SF	62,340 SF	-3,000 SF
PARKING AREA (GROSS)	12,890 SF	12,890 SF	UNCHANGED
TOTAL AREA (GROSS)	78,230 SF	75,230 SF	-3,000 SF

SAN FRANCISCO OVERLOOK

SAN FRANCISCO, CA



ABBREVIATIONS	
ADJ	ADJUSTABLE
AFF	ABOVE FINISH FLOOR
ALUM	ALUMINUM
ALT	ALTERNATE
APPROX	APPROXIMATELY
ARCH	ARCHITECT (URAL)
BLDG	BUILDING
BM	BEAM
BR	BEDROOM
CAB	CABINET
CJ	CONTROL JOINT
CHG	CHANGE
C	CENTER LINE
CLG	CEILING
CL	CLOSET
CLR	CLEAR
COL	COLUMN
CONC	CONCRETE
CONST	CONSTRUCTION
CT	CERAMIC TILE
CTR	CENTER
DET	DETAIL
DIA	DIAMETER
DM	DIMENSION
DN	DOWN
DR	DOOR
DS	DOWN SPOUT
DWG	DRAWING
(E)	EXISTING
EA	EACH
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
EQ	EQUAL
EQUIP	EQUIPMENT
EXP	EXPANSION
EXPOS	EXPOSED
EXT	EXTERIOR
FD	FLOOR DRAIN
FIN	FINISH
FL	FLOOR
FOF	FACE OF FINISH
FOS	FACE OF STUD
GC	GENERAL CONTRACTOR
GYP BD	GYP SUM BOARD
HB	HOSE BIB
HC	HANDICAPPED
HCW	HOLLOW CORE WOOD
HW	HOT WATER
INSUL	INSULATION/INSULATED
INT	INTERIOR
LP	LOW POINT
MTL	METAL
MECH	MECHANICAL
(N)	NEW
NS	NON-SLIP
NSBF	NON SLIP BROOM FINISH
NIC	NOT IN CONTRACT
NO.	NUMBER
OC	ON CENTER
OPP	OPPOSITE
PLAM	PLASTIC LAMINATE
PTD	PAINTED
PLYWD	PLYWOOD
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
RO	ROUND
RO	ROUGH OPENING
SC	SOLID CORE
STOR	STORAGE
SHT	SHEET
SST	STAINLESS STEEL
T+G	TONGUE AND GROOVE
TP	TYPICAL
UON	UNLESS OTHERWISE NOTED
WP	WATERPROOF
W/	WITH
WD	WOOD

GENERAL NOTES

GENERAL CONDITIONS: AIA DOCUMENT A201, GENERAL CONDITIONS FOR THE PERFORMANCE OF THE CONTRACT IS HEREBY INCORPORATED INTO THESE DRAWINGS AND SHALL BE CONSIDERED AS PART OF THE REQUIREMENTS FOR THE COMPLETION OF THE WORK.

EXISTING CONDITIONS: CONDITIONS SHOWN ON THE DRAWINGS ARE AS SHOWN ON THE ORIGINAL DRAWINGS AND AS OBSERVED ON THE SITE, BUT THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE SITE. ANY DISCREPANCIES SHALL BE REPORTED TO ARCHITECT PRIOR TO PROCEEDING WITH THE WORK. NOTE: DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE OF THE DRAWINGS.

PERMITS: THE CONTRACTOR SHALL OBTAIN AND PAY ALL CITY AND/OR COUNTY FEES RELATING TO PROJECT, EXCEPTING THE GENERAL PERMIT, WHICH IS THE RESPONSIBILITY OF THE OWNERS' AND IS REIMBURSABLE TO THE G.C.

CODES: ALL WORK SHALL BE DONE IN COMPLIANCE WITH ALL APPLICABLE CODES, INCLUDING BUT NOT LIMITED TO: UNIFORM BUILDING CODES, NATIONAL ELECTRICAL, MECHANICAL, AND PLUMBING CODES, HEALTH DEPARTMENT REGULATIONS, FIRE AND SAFETY CODES, CITY AND/OR COUNTY ORDINANCES AND REGULATIONS AND OTHER CODES GOVERNING CONSTRUCTION.

SITE RESPONSIBILITY: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING HEALTH AND SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. CONTRACTOR TO LIMIT TRAFFIC AND ACCESS TO THOSE AREAS WHERE WORK IS PERFORMED.

CLEAN UP AND REPAIRS: THE CONSTRUCTION SITE SHALL BE MAINTAINED IN AN ORDERLY MANNER AT ALL TIMES WITH ALL DEBRIS REMOVED AT THE END OF THE EACH DAY. AT THE COMPLETION OF THE CONSTRUCTION REMOVE ALL EXCESS MATERIALS AND REFUSE FROM SITE. LEAVE ALL SURFACES WITHIN CONSTRUCTION SITE FREE FROM DUST, DIRT AND STAINS. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY SURFACES OR ITEMS DAMAGED BY CONSTRUCTION TO THE SATISFACTION OF THE ARCHITECT AND OWNER.

PATCHING: PROPERLY PREPARE SURFACES FOR RECEIVING THE SPECIFIED FINISHES INCLUDING PATCHING OF SURFACES ALTERED BY CONSTRUCTION. ON PATCHED AREAS OR AREAS WHERE A FINISH IS NOT SPECIFIED, THE FINISH SHALL MATCH ADJACENT MATERIAL IN CONSTRUCTION, COLOR AND TEXTURE.

ALL WORK NOTED "N.I.C." OR NOT IN CONTRACT IS TO BE PROVIDED BY A CONTRACTOR OTHER THAN THE GENERAL CONTRACTOR.

"ALIGN" AS USED IN THESE DOCUMENTS SHALL MEAN TO ACCURATELY LOCATE FINISH FACES ON THE SAME PLANE.

"TYPICAL" AS USED IN THESE DOCUMENTS SHALL MEAN THAT THE CONDITION IS THE SAME OR REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, U.O.N.

DETAILS ARE USUALLY KEYED AND NOTED "TYPICAL" ONLY ONCE, WHEN THEY FIRST OCCUR, AND ARE REPRESENTATIVE FOR SIMILAR CONDITIONS THROUGHOUT, U.O.N.

SCHEDULE: UPON SUBMITTAL OF THE FINAL CONSTRUCTION COSTS, THE CONTRACTOR SHALL ALSO SUBMIT A CONSTRUCTION SCHEDULE INDICATING THE REQUIRED CONSTRUCTION TIME FOR ALL SUBCONTRACTOR'S AND CONTRACTOR'S WORK AND A COST-BY-TRADE BREAKDOWN FOR USE IN SCHEDULING AND EVALUATING PAY REQUESTS.

SUBSTITUTIONS: SUBSTITUTIONS, REVISIONS, OR CHANGES MUST HAVE APPROVAL BY THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.

DAMAGE: THE CONTRACTOR SHALL REPAIR OR REPLACE ANY SURFACES OR ITEMS DAMAGED BY CONSTRUCTION TO THE SATISFACTION OF THE ARCHITECT OR OWNER.

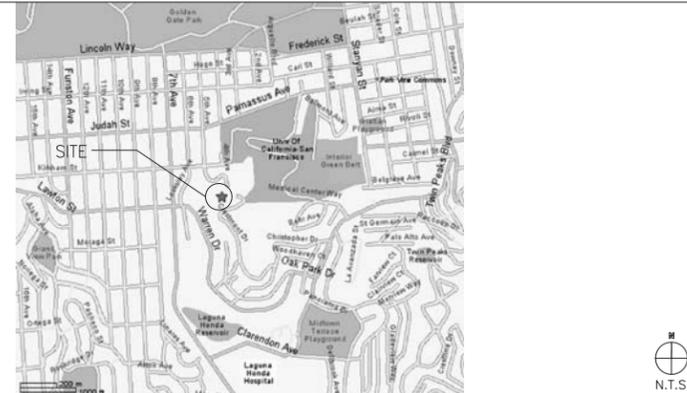
GUARANTEES: THE CONTRACTOR SHALL GUARANTEE THAT THE PROJECT WILL BE FREE OF DEFECTS OF WORKMANSHIP AND MATERIALS FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE BY THE OWNER. NO WORK DEFECTIVE IN CONSTRUCTION OR QUALITY DEFICIENT IN ANY REQUIREMENT OF THE DRAWINGS OR NOTES WILL BE ACCEPTABLE IN CONSEQUENCE OF THE OWNER'S OR ARCHITECT'S FAILURE TO POINT OUT DEFECTS OR DEFICIENCIES DURING CONSTRUCTION. DEFECTS OF WORKMANSHIP OR MATERIALS REVEALED WITHIN A PERIOD OF ONE YEAR FROM THE ACCEPTANCE SHALL BE REPLACED BY WORK CONFORMING WITH THE INTENT OF THE CONTRACT AT NO COST TO THE OWNER. NO PAYMENT, EITHER PARTIAL OR FINAL, SHALL BE CONSTRUED AS AN ACCEPTANCE OF DEFECTIVE WORK.

COLUMN CENTERLINES (ALSO REFERRED TO AS GRIDLINES) ARE SHOWN FOR DIMENSIONAL PURPOSES. (REFER TO BASE BUILDING DRAWINGS FOR EXACT LOCATIONS).

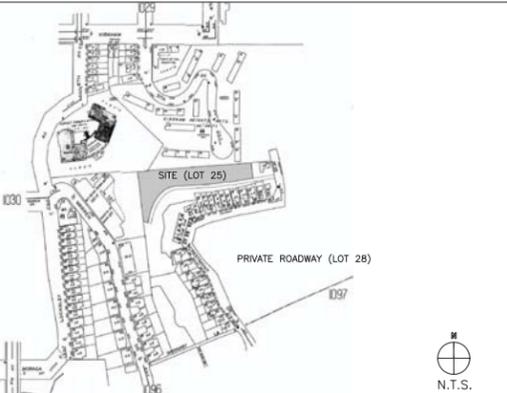
SEPARATE PERMITS WILL BE OBTAINED FOR THE FOLLOWING:
1. ALL UNDERPINNING AND SHORING
2. SPRINKLERS
3. MECHANICAL VENTILATION



AREA MAP



NEIGHBORHOOD MAP (SANBORNE)



PLANNING AUTHORIZATION MATRIX

ISSUE	PLANNING CODE PROVISIONS	PROPOSED	AUTHORIZATION	CODE REFERENCE
USE & USE SIZE	RESIDENTIAL, MIXED DISTRICTS, LOW DENSITY 1,2 & 3 FAMILY DWELLINGS, OR DWELLINGS AT A DENSITY RATIO NOT EXCEEDING ONE DWELLING UNIT FOR EACH 800 SQUARE FEET OF LOT AREA.	7 TWO-FAMILY DWELLINGS, 3 ONE-FAMILY DWELLINGS, AND 1 TEN-UNIT BUILDING (NOT IN EXCESS OF ONE UNIT PER 800 SF OF LOT AREA)	PERMITTED BY CODE	SECTION 209.1 (j)
F.A.R.	RESIDENTIAL AREA EXEMPT FROM F.A.R. IN TYPE R DISTRICTS	N/A	N/A	SECTION 124 (b)
HEIGHT	40'-0" MAXIMUM BUILDING HEIGHT, MEASURED FROM NEW STREET LEVEL (PER SECTION 260)	NEW BUILDINGS RANGE IN HEIGHT FROM 15'-3'	PERMITTED BY CODE	ZONING MAP
BULK	40'-X BULK LIMITS DO NOT APPLY IN X DISTRICTS	N/A	N/A	TABLE 270
LOT SIZE	MINIMUM LOT WIDTH= 25' / MINIMUM LOT AREA= 2500 SF	LOT 25 HAS A MINIMUM DIMENSION OF 72'-4" WITH A LOT AREA OF 49,550 SF.	PERMITTED BY CODE	SECTIONS 303 & 304
OPEN SPACE	100 SF PER UNIT IF PRIVATE OPEN SPACE PROVIDED; 133 SF PER UNIT IF COMMON OPEN SPACE PROVIDED	28 UNITS PROVIDE 100 SF OR MORE AS PRIVATE OPEN SPACE. 1 UNIT WITH LESS THAN 100 SF OPEN SPACE HAVE ACCESS TO 800 SF OF COMMON OPEN SPACE (133 SF REQ'D)	PERMITTED BY CODE	SECTION 135
REAR YARD	REAR YARD TO BE A MINIMUM 45% OF THE TOTAL DEPTH OF THE LOT	REAR YARDS OF LESS THAN 45% OF LOT DEPTH PROVIDED DUE TO SITE CONSTRAINTS AND IN CHARACTER WITH SURROUNDING DEVELOPMENT. SEE BUILDING SUMMARY FOR REAR YARD % BREAKDOWN.	CONDITIONAL USE (PUD)	SECTION 134 (c) (2)
STREET FRONTAGE	EVERY LOT SHALL HAVE AND MAINTAIN FRONTAGE ON A PERMANENT RIGHT-OF-WAY FROM WHICH THERE SHALL BE VEHICULAR ACCESS AND A MINIMUM WIDTH OF 16 FEET	NEW PRIVATE 20'-0" WIDE STREET TO BE BUILT PROVIDING VEHICULAR ACCESS TO ALL BUILDINGS	PERMITTED BY CODE	SECTION 121 (a)
OFF-STREET PARKING	ONE PARKING SPACE PROVIDED FOR EACH DWELLING UNIT, WITH AN ADDITIONAL 1/2 SPACE PER UNIT ALLOWED AS AN ACCESSORY USE	58 SPACES (2 SPACES PER UNIT)	CONDITIONAL USE (PUD)	SECTIONS 151 / 204.5 REQUEST FOR PARKING IN EXCESS OF ACCESSORY USE PER SECTION 157
DWELLING UNITS TO FACE AN OPEN AREA	ALL UNITS MUST FACE ONTO AN OPEN AREA WHICH IS UNOBSTRUCTED AND IS NO LESS THAN 25' IN EVERY HORIZONTAL DIMENSION FOR THE FLOOR AT WHICH THE DWELLING UNIT IN QUESTION IS LOCATED.	IN ORDER TO MINIMIZE SITE DISTURBANCE AND TO WORK WITH THE EXISTING SITE SLOPE, THE LOWER UNITS OF ALL 12 DUPLEX BUILDINGS WILL NOT FACE THE REQUIRED OPEN AREA.	CONDITIONAL USE (PUD)	SECTION 140
LANDSCAPING AND PERMEABLE SURFACES	NOT LESS THAN 20% OF THE REQUIRED SETBACK AREA SHALL BE AND REMAIN UNPAVED. THE FRONT SETBACK AREA SHALL BE AT LEAST 50% PERMEABLE.	PER EIR GEOTECHNICAL MITIGATION MEASURES, PERMEABLE SURFACES ARE TO BE MINIMIZED TO INCREASE HILLSIDE STABILITY.	VARIANCE	SECTION 132 (G) & (H)

PLANNING INFORMATION

ADDRESS: UNDEVELOPED SITE
599 CRESTMONT
SAN FRANCISCO, CA

BLOCK/LOT #: 2636 / 25&28

LOT SIZE: LOT 25: 49,550 SF
LOT 28: 13,950 SF

ZONING DISTRICT: RM-1 RESIDENTIAL (LOW-DENSITY)
40-X HEIGHT AND BULK DISTRICT

BUILDING CODE: 2010 S.F. BUILDING CODE
2010 TITLE 24 CA BUILDING CODE

SCOPE OF WORK: NEW CONSTRUCTION ON UNDEVELOPED SITE (LOT 25)
NEW ROADWAY TO BE BUILT ON ADJACENT LOT (LOT 28)

OCCUPANT CLASS: R-2 & R-3

BUILDING SUMMARY

DEVELOPMENT SUMMARY

BUILDING TYPES:
BUILDING 1-12 TYPE V-A w/AUTOMATIC SPRINKLERS
BUILDING 13 TYPE V-A w/AUTOMATIC SPRINKLERS OVER TYPE I PARKING

BLOG NUMBER	UNIT COUNT	PLAN TYPE	UNIT NUMBERS	DWELLING AREA (GROSS)	GARAGE AREA (GROSS)	TOTAL (GROSS) AREA	OPEN SPACE	REAR YARD
1	1	A		3,050 SF	250 SF	3,300 SF	950 SF	19%
2	1	B		3,050 SF	250 SF	3,300 SF	950 SF	20%
3	1	A		3,050 SF	250 SF	3,300 SF	950 SF	22%
4	1	B		3,050 SF	250 SF	3,300 SF	950 SF	16%
5	2	D	5-UPPER 5-LOWER	1,890 SF 1,890 SF	185 SF 185 SF	2,075 SF 2,075 SF	975 SF 70 SF*	28%
6	2	E	6-UPPER 6-LOWER	1,900 SF 2,400 SF	185 SF 185 SF	2,085 SF 2,585 SF	1,110 SF 110 SF	21%
7	2	E	7-UPPER 7-LOWER	1,900 SF 2,400 SF	185 SF 185 SF	2,085 SF 2,585 SF	1,110 SF 110 SF	22%
8	2	F	8-UPPER 8-LOWER	2,100 SF 2,050 SF	185 SF 185 SF	2,285 SF 2,235 SF	1,080 SF 110 SF	22%
9	2	F	9-UPPER 9-LOWER	2,100 SF 2,050 SF	185 SF 185 SF	2,285 SF 2,235 SF	1,080 SF 110 SF	20%
10	2	G	10-UPPER 10-LOWER	1,670 SF 1,960 SF	185 SF 185 SF	1,855 SF 2,145 SF	960 SF 110 SF	24%
11	2	G	11-UPPER 11-LOWER	1,670 SF 1,960 SF	185 SF 185 SF	1,855 SF 2,145 SF	960 SF 110 SF	21%
12	1	H	12-UPPER	2,800 SF	370 SF	3,170 SF	160 SF	25%
13	10	J	10A-10J	1,940 SF/EACH	8,930 SF***	28,330 SF	VARIES**	VARIES
						75,230 SF		

* ACCOUNTED FOR IN COMMON OPEN SPACE CALCULATION
** VARIES, BUT NO LESS THAN 100 SF OPEN SPACE PER UNIT
*** COVERED PARKING FOR RESIDENTS AND GUESTS, SEE PARKING PLAN

CONTACT LIST

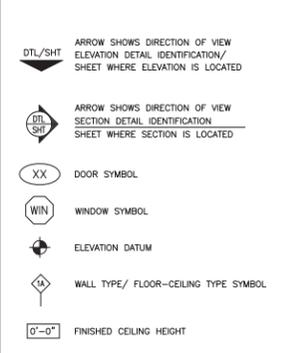
PROJECT SPONSOR: SAN FRANCISCO OVERLOOK DEVELOPMENT, LLC
8 COPPER HILL WAY
NOVATO, CA 94947
415.878.3740
CONTACT: ADAM PHILLIPS
ADAM@SFOVERLOOK.COM

ARCHITECTS OF RECORD: LEVY DESIGN PARTNERS
90 SOUTH PARK
SAN FRANCISCO, CA 94107
415.777.0561
CONTACT: TOBY LEVY

DRAWING INDEX

- A0.0 COVER SHEET
- A0.1 EXISTING SITE PHOTOS
- A0.2a PROJECT RENDERINGS
- A0.2b PROJECT RENDERINGS
- A0.3a PHOTOS: EXISTING CONTEXT
- A0.3b PHOTOS: EXISTING CONTEXT
- A0.3c PHOTOS: EXISTING CONTEXT
- A0.3d PHOTOS: EXISTING CONTEXT
- A0.4a EIR PROJECT RENDERINGS
- A0.4b EIR PROJECT RENDERINGS
- A0.4c EIR PROJECT RENDERINGS
- A1.0 SITE SURVEY
- A1.1 SITE PLAN
- A1.2 PROPOSED BUILDING LAYOUT
- A1.3 LANDSCAPE PLAN AND DETAILS
- A1.4 VEHICLE AND PARKING DIAGRAM
- A2.1 PROJECT PLANS - 3/2 STORIES BELOW STREET
- A2.2 PROJECT PLANS - 1 STORY BELOW STREET/STREET LEVEL
- A2.3 PROJECT PLANS - 1/2 STORIES ABOVE GRADE STREET
- A3.1 ELEVATIONS
- A4.1 SCHEMATIC SECTIONS
- A5.1 UNIT PLANS
- A5.2 UNIT PLANS
- A5.3 UNIT PLANS
- A5.4 UNIT PLANS
- A5.5 UNIT PLANS

LEGEND



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SAN FRANCISCO OVERLOOK
SAN FRANCISCO, CA



BLOCK/PARCEL/LOT:
#2636-25
SAN FRANCISCO, CA
PROJECT NO. 2010-07

DATE	ISSUE
06-21-2014	SITE PERMIT
01-09-2015	SITE PERMIT AMENDMENT

CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

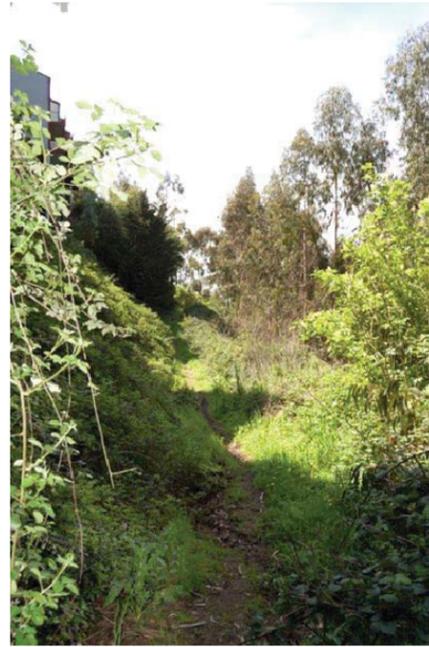
SCALE: AS NOTED

COVER

A0.0



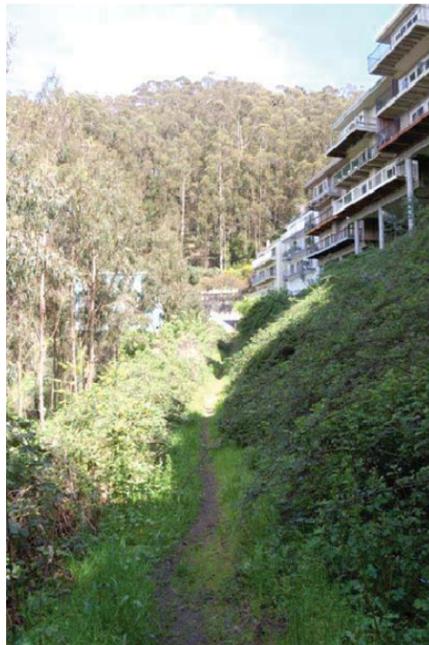
1. LOOKING AT SITE FROM CRESTMONT DRIVE



2. LOOKING WEST AT SITE



3. LOOKING OUT WEST FROM SITE



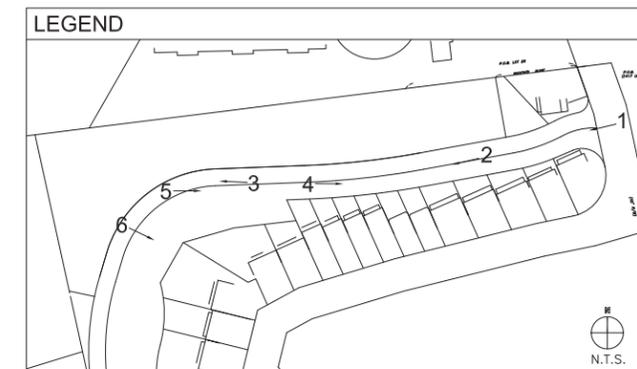
4. LOOKING EAST TOWARDS CRESTMONT DRIVE



5. LOOKING EAST TOWARDS CRESTMONT DRIVE



6. LOOKING UP HILL AT EXISTING HOMES ON CRESTMONT DRIVE



SAN FRANCISCO OVERLOOK
 SAN FRANCISCO, CA



BLOCK/PARCEL/LOT:
 #2636-25
 SAN FRANCISCO, CA
 PROJECT NO. 2010-07

DATE	SET ISSUE
06-21-2014	SITE PERMIT
01-05-2015	SITE PERMIT AMENDMENT

CONTACT: TOBY LEVY

(415) 777-0561 P
 (415) 777-5117 F

SCALE: AS NOTED

SITE PHOTOS:
 EXISTING
 CONDITION

A0.1



NORTH ELEVATION RENDERING



SOUTH ELEVATION RENDERING



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SAN FRANCISCO OVERLOOK
SAN FRANCISCO, CA



BLOCK/PARCEL/LOT:
 #2636-25
 SAN FRANCISCO, CA
 PROJECT NO. 2010-07

DATE	SET ISSUE
06-21-2014	SITE PERMIT
01-09-2015	SITE PERMIT AMENDMENT Δ

CONTACT: TOBY LEVY

(415) 777-0561 P
 (415) 777-5117 F

SCALE: AS NOTED

PROJECT
 RENDERINGS

A0.2a



WEST ELEVATION RENDERING



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**SAN FRANCISCO OVERLOOK
 SAN FRANCISCO, CA**



BLOCK/PARCEL/LOT:
 #2636-25
 SAN FRANCISCO, CA
 PROJECT NO. 2010-07

DATE	SET ISSUE
06-21-2014	SITE PERMIT
01-09-2015	SITE PERMIT AMENDMENT Δ

CONTACT: TOBY LEVY

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 (415) 777-5117 F

SCALE: AS NOTED

PROJECT
 RENDERINGS

A0.2b



1



2



3



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**SAN FRANCISCO OVERLOOK
SAN FRANCISCO, CA**



BLOCK/PARCEL/LOT:
#2636-25
SAN FRANCISCO, CA
PROJECT NO. 2010-07

DATE	SET ISSUE
06-21-2014	SITE PERMIT
01-05-2015	SITE PERMIT AMENDMENT

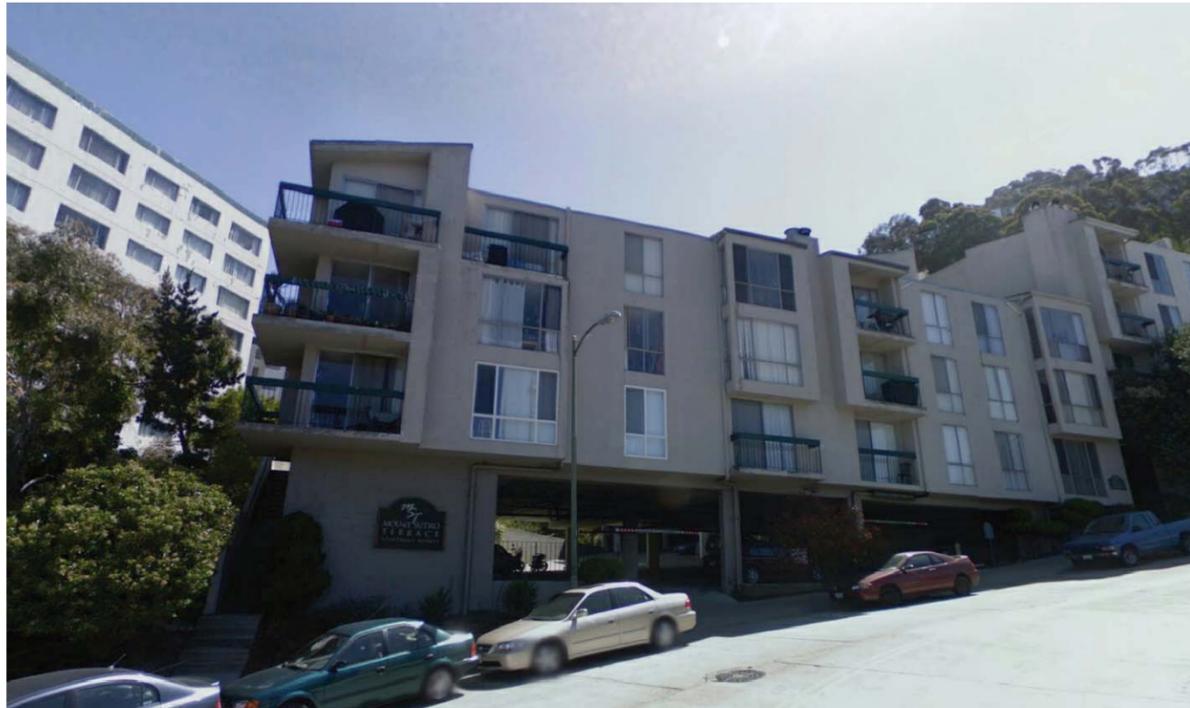
CONTACT: TOBY LEVY

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(415) 777-5117 F

SCALE: AS NOTED

PHOTOS:
EXISTING
CONTEXT

A0.3a



4



5



6



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**SAN FRANCISCO OVERLOOK
SAN FRANCISCO, CA**



BLOCK/PARCEL/LOT:
#2636-25
SAN FRANCISCO, CA
PROJECT NO. 2010-07

DATE	SET ISSUE
06-21-2014	SITE PERMIT
01-09-2015	SITE PERMIT AMENDMENT

CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

PHOTOS:
EXISTING
CONTEXT

A0.3b



7



8



9



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**SAN FRANCISCO OVERLOOK
SAN FRANCISCO, CA**



BLOCK/PARCEL/LOT:
#2636-25
SAN FRANCISCO, CA
PROJECT NO. 2010-07

DATE	SET ISSUE
06-21-2014	SITE PERMIT
01-05-2015	SITE PERMIT AMENDMENT

CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

PHOTOS:
EXISTING
CONTEXT

A0.3c



10



11



12



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**SAN FRANCISCO OVERLOOK
SAN FRANCISCO, CA**



BLOCK/PARCEL/LOT: #2636-25 SAN FRANCISCO, CA PROJECT NO. 2010-07	
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01-05-2015	SITE PERMIT AMENDMENT

CONTACT: TOBY LEVY

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(415) 777-5117 F

SCALE: AS NOTED

PHOTOS:
EXISTING
CONTEXT

A0.3d



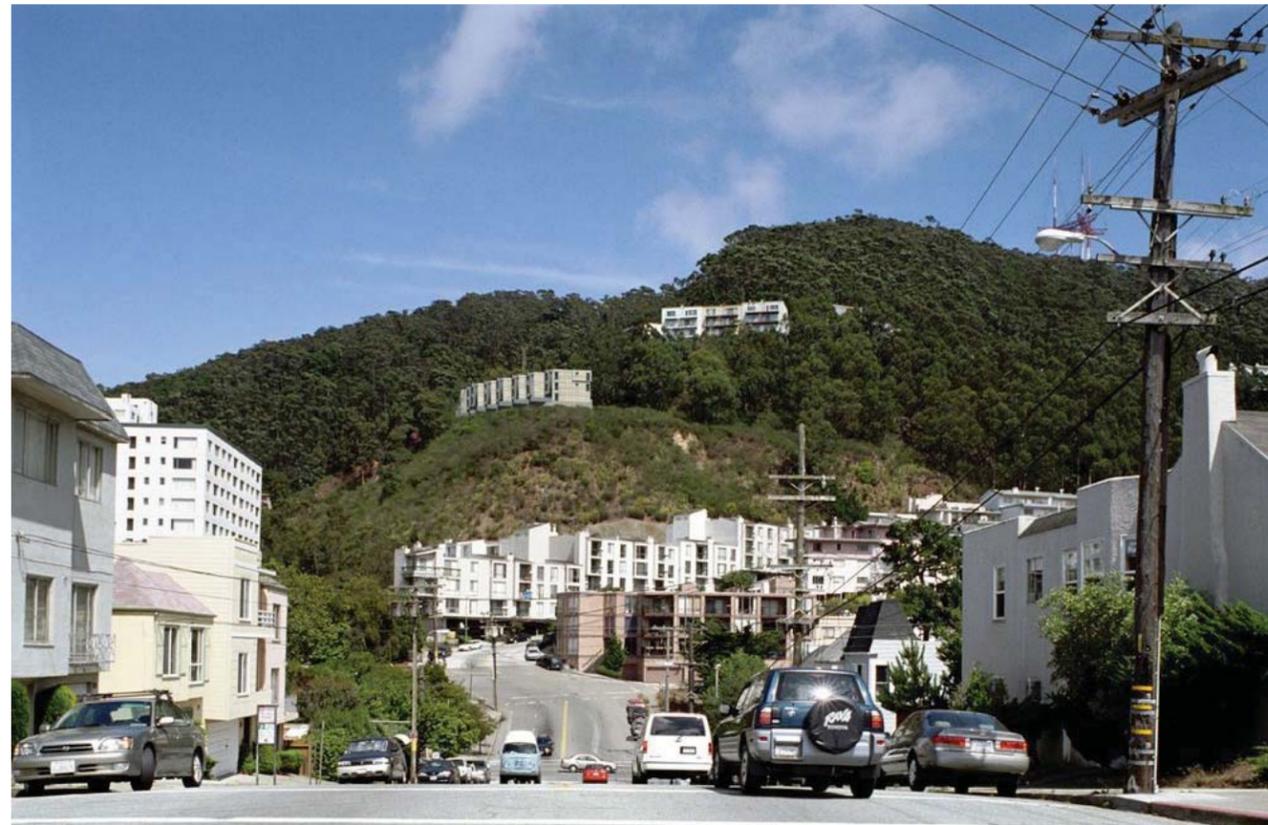
1A. VIEW LOOKING WEST FROM CRESTMONT DRIVE: EXISTING VIEW



2A. VIEW LOOKING EAST FROM LAWTON STREET AND EIGHTH AVENUE: EXISTING VIEW



1B. VIEW LOOKING WEST FROM CRESTMONT DRIVE: VIEW WITH PROJECT



2B. VIEW LOOKING EAST FROM LAWTON STREET AND EIGHTH AVENUE: VIEW WITH PROJECT



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SCALE: AS NOTED

EIR PROJECT
RENDERINGS

A0.4a



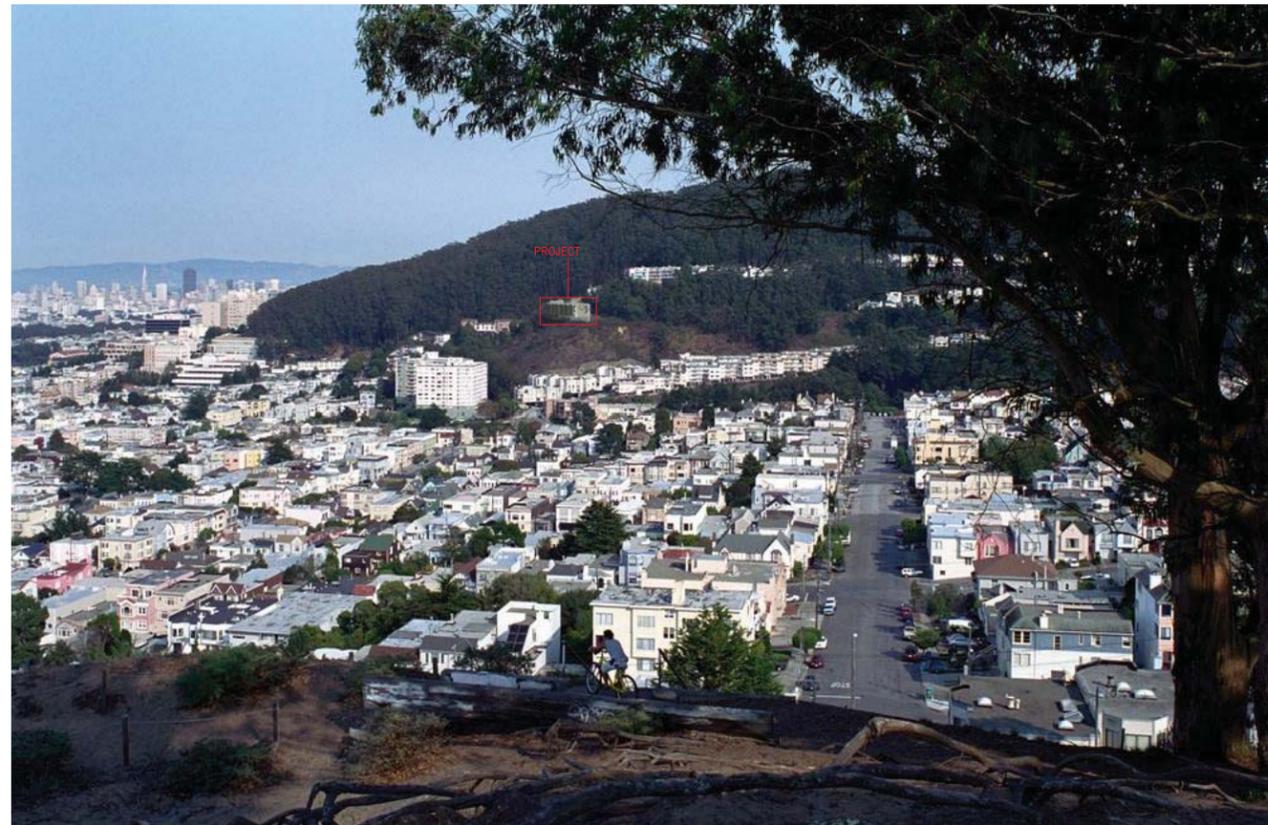
1A. VIEW LOOKING SOUTH FROM FIFTH AVENUE: EXISTING VIEW



2A. VIEW LOOKING EAST FROM GRAND VIEW PARK: EXISTING VIEW



1B. VIEW LOOKING SOUTH FROM FIFTH AVENUE: VIEW WITH PROJECT

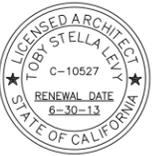


2B. VIEW LOOKING EAST FROM GRAND VIEW PARK: VIEW WITH PROJECT



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(415) 777-5117 F

SCALE: AS NOTED

EIR PROJECT
RENDERINGS

A0.4b



1A. VIEW LOOKING SOUTH FROM GOLDEN GATE PARK: EXISTING VIEW



1B. VIEW LOOKING SOUTH FROM GOLDEN GATE PARK: VIEW WITH PROJECT



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CONTACT: TOBY LEVY

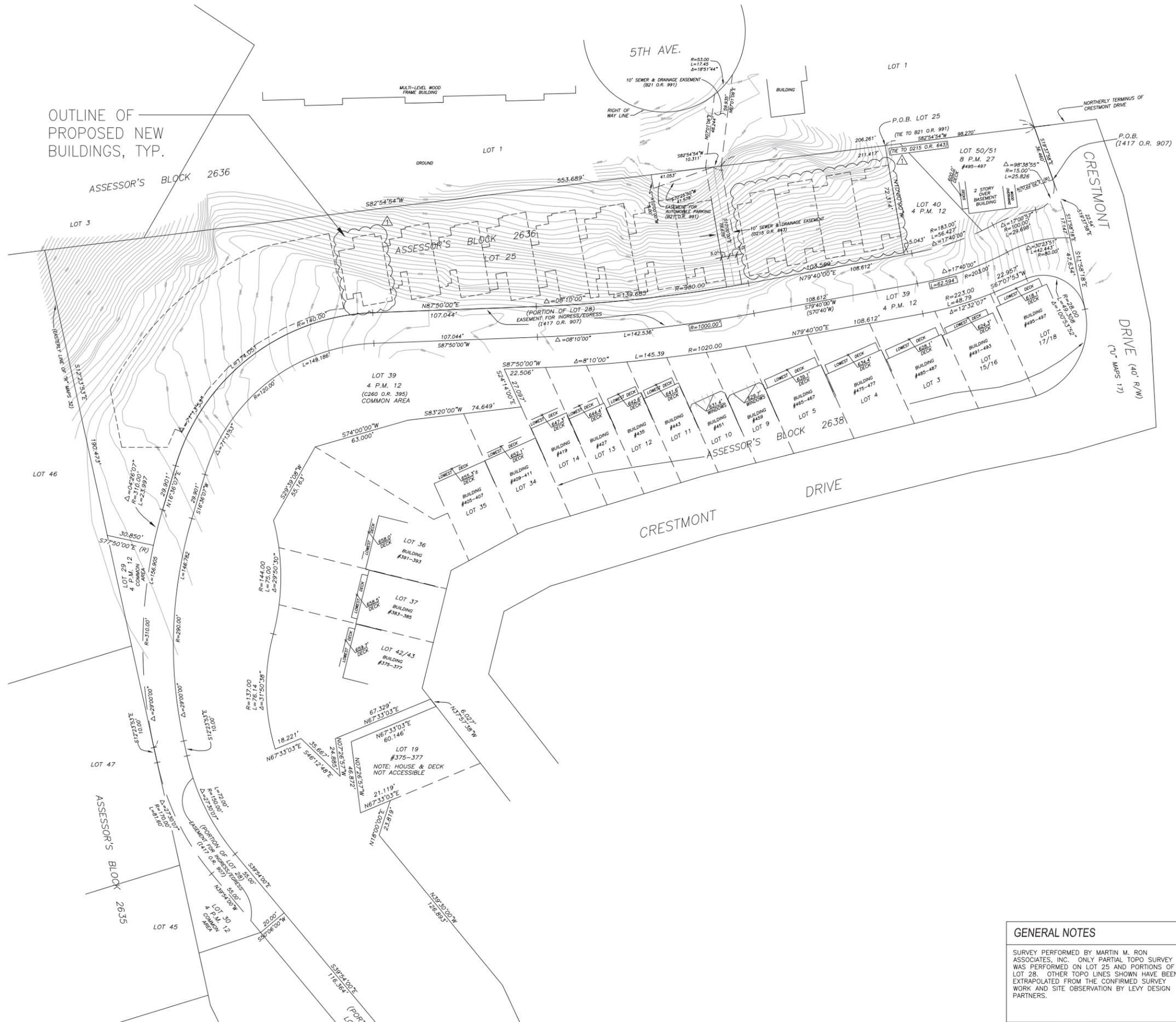
(415) 777-0561 P
 (415) 777-5117 F

SCALE: AS NOTED

EIR PROJECT
 RENDERINGS

A0.4c

OUTLINE OF
PROPOSED NEW
BUILDINGS, TYP.



GENERAL NOTES

SURVEY PERFORMED BY MARTIN M. RON ASSOCIATES, INC. ONLY PARTIAL TOPO SURVEY WAS PERFORMED ON LOT 25 AND PORTIONS OF LOT 28. OTHER TOPO LINES SHOWN HAVE BEEN EXTRAPOLATED FROM THE CONFIRMED SURVEY WORK AND SITE OBSERVATION BY LEVY DESIGN PARTNERS.



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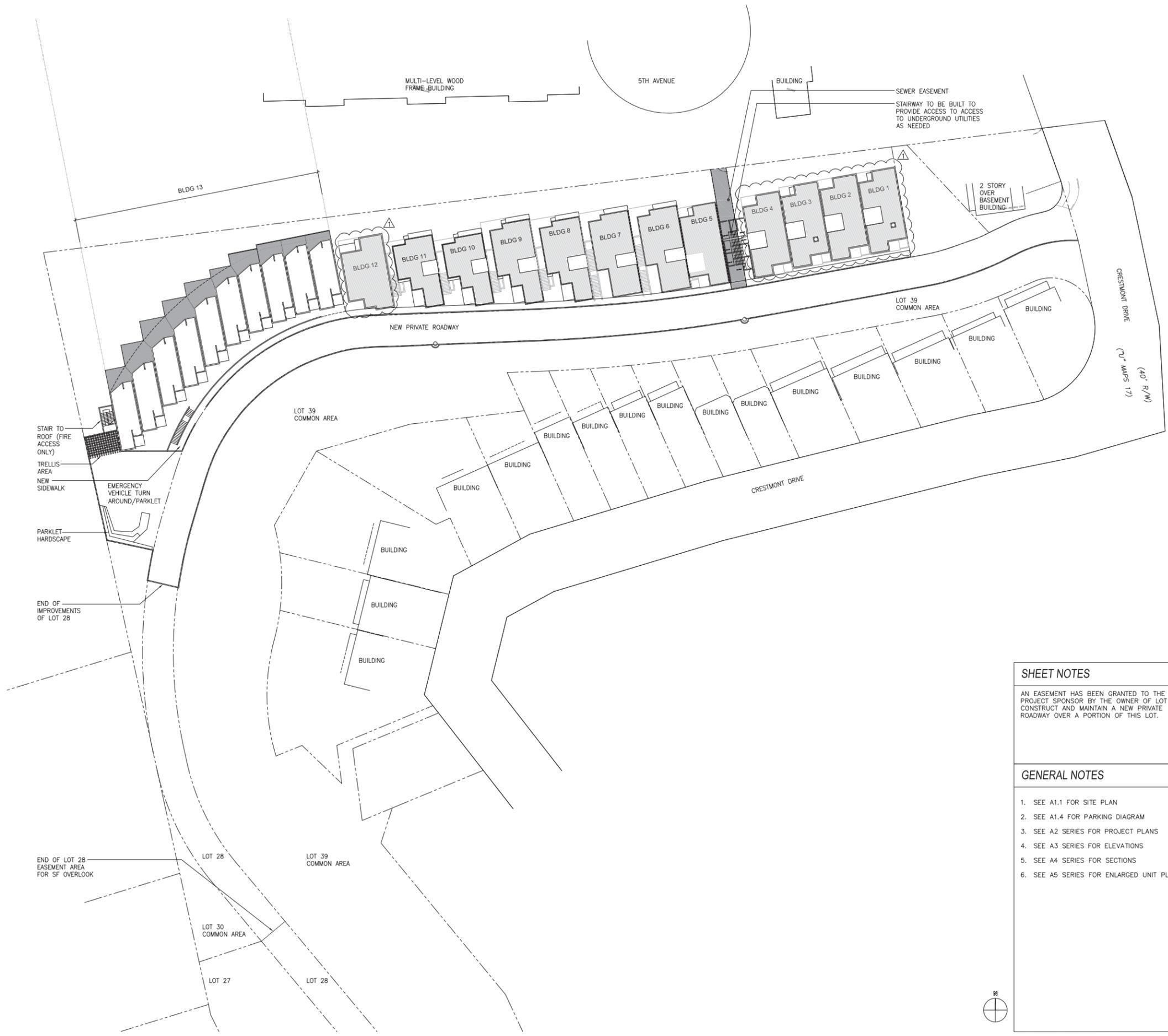
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: 1" = 30'-0"

SITE SURVEY

A1.0



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SHEET NOTES

AN EASEMENT HAS BEEN GRANTED TO THE PROJECT SPONSOR BY THE OWNER OF LOT 28 TO CONSTRUCT AND MAINTAIN A NEW PRIVATE ROADWAY OVER A PORTION OF THIS LOT.

GENERAL NOTES

- SEE A1.1 FOR SITE PLAN
- SEE A1.4 FOR PARKING DIAGRAM
- SEE A2 SERIES FOR PROJECT PLANS
- SEE A3 SERIES FOR ELEVATIONS
- SEE A4 SERIES FOR SECTIONS
- SEE A5 SERIES FOR ENLARGED UNIT PLANS

BLOCK/PARCEL/LOT:
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SCALE: 1" = 30'-0"

SITE PLAN

A1.1





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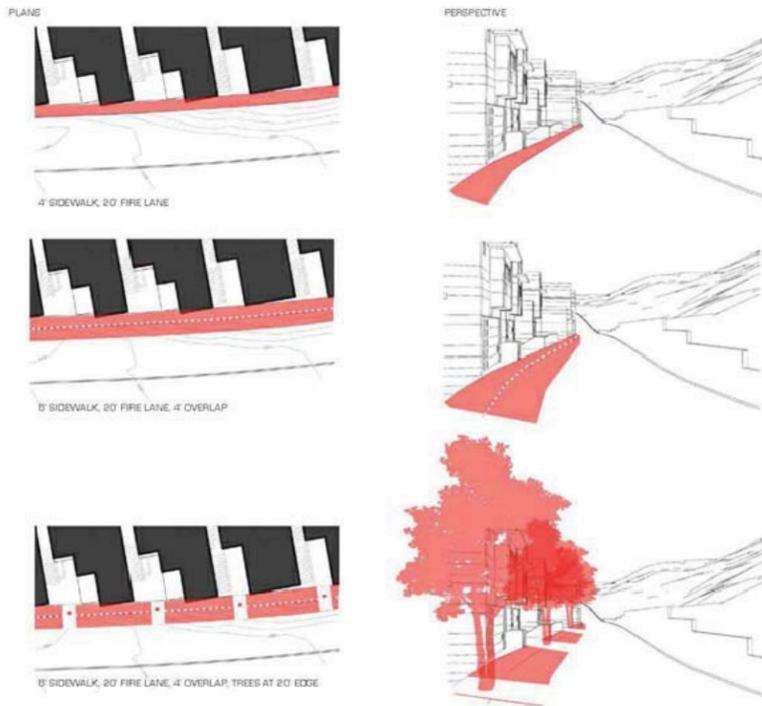
SCALE: 1" = 20'-0"

PROPOSED
BUILDING
LAYOUT

A1.2



2 ENLARGED PARKLET PLAN
AS NOTED



3 SIDEWALK CONFIGURATION AND SECTION
AS NOTED



1 LANDSCAPE PLAN
AS NOTED



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BLOCK/PARCEL/LOT:
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SCALE: AS NOTED

LANDSCAPE
PLAN AND
DETAILS

A1.3



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DATE: 06-21-2014
 SET ISSUE: SITE PERMIT
 01-05-2015
 SITE PERMIT AMENDMENT

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SCALE: 1" = 30'-0"

**VEHICLE AND
 PARKING
 DIAGRAM**

A1.4



1 VEHICLE AND PARKING DIAGRAM - 2:1 PARKING
 1"=30'-0"

LEGEND

- S 2-CAR STACKER
- G GUEST PARKING

SHEET NOTES

1. NEW PRIVATE ROADWAY TO HAVE NO STREET PARKING
2. NEW PRIVATE ROADWAY TO BE MIN. 20'-0" CLEAR

GENERAL NOTES

1. SEE A1.1 FOR SITE PLAN
2. SEE A1.4 FOR PARKING DIAGRAM
3. SEE A2 SERIES FOR PROJECT PLANS
4. SEE A3 SERIES FOR ELEVATIONS
5. SEE A4 SERIES FOR SECTIONS
6. SEE A5 SERIES FOR ENLARGED UNIT PLANS

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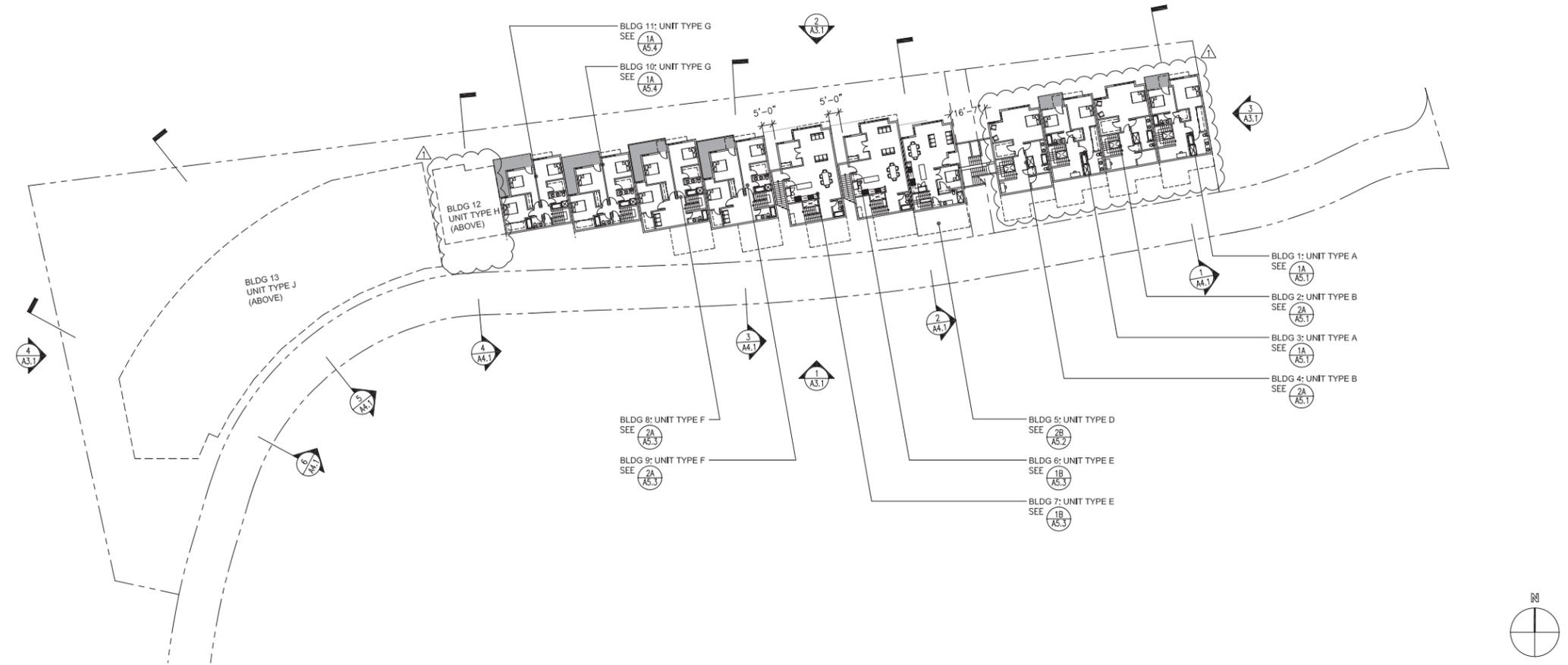
CONTACT: TOBY LEVY

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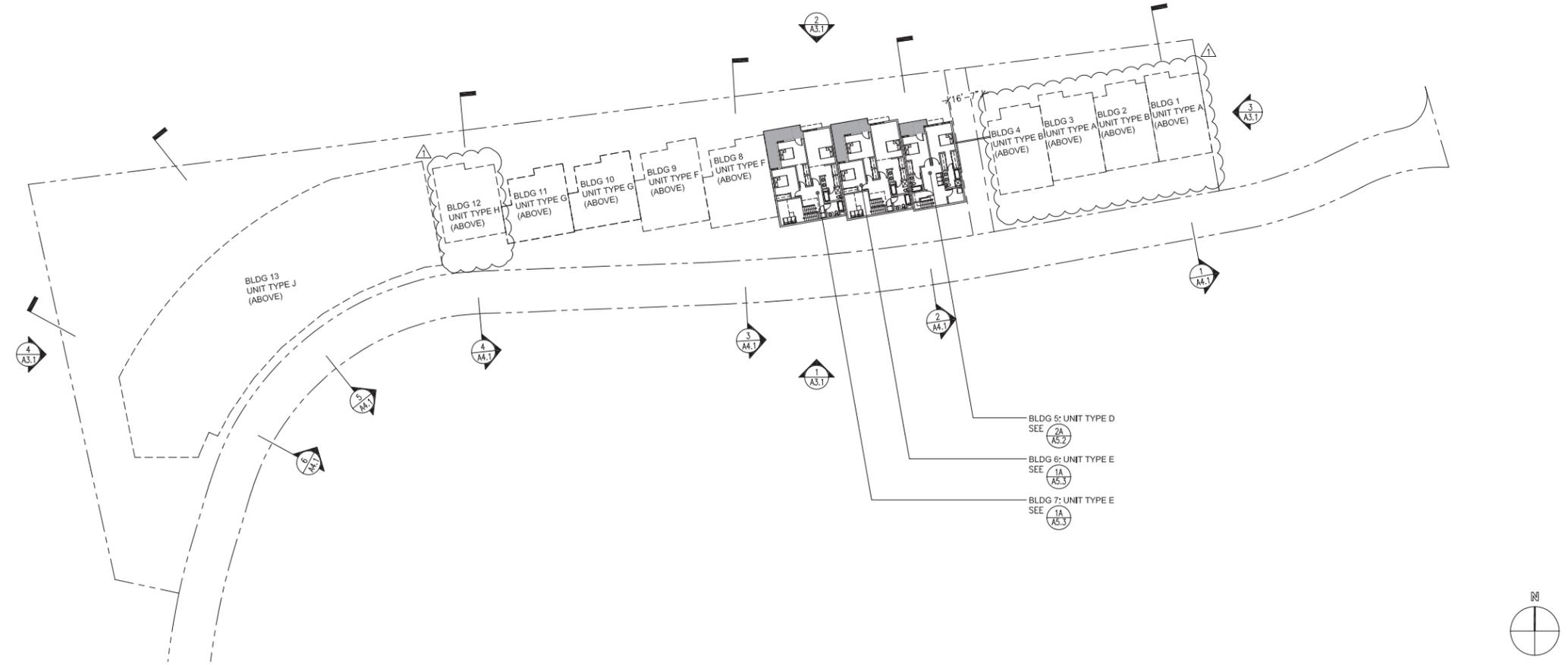
SCALE: 1" = 30'-0"

PROJECT PLANS:
 2/3 STORIES
 BELOW STREET

A2.1

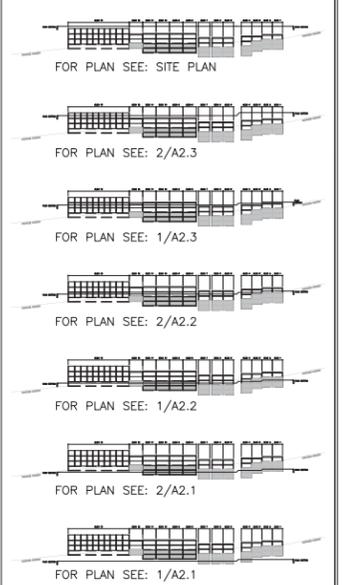


2 PROJECT PLANS - 2 STORIES BELOW STREET
 1" = 30'-0"



1 PROJECT PLANS - 3 STORIES BELOW STREET
 1" = 30'-0"

PLAN KEY



LOWER UNIT OF DUPLEX BLDGS INDICATED WITH HATCH

SHEET NOTES

1. ALL DECKS CREDITED AS PRIVATE USEABLE OPEN SPACE SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF SIX FEET AND A MINIMUM AREA OF 36 SQUARE FEET PER SF PLANNING CODE 135.F.1

GENERAL NOTES

- SEE A1.1 FOR SITE PLAN
- SEE A1.4 FOR PARKING DIAGRAM
- SEE A2 SERIES FOR PROJECT PLANS
- SEE A3 SERIES FOR ELEVATIONS
- SEE A4 SERIES FOR SECTIONS
- SEE A5 SERIES FOR ENLARGED UNIT PLANS

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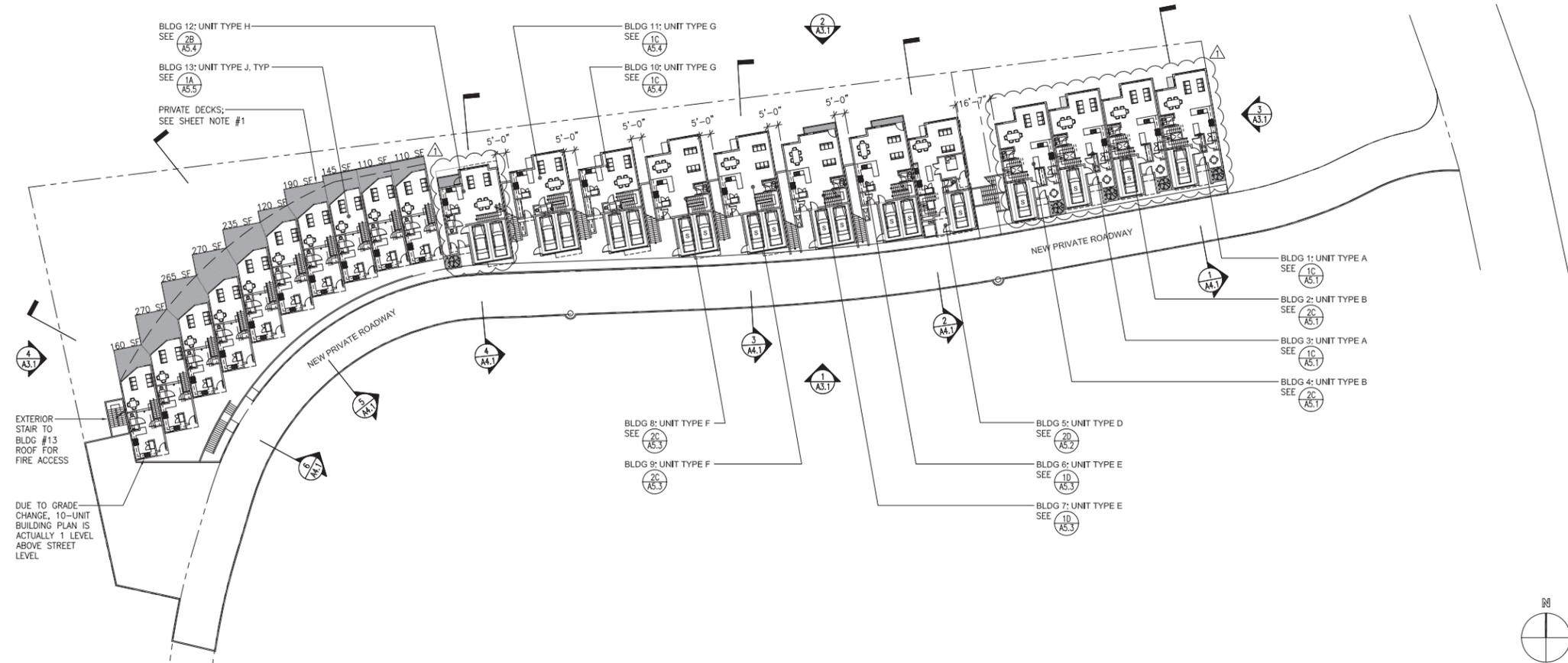
CONTACT: TOBY LEVY

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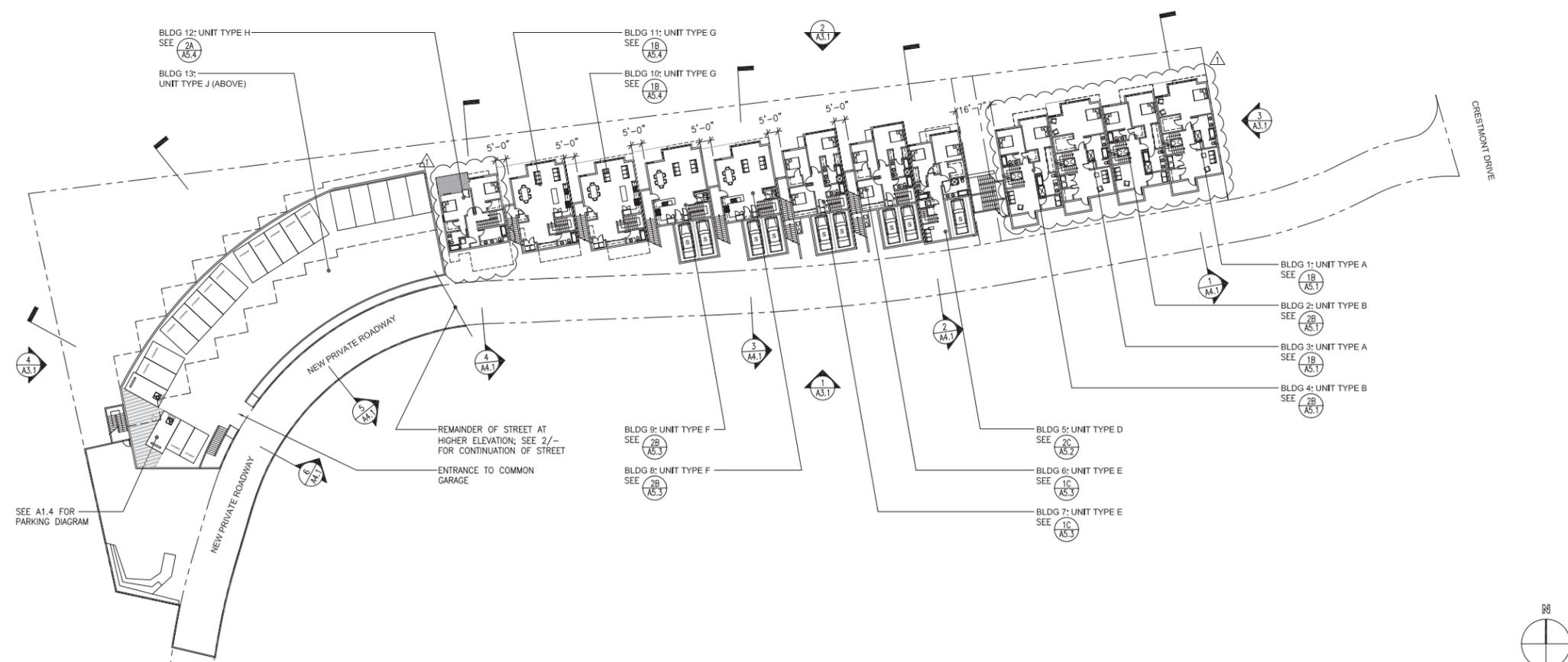
SCALE: 1" = 30'-0"

PROJECT PLANS:
 1 STORY BELOW/
 STREET LEVEL

A2.2

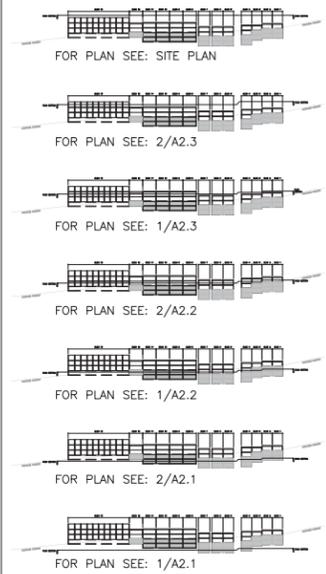


2 PROJECT PLANS - STREET LEVEL
 1" = 30'-0"



1 PROJECT PLANS - 1 STORY BELOW STREET
 1" = 30'-0"

PLAN KEY



LOWER UNIT OF DUPLEX BLDGS INDICATED WITH HATCH

SHEET NOTES

1. ALL DECKS CREDITED AS PRIVATE USEABLE OPEN SPACE SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF SIX FEET AND A MINIMUM AREA OF 36 SQUARE FEET PER SF PLANNING CODE 135.F.1

GENERAL NOTES

- SEE A1.1 FOR SITE PLAN
- SEE A1.4 FOR PARKING DIAGRAM
- SEE A2 SERIES FOR PROJECT PLANS
- SEE A3 SERIES FOR ELEVATIONS
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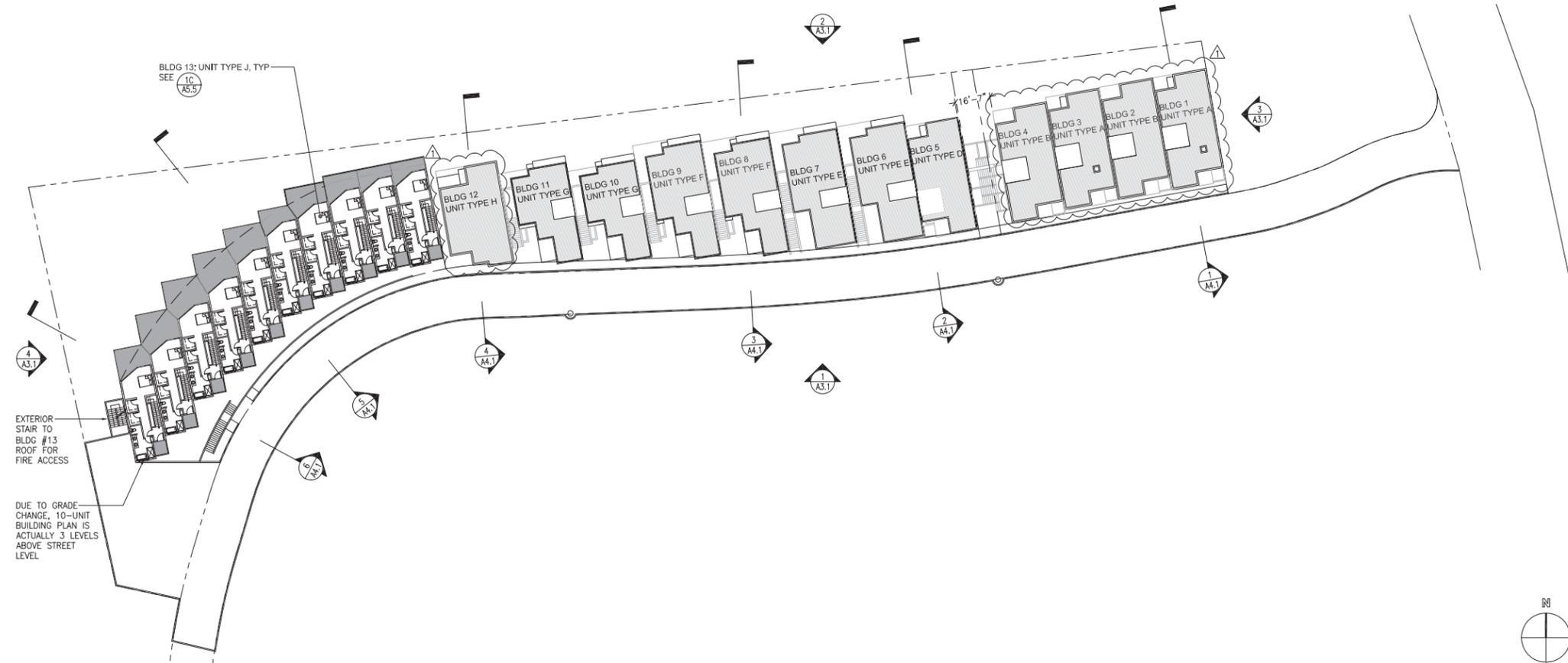
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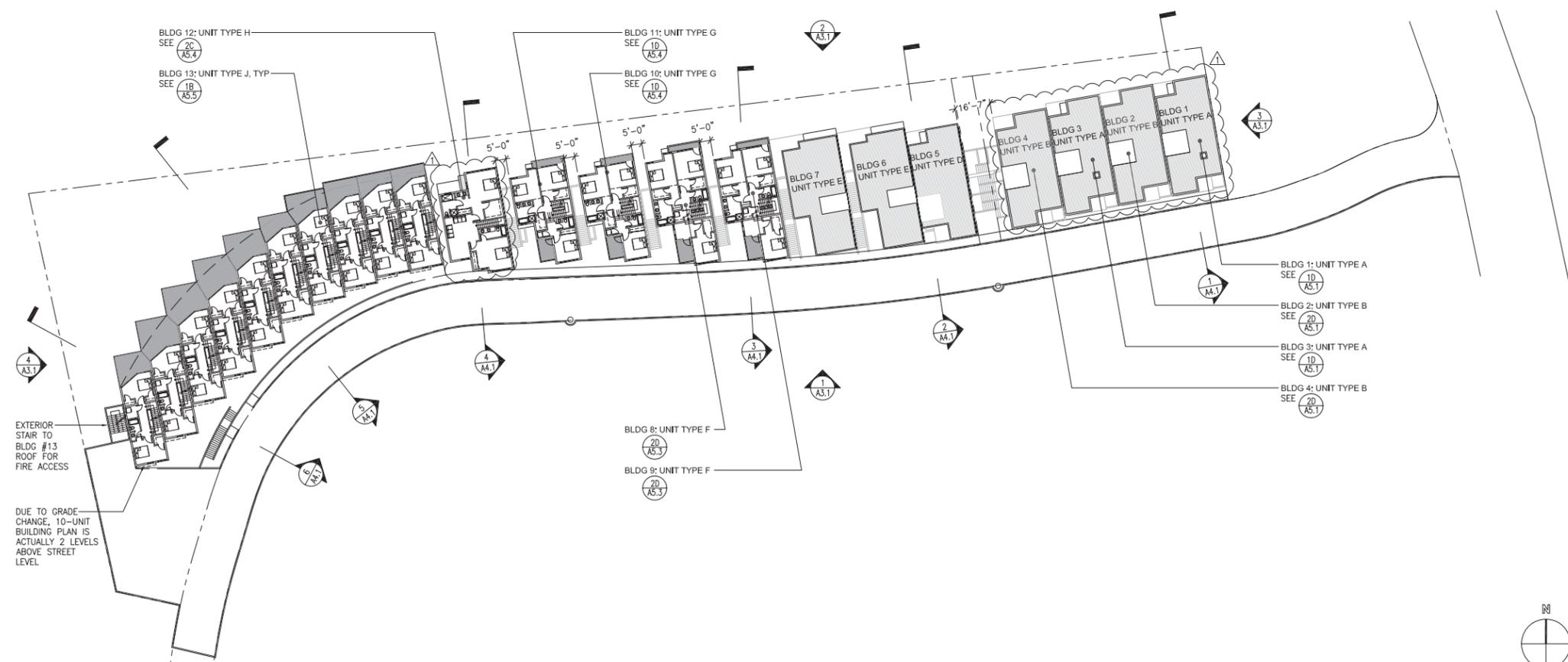
SCALE: 1" = 30'-0"

PROJECT PLANS:
 1/2 STORIES
 ABOVE STREET

A2.3

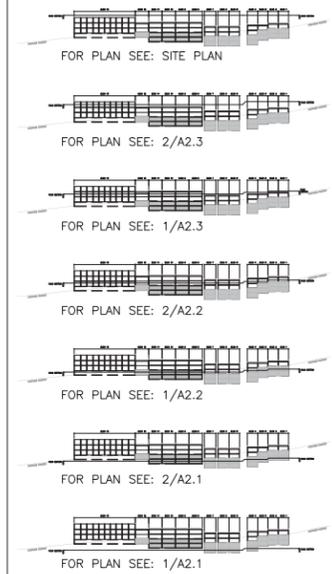


2 PROJECT PLANS - 2 STORIES ABOVE STREET
 1" = 30'-0"



1 PROJECT PLANS - 1 STORY ABOVE STREET
 1" = 30'-0"

PLAN KEY



LOWER UNIT OF DUPLEX BLDGS
 INDICATED WITH HATCH

SHEET NOTES

1. ALL DECKS CREDITED AS PRIVATE USEABLE OPEN SPACE SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF SIX FEET AND A MINIMUM AREA OF 36 SQUARE FEET PER SF PLANNING CODE 135.F.1

GENERAL NOTES

- SEE A1.1 FOR SITE PLAN
- SEE A1.4 FOR PARKING DIAGRAM
- SEE A2 SERIES FOR PROJECT PLANS
- SEE A3 SERIES FOR ELEVATIONS
- SEE A4 SERIES FOR SECTIONS
- SEE A5 SERIES FOR ENLARGED UNIT PLANS

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 SAN FRANCISCO, CA



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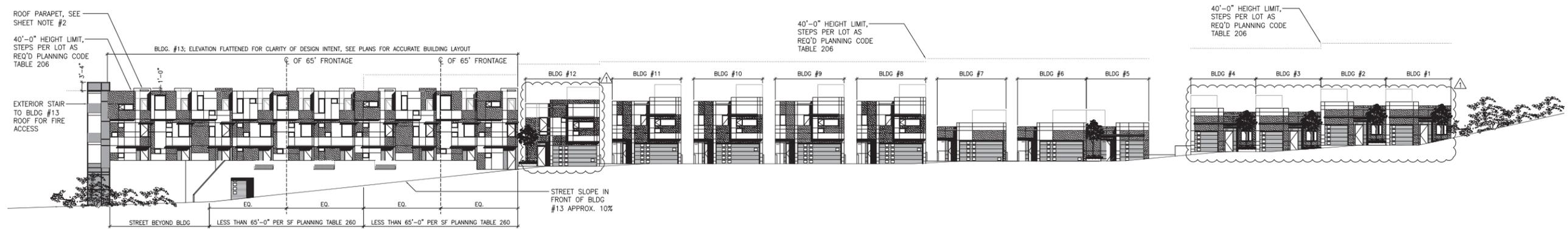
CONTACT: TOBY LEVY

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SCALE: 1" = 20'-0"

ELEVATIONS

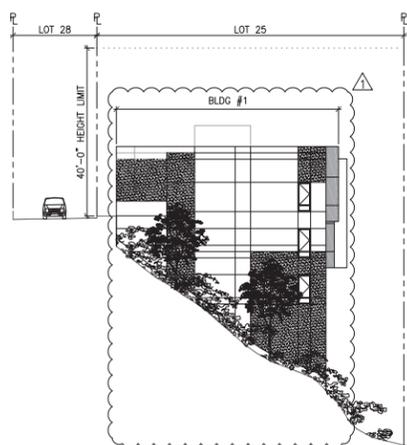
A3.1



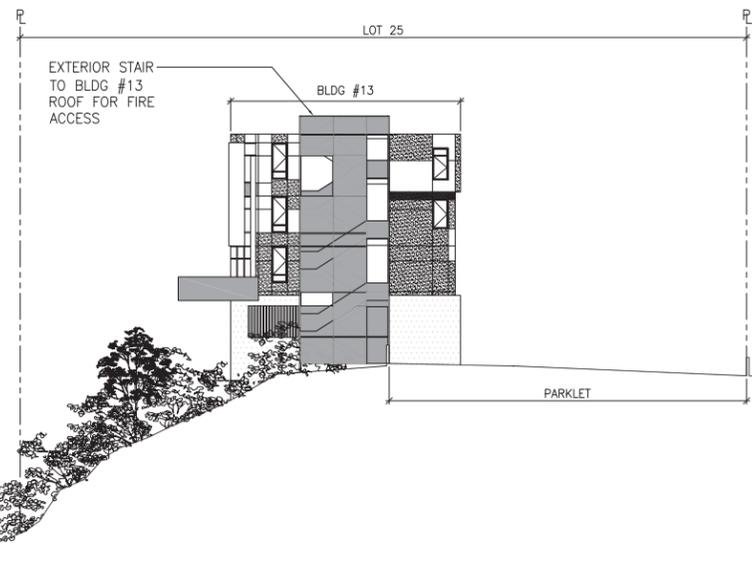
1 SOUTH (STREET-SIDE) ELEVATION
 1" = 20'-0"



2 NORTH (HILL-SIDE) ELEVATION
 1" = 20'-0"



3 EAST ELEVATION (BLDG #1)
 1" = 20'-0"



4 WEST ELEVATION (BLDG #13)
 1" = 20'-0"

SHEET NOTES

- PER PLANNING CODE 260 EXEMPTION 1B: UP TO THE FIRST 10 FEET OF THE STAIR PENTHOUSE IS EXEMPT FROM THE 40' HEIGHT LIMIT.
- PER PLANNING CODE 260 EXEMPTION 2A: RAILINGS AND PARAPETS UP TO THE FIRST 4' ARE EXEMPT FROM THE 40' HEIGHT LIMIT.

SHEET NOTES

- PER PLANNING CODE 260 EXEMPTION 1B: UP TO THE FIRST 10 FEET OF THE STAIR PENTHOUSE IS EXEMPT FROM THE 40' HEIGHT LIMIT.
- PER PLANNING CODE 260 EXEMPTION 2A: RAILINGS AND PARAPETS UP TO THE FIRST 4' ARE EXEMPT FROM THE 40' HEIGHT LIMIT.



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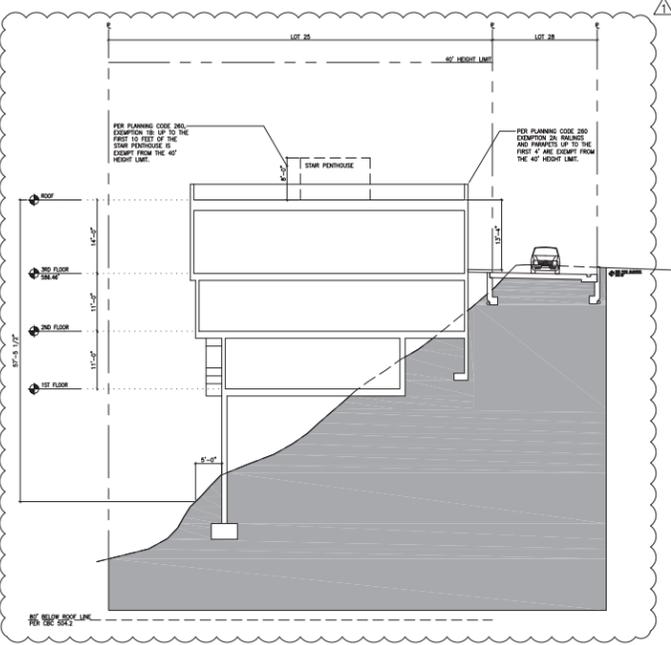
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

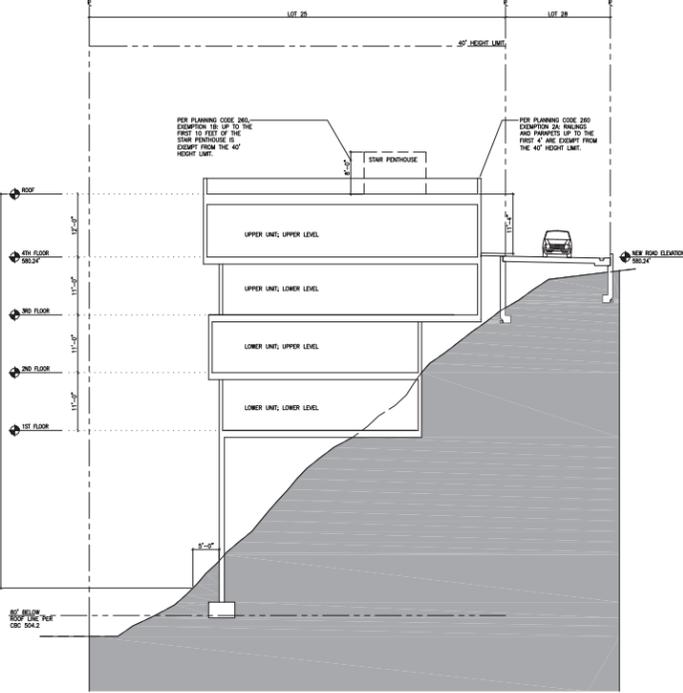
SCALE: 1/16" = 1'-0"

SECTIONS

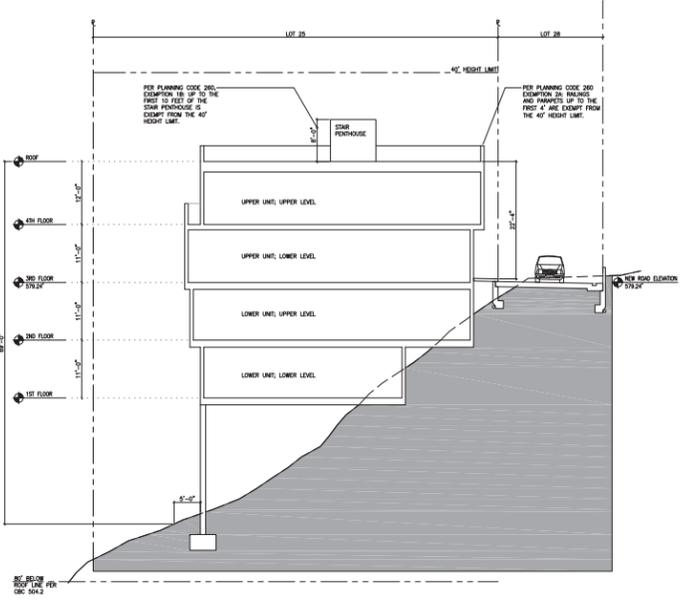
A4.1



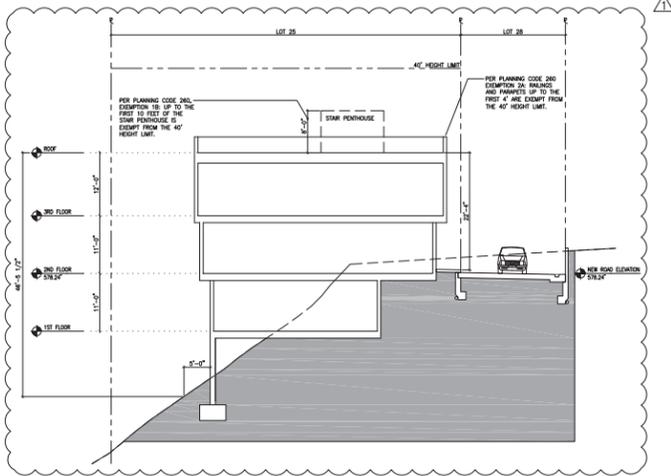
1 SECTION 1 (THRU BLDG #1)
1/16" = 1'-0"



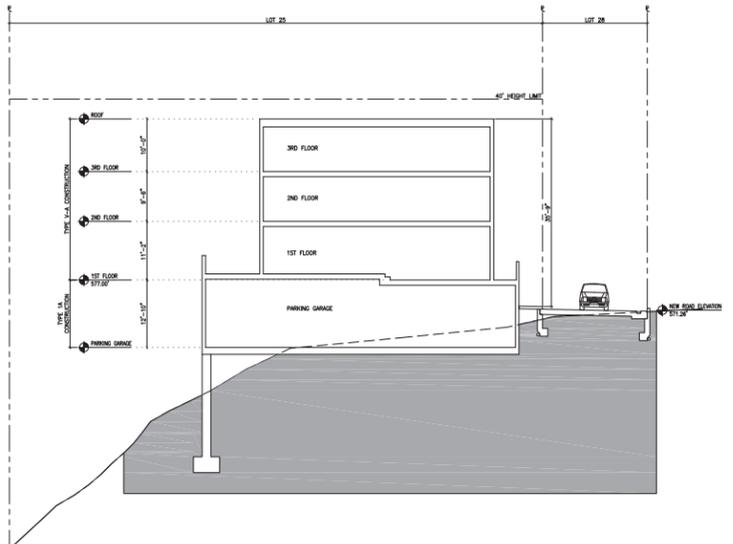
2 SECTION 2 (THRU BLDG #5)
1/16" = 1'-0"



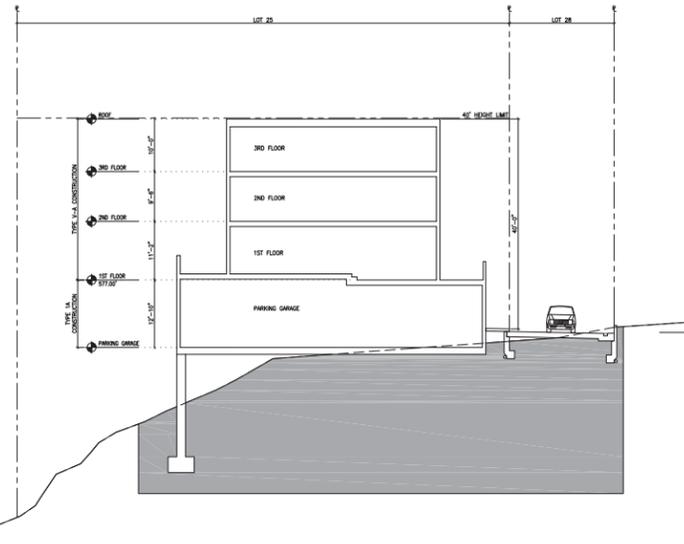
3 SECTION 3 (THRU BLDG #8)
1/16" = 1'-0"



4 SECTION 4 (THRU BLDG #12)
1/16" = 1'-0"



5 SECTION 5 (THRU BLDG #13)
1/16" = 1'-0"



6 SECTION 6 (THRU BLDG #13)
1/16" = 1'-0"

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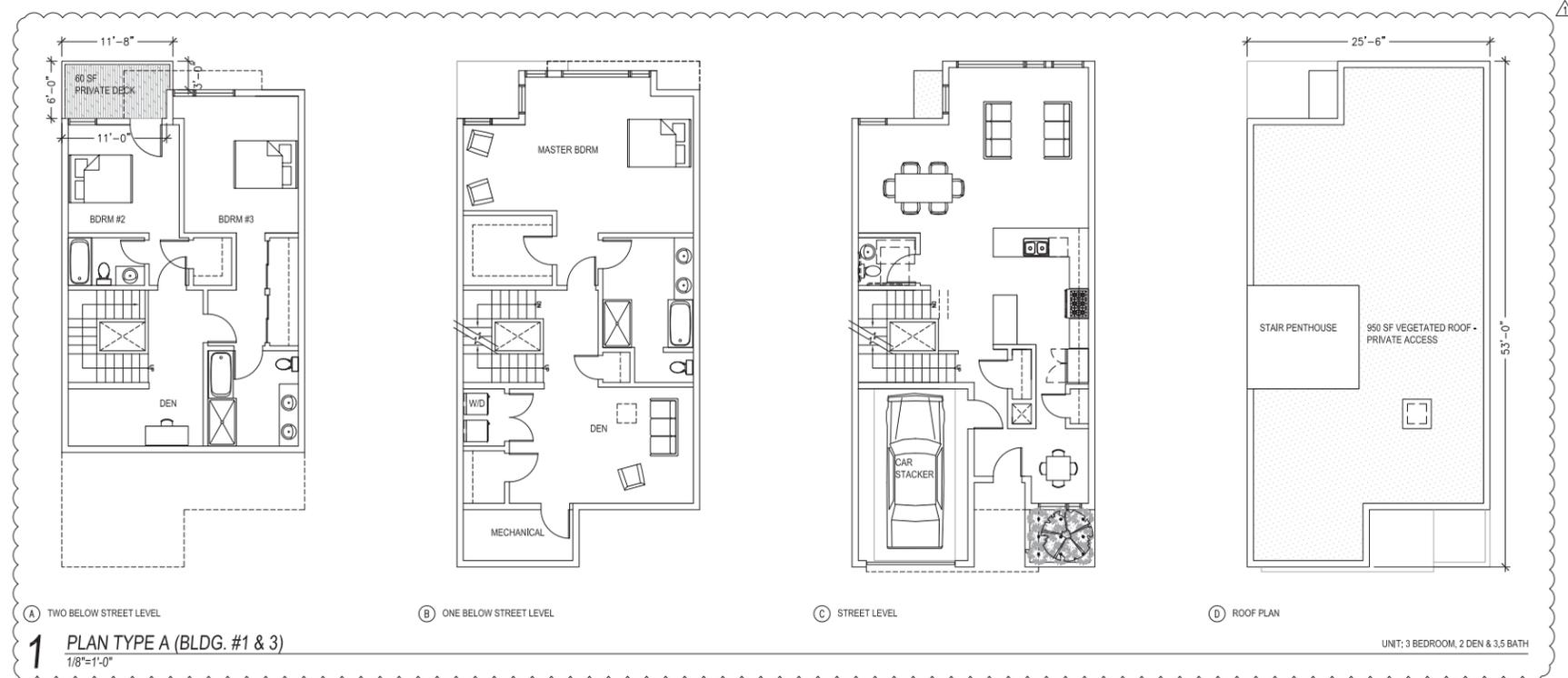
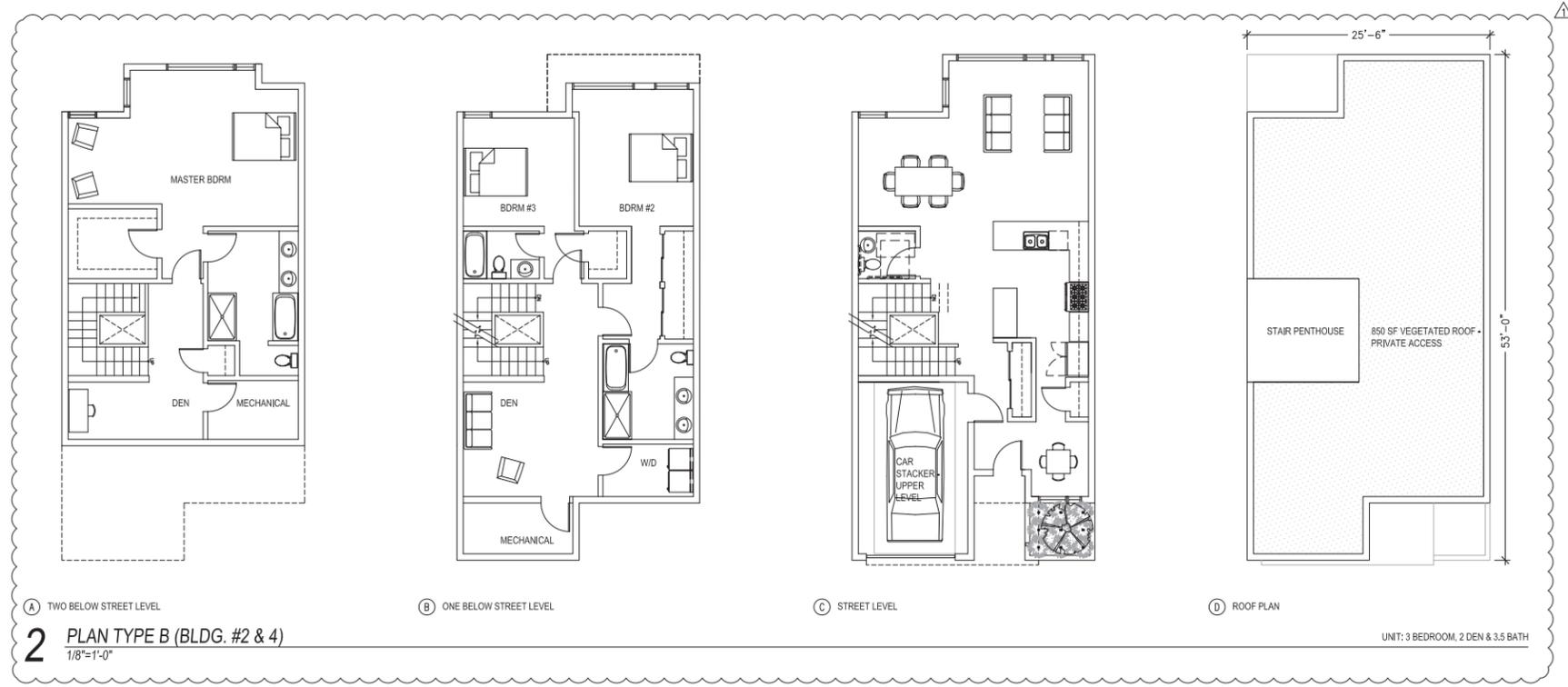
CONTACT: TOBY LEVY

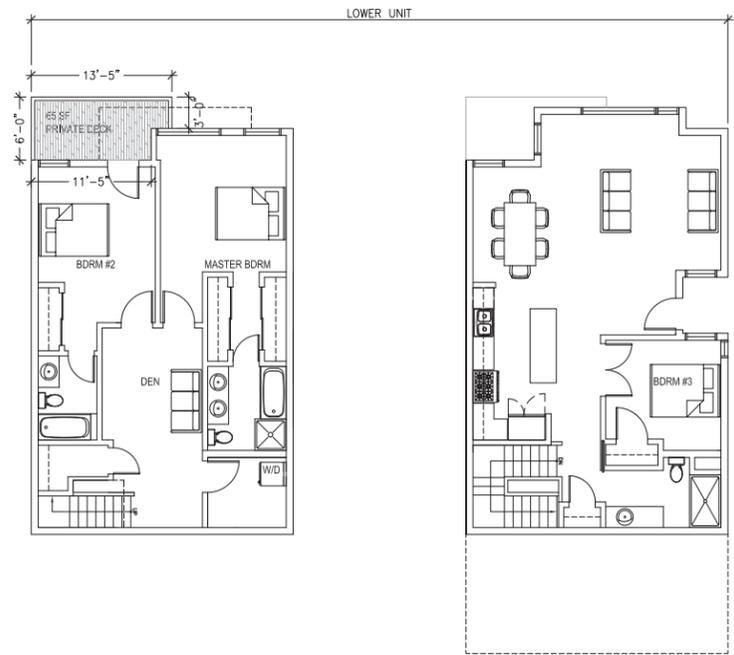
(415) 777-0561 P
 (415) 777-5117 F

SCALE: AS NOTED

ENLARGED
 UNIT PLANS

A5.1



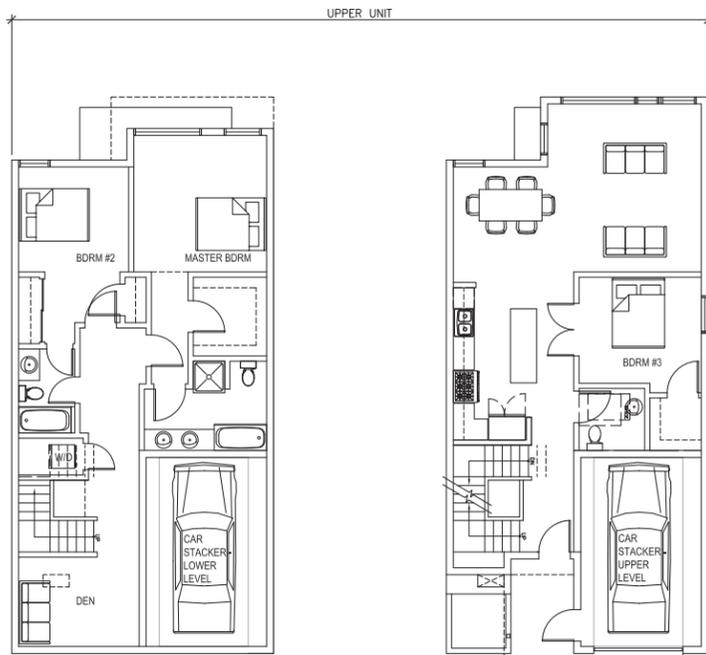


A THREE BELOW STREET LEVEL

2 PLAN TYPE D (BLDG #5)
1/8"=1'-0"

B TWO BELOW STREET LEVEL

C ONE BELOW STREET LEVEL



D STREET LEVEL

E ROOF PLAN

UPPER UNIT: 3 BEDROOM, DEN & 2.5 BATH
LOWER UNIT: 3 BEDROOM, DEN & 3 BATH

1 NOT USED
1/8"=1'-0"



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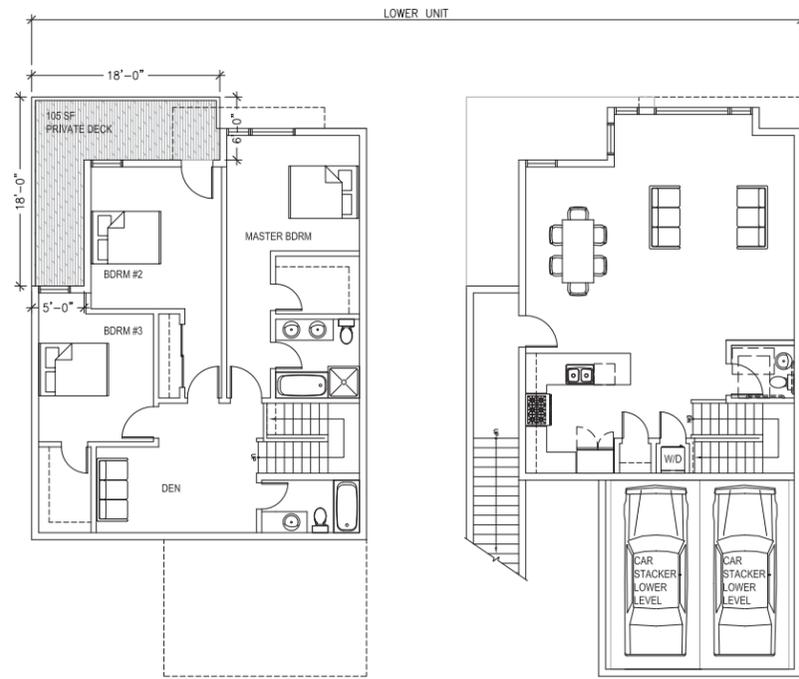
CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

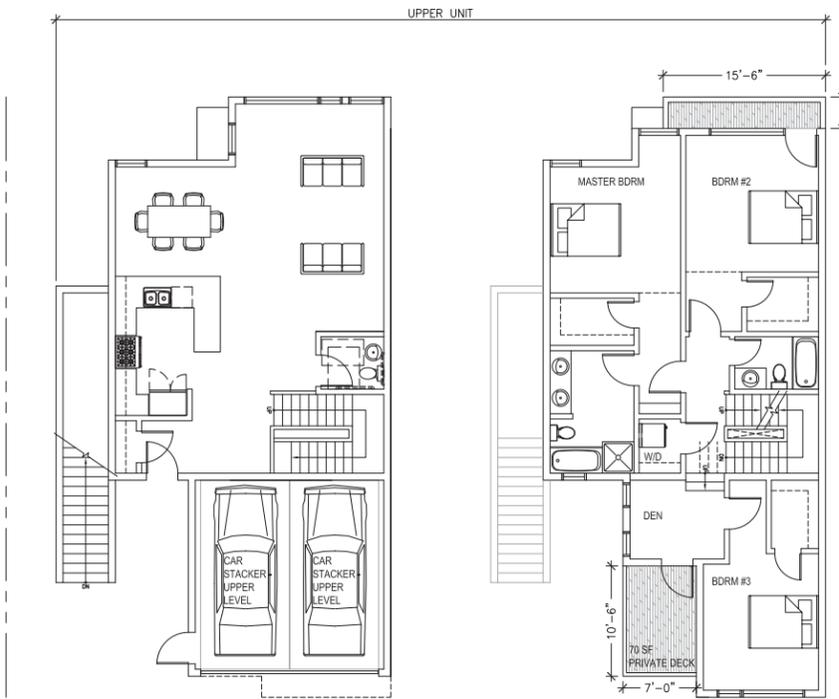
ENLARGED
UNIT PLANS

A5.2



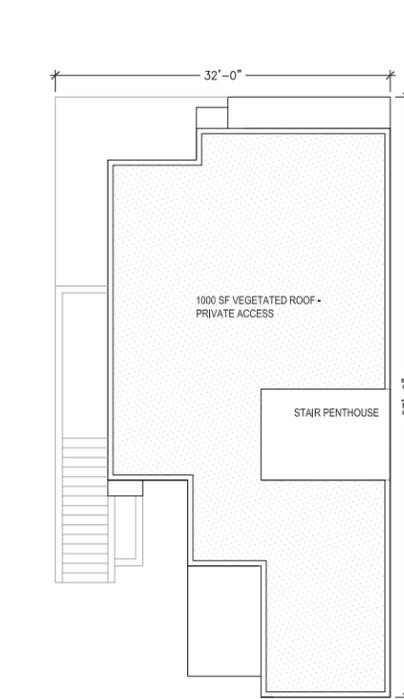
(A) TWO BELOW STREET LEVEL

(B) ONE BELOW STREET LEVEL



(C) STREET LEVEL

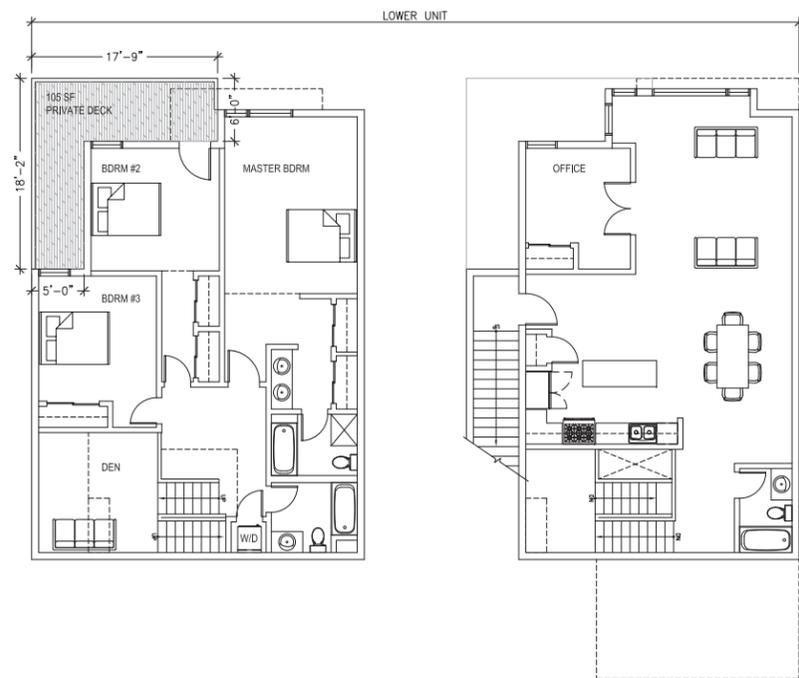
(D) ONE ABOVE STREET LEVEL



(E) ROOF PLAN

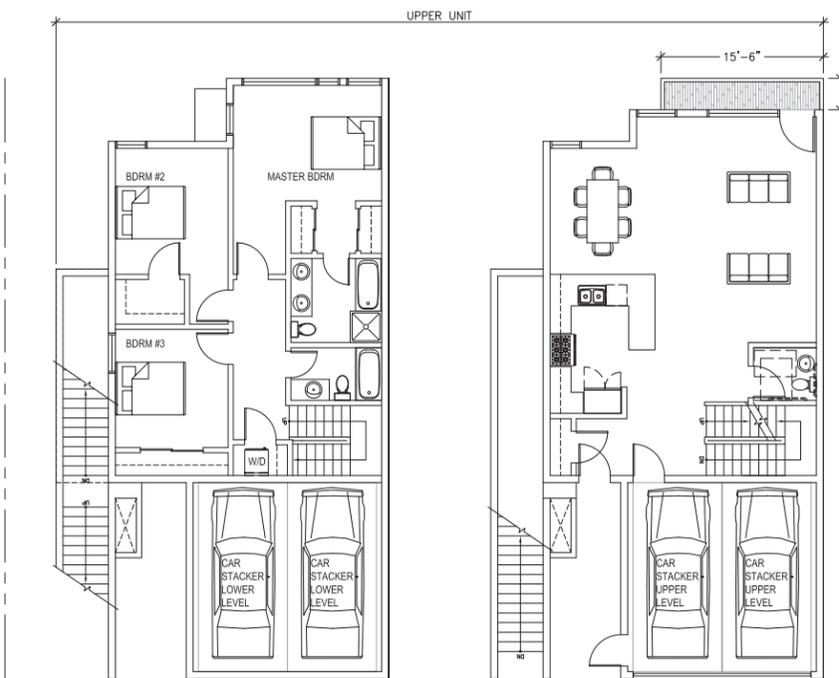
UPPER UNIT: 3 BEDROOM, DEN & 2.5 BATH
LOWER UNIT: 3 BEDROOM, DEN & 2.5 BATH

2 UNIT TYPE F (BLDG #8 & 9)
1/8"=1'-0"



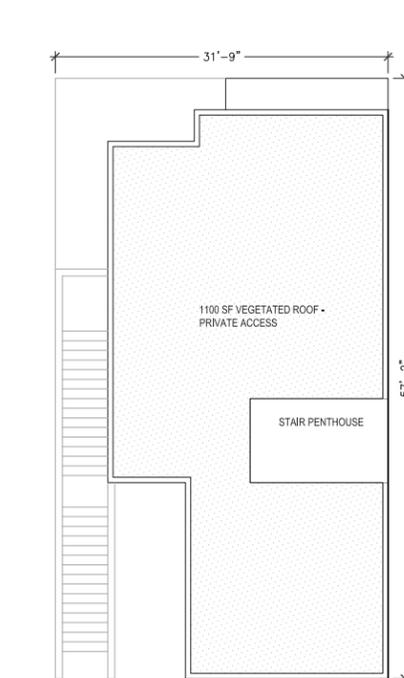
(A) THREE BELOW STREET LEVEL

(B) TWO BELOW STREET LEVEL



(C) ONE BELOW STREET LEVEL

(D) STREET LEVEL



(E) ROOF PLAN

UPPER UNIT: 3 BEDROOM & 2.5 BATH
LOWER UNIT: 3 BEDROOM, DEN, OFFICE & 3 BATH

1 PLAN TYPE E (BLDG #6 & 7)
1/8"=1'-0"



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**SAN FRANCISCO OVERLOOK
SAN FRANCISCO, CA**



BLOCK/PARCEL/LOT:
#2636-25
SAN FRANCISCO, CA
PROJECT NO. 2010-07

DATE	SET ISSUE
06-21-2014	SITE PERMIT
01-05-2015	SITE PERMIT AMENDMENT

CONTACT: TOBY LEVY

(415) 777-0561 P
(415) 777-5117 F

SCALE: AS NOTED

ENLARGED
UNIT PLANS

A5.3

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BLOCK/PARCEL/LOT:
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DATE	SET ISSUE
06-21-2014	SITE PERMIT
01-05-2015	SITE PERMIT AMENDMENT

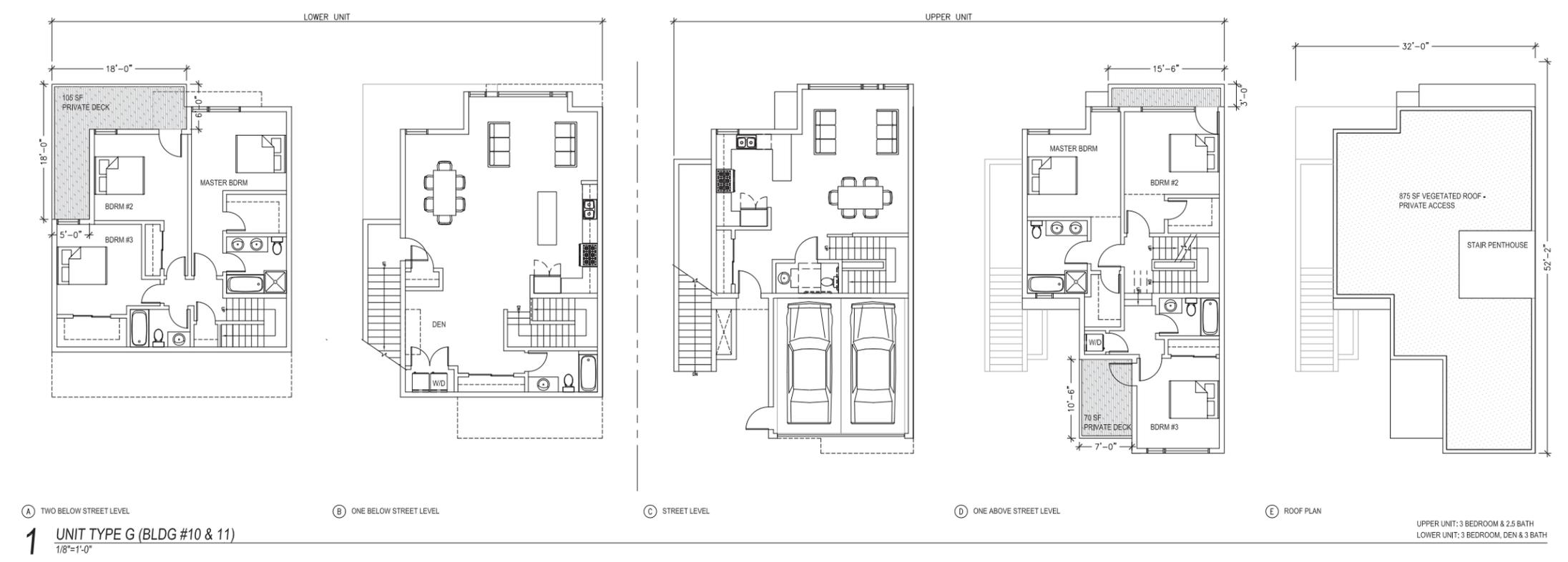
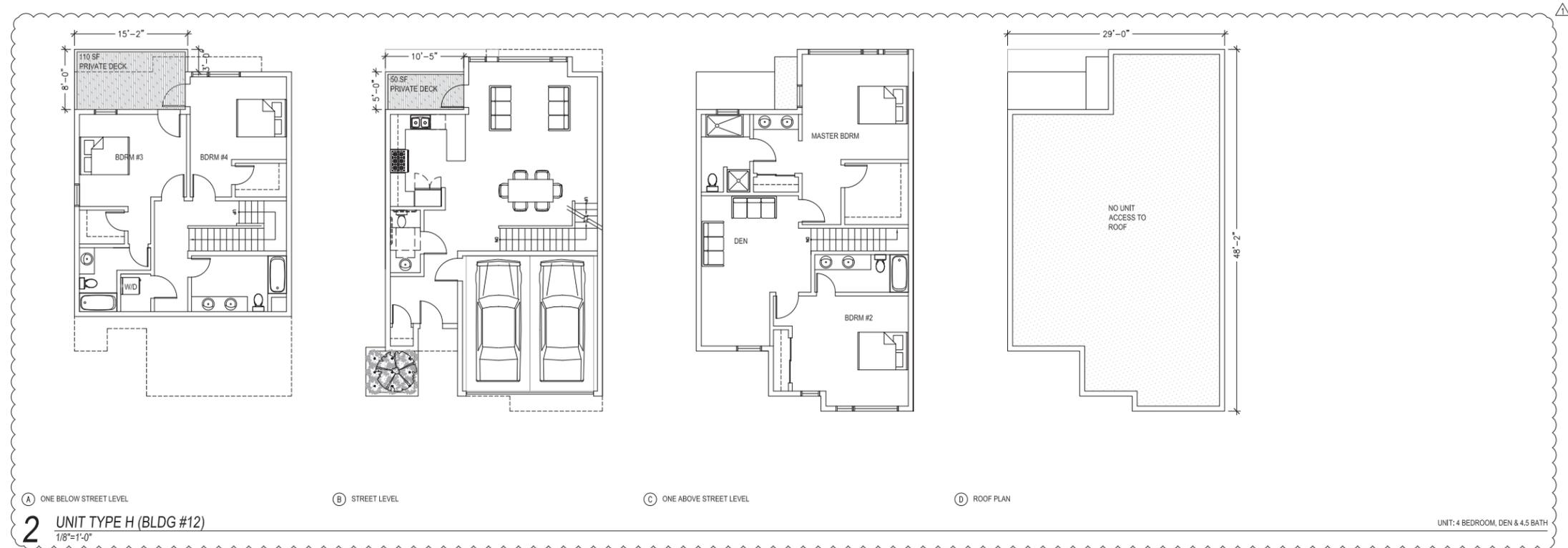
CONTACT: TOBY LEVY

(415) 777-0561 P
 (415) 777-5117 F

SCALE: AS NOTED

ENLARGED
 UNIT PLANS

A5.4





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06-21-2014	SITE PERMIT
01-05-2015	SITE PERMIT AMENDMENT

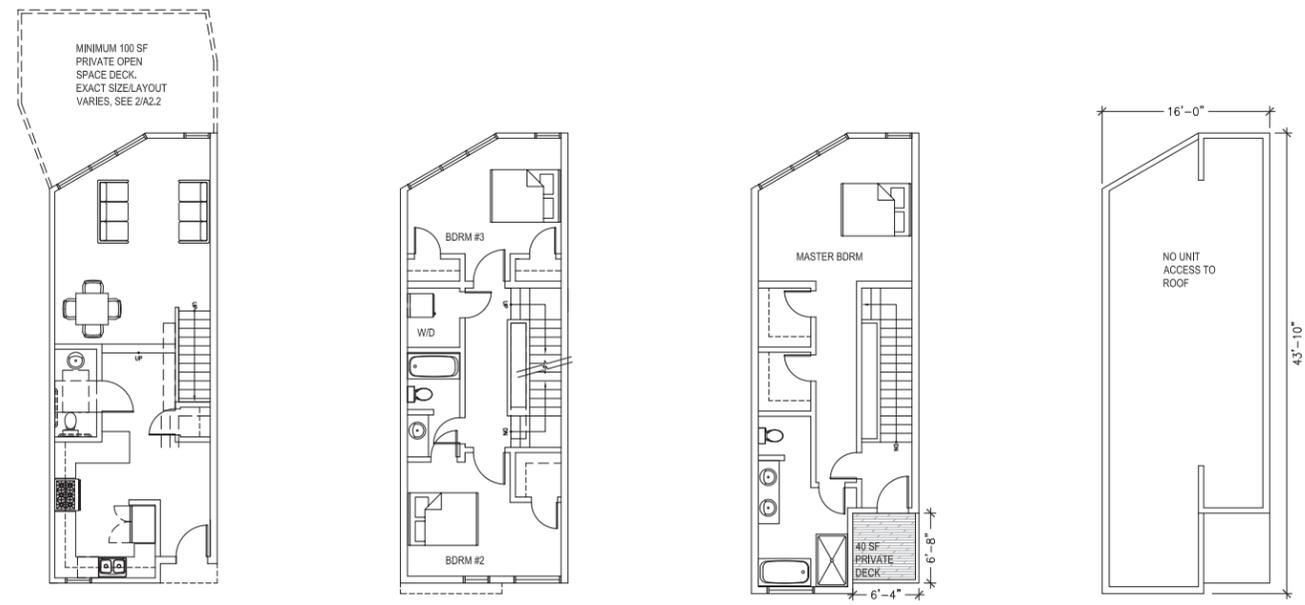
CONTACT: TOBY LEVY

(415) 777-0561 P
 (415) 777-5117 F

SCALE: AS NOTED

ENLARGED
 UNIT PLANS

A5.5



(A) PODIUM LEVEL

(B) ONE ABOVE PODIUM LEVEL

(C) TWO ABOVE PODIUM LEVEL

(D) ROOF PLAN

1 UNIT TYPE J (BLDG #13)
 1/8"=1'-0"

3 BEDROOM & 2.5 BATH