



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary State Density Bonus Project

HEARING DATE: JULY 9, 2020

Record No.: 2019-002743CRV
Project Address: 853 Jamestown Avenue
Zoning: RH-2 (Residential- House, Two Family) Zoning District
40-X Height and Bulk District
Block/Lot: 4991/276
Project Sponsor: Jim Abrams, J. Abrams Law, P.C.
One Maritime Plaza, Suite 1900,
San Francisco, CA 94111
Property Owner: Strada Jamestown Venture, LLC
San Francisco, CA 94124
Staff Contact: Xinyu Liang – (415) 575-9182
Xinyu.Liang@sfgov.org
Recommendation: **Approve Findings Related to Requested Concession/Incentive and Waivers**

1650 Mission St.
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PROJECT DESCRIPTION

The Project proposes new construction of 122 residential units in 20 buildings on a 6.87-acre vacant parcel along Jamestown Avenue. The unit sizes vary from 1,100 to 1,550 square feet, and each will contain two- or three-bedrooms. Most units will be three-story attached townhome-style condominiums with private garages at-grade. In total, the project will include approximately 169,332 square feet of residential use with 153 private vehicular parking spaces, 17 guest parking spaces, and 122 Class 1 and 8 Class 2 bicycle parking spaces. Given the relatively steep slopes on portions of the project site, approximately 3.5 acres of the 6.87-acre project site are suitable for development per the Project Sponsor.

The Project is pursuing the State Density Bonus Law pursuant to Planning Code Section 206.6 and California Government Code Section 65915. The base project includes 100 units and the Project is seeking a density bonus of 22% for a total of 122 residential units. 22% of the base project, or 22 units, will be affordable. 12 of the units (12%) will be affordable to low-income households, five of the units (5%) will be affordable to moderate-income households, and the remaining five units (5%) will be affordable to middle-income households as defined by the Planning Code and Procedures Manual.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must make findings related to the requested concession/incentive for street frontages (Section 144) and the waiver from development standards for the rear yard (Section 134), pursuant to State Density Bonus Law and Planning Code Section 206.6.

ISSUES AND OTHER CONSIDERATIONS

- **Public Comment & Outreach.**
 - **Support/Opposition:** The Department has received one letter in support from the Bayview Hill Neighborhood Association and two letters in opposition from nearby residents expressing the concerns of a lack of parking spaces.
 - **Outreach:** According to the Project Sponsor team, they have hosted multiple meetings within the community since the site was acquired in July 2018. Below is a summary of all community outreach to date:

▪ Bayview Hills Neighborhood Association	Feb 4, 2019
▪ Shipyard CAC	Mar 9, 2019
▪ Bayview Hunters Point CAC	Apr 3, 2019
▪ Pre-App Community Meeting	Jun 29, 2019
▪ Community Town Hall	May 14, 2020
▪ Young Community Developers ('YCD')	May 27, 2020 (and ongoing)
▪ Bayview Hills Neighborhood Association	Jun 8, 2020
▪ Bayview Hunters Point CAC	July 8, 2020 (pending)
- **Inclusionary Affordable Housing.** The Environmental Evaluation Application was accepted on August 12, 2019; therefore, pursuant to Planning Code Section 415.3, the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide a minimum of 22% of the total proposed base project as affordable. The on-site Inclusionary rate is broken into three separate income tiers: 12% of the units must be made available to low-income households at 80% AMI, 5% must be made available to moderate-income households at 105% AMI, and 5% must be made available to middle-income households at 130% AMI. The Project Sponsor may use their on-site Inclusionary units to qualify for a density bonus under the State Density Bonus Law ("State Law").
- **State Density Bonus Law.** The base density includes the amount of residential development that could occur on the project site as-of-right without modifications to the physical aspects of the Planning Code (ex: open space, dwelling unit exposure, etc.). The RH-2 Zoning District permits up to two residential units per lot. The proposed development site could theoretically be subdivided into 50 code-compliant lots. Therefore, the maximum number of units allowed by the Zoning District (or the base density) is 100 dwelling units. The amount of density bonus allowed is based on the level of affordability. Because the Project is providing 12% of the units as below-market-rate to low-income households (up to 80% AMI), the Project is entitled up to a 23% density bonus or 23 residential units. The Project, including the density bonus, proposes a total of 122 residential units.

Under the State Density Bonus Law and Planning Code Section 206.6, the Project is requesting one waiver from development standards for Rear Yard. Also, one incentive/concession is available for this project as it proposes 12% of the units as below-market-rate to low-income households (up to 80% AMI). The project is seeking a concession/incentive for street frontages (Section 144).

- **Development Site History.** On April 26, 2018, the Planning Commission, in Resolution No. 20163, adopted findings to amend the Zoning Maps by amending the boundaries to the Candlestick Activity Node Special Use District (“SUD”) and the CP Height and Bulk District by removing the proposed Development Site (Assessor’s Block 4991, Lot 276) from both and re-designating to a 40-X Height and Bulk District.
- **Neighborhood Notification.** Planning Code Section 311 notification was mailed on June 9, 2020 and expired on July 9, 2020.

ENVIRONMENTAL REVIEW

This project has undergone environmental review pursuant to the California Environmental Quality Act and Chapter 31 of the San Francisco Administrative Code. On April 16, 2020, the Planning Department published an Addendum to the Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report (BVHP FEIR). The Addendum concludes that the proposed project would not cause new significant impacts that were not identified in the BVHP FEIR, would not result in significant impacts that would be substantially more severe than those identified in the BVHP FEIR, and would not require new mitigation measures to reduce significant impacts; no changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has been put forward to demonstrate that the proposed project would cause new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts. No further environmental review is required.

BASIS FOR RECOMMENDATION

The Department finds that the Project is, on balance, consistent with the Candlestick SubArea Plan, the Bayview Hunters Point Plan and the Objectives and Policies of the General Plan. The Project would provide 122 residential units, helping alleviate San Francisco’s severe housing crisis. Additionally, 22 residential units will be dedicated to low to middle-income households.

ATTACHMENTS:

Draft Resolution – State Density Bonus
Exhibit A – Plans and Renderings
Exhibit B – Environmental Determination
Exhibit C – Land Use Data
Exhibit D – Maps and Context Photos
Exhibit E - Inclusionary Affordable Housing Affidavit
Exhibit F – Anti-Discriminatory Housing Affidavit
Exhibit G – First Source Hiring Affidavit
Exhibit H – Public Comments



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Resolution

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RESOLUTION APPROVING FINDINGS RELATED TO THE REQUESTED CONCESSION/INCENTIVE AND WAIVERS FROM DEVELOPMENT STANDARDS PURSUANT TO STATE DENSITY BONUS LAW (CA GOVT. CODE SECTION 65915) AND PLANNING CODE SECTION 206.6; AFFIRMING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, on July 18, 2019, J. Abrams Law, on behalf of the Project Sponsor submitted, among other materials, a project application (“PRJ”) for the proposed project, an application for approval under the Individually Requested State Density Bonus Program, and a notice to the Planning Department that Project applications pertain to a development project pursuant to both the Housing Accountability Act and the Permit Streamlining Act (Section 65920 et seq of the California Government Code).

WHEREAS, on August 29, 2019, the Department deemed the application complete.

WHEREAS, on December 11, 2019, the Department issued a letter to the Project Sponsor summarizing its analysis of the PRJ materials, including itemized analysis of the proposed project’s conformity with applicable Planning Code provisions, applicable design guidelines, and the Individually Requested State Density Bonus Program (“Plan Check Letter”).

WHEREAS, the Department has concluded that the proposed project, as revised to respond to the Plan Check Letter and as presented in the plan set attached hereto as **Exhibit A** conforms with applicable Planning Code provisions, applicable design guidelines and the Individually Requested State Density Bonus Program.

WHEREAS, The Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed project on July 9, 2020 and make findings required by the Individually Requested State Density Bonus Program; and,

WHEREAS, on March 2, 2006, the Commission adopted Motion No. 17200 certifying the Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report (hereinafter "BVHP FEIR"). On March 2, 2006, the Commission adopted Motion No. 17201 adopting California Environmental Quality Act (hereinafter "CEQA") findings related to the Bayview Hunters Point Redevelopment Projects and Rezoning. The proposed project is in accordance with the BVHP FEIR and the CEQA findings. Thus, the proposed project was eligible for an Addendum to the BVHP FEIR pursuant to CEQA Guidelines Section 15164, and the Addendum was issued on April 16, 2020. The Addendum concludes that the proposed project would not cause new significant impacts that were not identified in the BVHP FEIR, would not result in significant impacts that would be substantially more severe than those identified in the BVHP FEIR, and would not require new mitigation measures to reduce significant impacts; no changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has been put forward to demonstrate that the proposed project would cause new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts.

WHEREAS, 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 Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

MOVED, that the Commission hereby finds that the requested concession/incentive for street frontages (Section 144) and the waiver from development standards for rear yard (Section 134) are necessary for the Project.

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Project Description.** The Project proposes new construction of 122 residential units in 20 buildings on a 6.87-acre vacant parcel along Jamestown Avenue. The unit size varies from 1,100 to 1,550 square feet, and each will contain two or three bedrooms. Most units will be three-story attached townhome-style condominiums with private garages at grade. In total, the project will include approximately 169,332 square feet of residential use with 153 private and 17 guest parking spaces, and 122 Class 1 and 8 Class 2 bicycle parking spaces.

The Project is pursuing the State Density Bonus Law pursuant to Planning Code Section 206.6 and California Government Code Section 65915. The base density includes the amount of residential development that could occur on the project site as-of-right without modifications to the physical aspects of the Planning Code. The RH-2 Zoning District permits up to two residential units per lot. The proposed development site could theoretically be subdivided into 50 code-compliant lot. Therefore, the maximum number of units allowed by the Zoning District (or the base density) is 100 dwelling units. The Project is seeking a density bonus of 22% for a total of 122 residential units. 22% of the base project, or 22 units, will be affordable. 12 of the units (12%) will be affordable to low-income households, five of the units (5%) will be affordable to moderate-income households, and the remaining five units (5%) will be affordable to middle-income households as defined by the Planning Code and Procedures Manual.

3. **Site Description and Present Use.** The Project Site consists of a 6.87-acre parcel located at 853 Jamestown Avenue in San Francisco's Bayview-Hunters Point neighborhood. It was previously occupied by a surface parking lot with perimeter fencing that served Candlestick Park until its demolition in 2014. The site gently slopes upward to the north and there is a steep incline between the project site and Bayview Park to the west. Given the relatively steep slopes on portions of the project site, approximately 3.5 acres of the 6.87-acre project site are suitable for development per the Project Sponsor
4. **Surrounding Properties and Neighborhood.** The Project Site is located within the RH-2 (Residential-House, Two-Family) Zoning District in the Candlestick Point SubArea Plan and Bayview Hunters Point Area Plan. The site is bordered to the north by multifamily residential buildings; Jamestown Avenue to the east; and Bayview Park, which is owned and operated by the San Francisco Recreation and Parks Department, to the west and south. The project site is approximately 0.5 miles east of the Le Conte stop of the T Muni Metro Rail Line, approximately one mile northeast of the Bayshore Caltrain Station, and 0.75 miles southeast of the Third Street/Jamestown Avenue on-ramp to southbound U.S. 101. The neighborhood is characterized by one- to two-story single-family homes across the street on Jamestown Avenue, and by three- to four-story multifamily buildings immediately to the north. The project is also adjacent to the future redevelopment currently underway at Candlestick Point. Other zoning districts in the vicinity of the project site include RH-1(Residential-House, One-Family), C-2 (Community Business), and P (Public) Zoning District.
5. **Planning Code Section 206.6 Findings.** Pursuant to Planning Code Section 206.6(e), the Planning Commission shall make the following findings as applicable for any application for a Density Bonus, Incentive, Concession or Waiver for any Individually Requested Density Bonus Project:
 - A. The Housing Project is eligible for the Individually Requested Density Bonus Program pursuant to Planning Code Section 206.6(b).

The Project Site can accommodate at least five dwelling units on a vacant parking lot that is in the RH-2 Zoning District. The project would contain a total of 122 residential units in 20 building, including 12 units at 80% AMI, which qualifies for a 22% density bonus. The project is not seeking a

density bonus under any other state or local density bonus programs; therefore, the project is eligible for the Individually Requested Density Bonus Program.

- B. The Housing Project has demonstrated that any Concessions or Incentives reduce actual housing costs, as defined in Section 50052.5 of the California Health and Safety Code, or for rents for the targeted units, based upon the financial analysis and documentation provided.

The Project is requesting a concession and incentive for street frontage under the Individually Requested Density Bonus Program. Planning Code Section 144 requires every dwelling to have no more than one-third of the width of the ground story along the front lot line, or along a street-side lot line, be devoted to entrances to off-street parking. In addition, where two or more separate entrances are provided, there shall be a minimum separation between such entrances of six feet.

The Project Sponsor has sufficiently demonstrated that the requested concession reduces the overall cost of the Project. Subterranean parking would be required to reduce the amount of the ground floor devoted to off-street garage parking entrances. The Project Sponsor provides an estimate that the additional cost to building subterranean parking for 41 units at buildings 1-5 at \$80,000 per parking stall would increase the project cost by \$3.28 million. The requested incentive would result in cost reductions for the project that would offset the cost of providing affordable units on-site. An incentive to make a project as a whole, including the affordable housing units, economically feasible is a well-established use of an incentive.

- C. If a waiver or modification is requested, a finding that the Development Standards for which the waiver is requested would have the effect of physically precluding the construction of the Housing Project with the Density Bonus or Concessions and Incentives permitted.

The Project includes the construction of 20 new residential buildings for a total of 122 units. In order to achieve the proposed residential density, the Project is requesting one waiver from development standards for the rear yard requirement. Planning Code Section 134 requires that the Project provide a rear yard equal to 45 percent of the total lot depth. The proposed Buildings 6 to 16, which include 53 units, and the central trash enclosure would encroach into the required rear yard in order to better accommodate the internal circulation and the required private fire access road. Without the waivers, the Project will be physically precluded from constructing the project at the allowable density, including the 22 additional units as permitted under the Individually Requested Density Bonus Program, thus preventing the Project from achieving a 22% density bonus.

- D. If the Density Bonus is based all or in part on donation of land, a finding that all the requirements included in Government Code Section 65915(g) have been met.

The Density Bonus for the Project is not based on any donation of land; and is therefore not applicable.

- E. If the Density Bonus, Concession or Incentive is based all or in part on the inclusion of a Child Care Facility, a finding that all the requirements included in Government Code Section 65915(h) have been met.

The requested Density Bonus for the Project is not based on the inclusion of a Child Care Facility; and is therefore not applicable.

- F. If the Concession or Incentive includes mixed-use development, a finding that all the requirements included in Government Code Section 65915(k)(2) have been met.

The requested Density Bonus for the Project does not involve a mixed-use development; and is therefore not applicable.

6. **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:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

Policy 1.2

Focus housing growth and infrastructure necessary to support growth according to community plans. Complete planning underway in key opportunity areas such as Treasure Island, Candlestick Park and Hunter's Point Shipyard.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 4:

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1

Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.5

Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

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 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4:

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

OBJECTIVE 12:

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2

Consider the proximity of quality of life elements such as open space, child care, and neighborhood services, when developing new housing units.

Policy 12.3

Ensure new housing is sustainably supported by the City's public infrastructure systems.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1

Support “smart” regional growth that located new housing close to jobs and transit.

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.

Policy 1.7

Recognize the natural boundaries of districts, and promote connections between districts.

BAYVIEW HUNTERS POINT AREA PLAN

HOUSING

Objectives and Policies

OBJECTIVE 6:

ENCOURAGE THE CONSTRUCTION OF NEW AFFORDABLE AND MARKET RATE HOUSING AT LOCATIONS AND DENSITY LEVELS THAT ENHANCE THE OVERALL RESIDENTIAL QUALITY OF BAYVIEW HUNTERS POINT.

Policy 6.1

Encourage development of new affordable ownership units, appropriately designed and located and especially targeted for existing Bayview Hunters Point residents.

Policy 6.5

In the vicinity of Bayview Hill, encourage well-sited housing development that complements the natural areas and open space, as well as provides for local economic development.

URBAN DESIGN

Objectives and Policies

OBJECTIVE 10:

ENHANCE THE DISTINCTIVE AND POSITIVE FEATURES OF BAYVIEW HUNTERS POINT.

Policy 10.1

Better define Bayview's designated open space areas by enabling appropriate, quality development in surrounding areas.

OBJECTIVE 11

IMPROVE DEFINITION OF THE OVERALL URBAN PATTERN OF BAYVIEW HUNTERS POINT.

Policy 11.2

Increase awareness and use of the pedestrian/bicycle trail system that links subareas in Bayview Hunters Point with the rest of the City.

CANDLESTICK POINT SUBAREA PLAN

LAND USE

OBJECTIVE 1:

REALIZE THE FULL POTENTIAL OF THE UNDERUTILIZED CANDLESTICK POINT BY CREATING A COMPLETE AND THRIVING NEW NEIGHBORHOOD INTIMATELY CONNECTED TO THE BAYVIEW AND THE REST OF THE CITY, IN A WAY THAT FULLY REALIZES ITS SHORELINE LOCATION AND ACTS AS AN ECONOMIC CATALYST FOR THE REST OF THE BAYVIEW.

Policy 11.2

Take full advantage of the underutilized site by providing high density sustainable development.

COMMUNITY DESIGN & BUILT FORM

OBJECTIVE 3:

CREATE A DIVERSE AND EXCITING URBAN NEIGHBORHOOD THAT IS ENGAGING, COMFORTABLE, AND HAS CONVENIENT ACCESS TO AMENITIES, OPTIMIZES ITS WATERFRONT SETTING AND REFLECTS SAN FRANCISCO BUILT FORM AND CHARACTER IN A CONTEMPORARY WAY.

Policy 3.2

Ensure a block pattern and street network that is tied to the adjacent neighborhood, is coherent, and provides the development with organization and orientation.

Policy 3.3

Create a street system where streets are clearly an element of the public realm.

Policy 3.4

Provide a development with a variety of building heights and sizes as a means to create variety and avoid monotonous development.

Policy 3.6

Assure high quality architecture of individual buildings that work together to create a coherent and identifiable place while being individually distinguishable.

The Department finds that the Project is, on balance, consistent with the Candlestick SubArea Plan, the Bayview Hunters Point Plan and the Objectives and Policies of the General Plan. The Project would provide 122 residential units, helping alleviate San Francisco's severe housing crisis. Additionally, the Project also includes new on-site below market-rate (BMR) units. 22 residential units will be dedicated to low to middle-income households. The proposed 20 new buildings would be interspersed with open space, including a new central community park and play area, and several garden paseos. The Project introduces a contemporary architectural vocabulary that is sensitive to the prevailing scale and neighborhood fabric. All the townhome-style condominiums are similar in style, size, and density to the existing townhouses that immediately to the north of the site. All the units would range from approximately 1,100 to 1,550 square feet with 67% of homes with two bedrooms, two-and-a-half baths and 33% of homes with three bedrooms, three-and-a-half baths.

The Project will improve the public rights of way with new streetscape improvements. Along the Jamestown Avenue, quality streetscape design with a new 15-foot wide sidewalk is proposed. In order to fully integrate the proposed subdivision with the City at large, the proposed private street will extend the neighborhood's street grid into the parcel. The built form would try to replicate the typical San Francisco residential development and building modulation

7. **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 complies with said policies in that:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The project site does not possess any neighborhood-serving retail uses. The Project provides 122 new dwelling units, which will enhance the nearby retail uses by providing new residents, who may patron and/or own these 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 Project would not negatively affect the existing housing and neighborhood character. The Project would not displace any housing given the existing project site consists wholly of a paved vacant parking lot. The Project would improve the existing character of the neighborhood by developing 20 residential buildings with 122 dwelling units and include 22 on-site affordable units.

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

The Project does not currently possess any existing affordable housing. The Project will comply with the City's Inclusionary Housing Program by providing 22 below-market-rate dwelling units. Therefore, the Project will increase the stock of affordable housing units in the City.

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

The Project would not impede MUNI transit service or overburden local streets or parking. The Muni bus line 29 is one block north of the proposed development site. The Project will provide off-street parking at the principally permitted amounts and sufficient bicycle parking for residents and their guests. The project would also implement a TDM plan, which would further reduce its vehicle travel demand.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project is wholly a residential building and would not negatively affect the industrial and service sectors, nor would it displace any existing industrial uses.

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

The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

The Project Site does not contain any City Landmarks or historic buildings.

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

The Project would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the request for incentives, concessions, and waivers as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on July 9, 2020.

**Draft Resolution
July 9, 2020**

**RECORD NO. 2019-002743CRV
853 Jamestown Avenue**

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: July 9, 2020



JAMESTOWN
CANDLESTICK POINT
SAN FRANCISCO, CA
JUNE 25, 2020



JAMESTOWN CANDLESTICK POINT SAN FRANCISCO, CALIFORNIA

PRELIMINARY PROJECT ASSESSMENT APPLICATION
 ORIGINAL SUBMITTAL DATE: MARCH 05, 2019
 RESUBMITTAL DATE: MARCH 09, 2020
 RESUBMITTAL DATE: JUNE 05, 2020
 RESUBMITTAL DATE: JUNE 25, 2020



APPLICANT:
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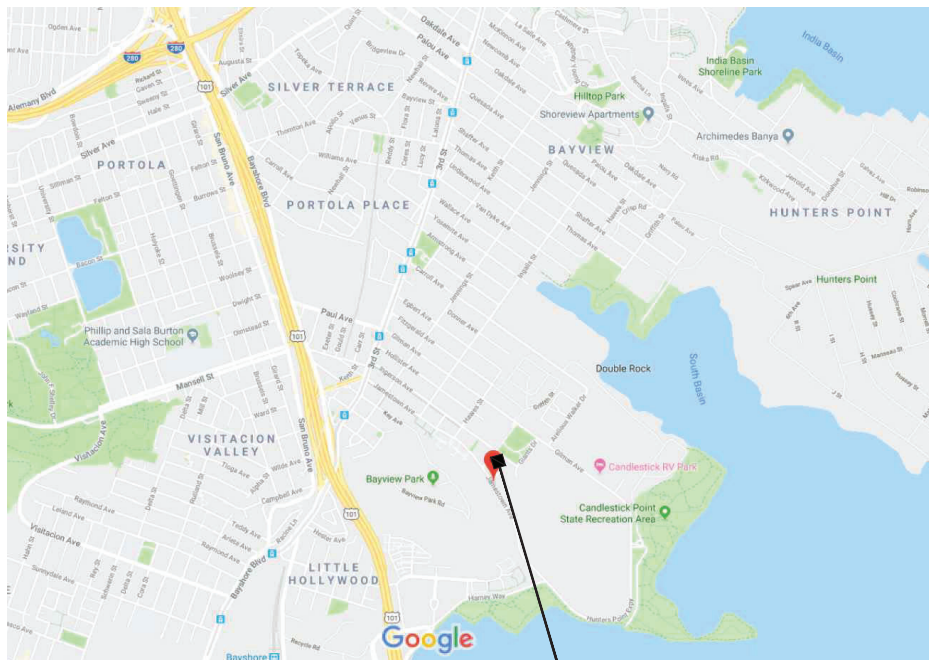
CIVIL ENGINEER:
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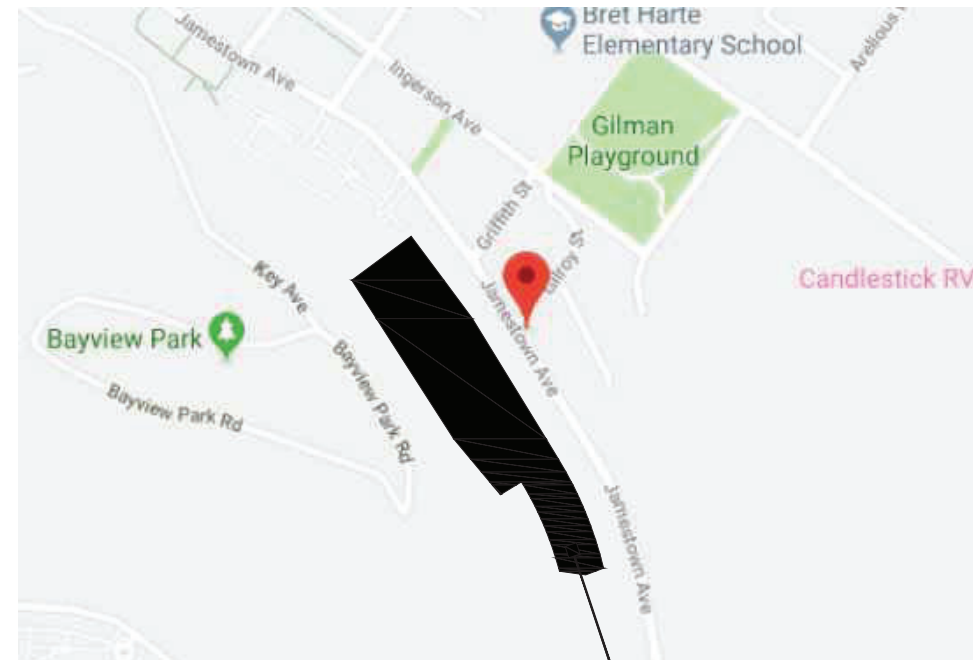
TRASH MANAGEMENT:
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LOCATION MAP



SITE LOCATION

VICINITY MAP



SITE LOCATION



PART I
GENERAL INFORMATION AND
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PROJECT SUMMARY

PROJECT ADDRESS:	853 JAMESTOWN AVE. & HARNEY WAY
ASSESSOR PARCEL NUMBER:	BLOCK 4991 LOT 276
ZONING:	RH-2
LOT AREA:	299,257 SF. (6.78 ACRES)
	- BUILDABLE ±3.5 ACRES / 52%
RESIDENTIAL	67,162 SF (22%)
OPEN PARKING & DRIVES	52,762 SF (17%)
OPEN	972 SF
DRIVES	51,790 SF
USABLE OPEN SPACE (SEE SHEET A2.6 FOR CALCULATIONS)	
COMMON (PARK)	4,921 SF
PRIVATE (TERRACES AND DECKS)	8,281 SF
PUBLIC (HILLSIDE)	154,673 SF
HEIGHT LIMIT:	40'-0" (38'-0" TO 40'-0" PROPOSED)
NO. OF STORIES	THREE
NUMBER OF BLDGS.	20
GROSS SQ.FT.	169,332 SF.
NUMBER OF UNITS:	122 UNITS
	PLAN 1 - 1,296 SF (3 BD. & 3.5 BTHS): 5 UNITS
	PLAN 2 - 1,324 SF (3 BD & 3 BTHS): 18 UNITS
	PLAN 3 - 1,527 SF (3 BD & 3.5 BTHS): 18 UNITS
	PLAN 4 - 1,279 SF (2 BD & 2.5 BTHS): 27 UNITS
	PLAN 5 - 1,279 SF (2 BD & 2.5 BTHS): 13 UNITS
	PLAN 6 - 1,289 SF (2 BD & 2.5 BTHS): 13 UNITS
	PLAN 7 - 1,605 SF (2 BD & 2.5 BTHS): 28 UNITS
	122 UNITS
DENSITY (UNITS PER ACRE):	18 DUA PER TOTAL LOT AREA
	35 DUA PER BUILDABLE LOT AREA
PARKING AUTO:	170 SPACES
	- 153 PRIVATE
	- 17 GUEST (1 ADA)
BICYCLE:	130
	- 122 PRIVATE (IN GARAGES)
	- 8 (CLASS 2 IN PARK)
OCCUPANCY:	R2/U
CONSTRUCTION TYPE:	V-B (BLDGS. TYPE A & B)
	V-A (BLDG. TYPE C)
SPRINKLER:	NFPA-13
ACCESSIBILITY:	
	DWELLING UNITS: 122 - 16 CARRIAGE UNITS = 106 DWELLING UNITS TOTAL
	10% OF THE 106 QUALIFYING UNITS TO BE ADAPTABLE: 106 X 0.1 = 10.6 UNITS
	11 UNITS REQUIRED; 11 PROPOSED
PARKING:	1 SPACE
PATH OF TRAVEL:	BLDGS. 6 THRU 16, PARKING, POCKET PARK & RIGHT OF WAY (SHT. A4.2)
CUT FILL CALCS:	
	PROPOSED TOTAL CUT: 10,158 CUBIC YARDS
	PROPOSED TOTAL FILL: 4,903 CUBIC YARDS
	NET TOTAL CUT: 5,255 CUBIC YARDS

PROJECT OVERVIEW

PROJECT DESCRIPTION - JAMESTOWN AVENUE (NO ADDRESS; BLOCK 4991; LOT 276):

THE SITE IS A 6.865-ACRE PROPERTY WITHOUT AN ADDRESS, LOCATED ALONG JAMESTOWN AVENUE (BLOCK 4991; LOT 276), IN SAN FRANCISCO. THE SITE IS CURRENTLY OCCUPIED BY A SURFACE PARKING LOT THAT SERVED CANDLESTICK PARK UNTIL ITS DEMOLITION IN 2014 AND IS LOCATED IN A RESIDENTIAL HOUSE, TWO-FAMILY (RH-2) USE DISTRICT AND A 40-X HEIGHT AND BULK DISTRICT. THE PROPERTY IS CENTERED ON A QUIET SLOPED HILLSIDE AT THE NEXUS OF THE BAYVIEW HEIGHTS NEIGHBORHOOD AND THE FUTURE 702-ACRE REDEVELOPMENT CURRENTLY UNDERWAY AT CANDLESTICK POINT WHICH WILL BRING UP TO 6,000 NEW RESIDENTIAL UNITS, 300,000 SQUARE FEET OF RETAIL, 2 MILLION SQUARE FEET OF OFFICE, AND 121 ACRES OF OPEN RECREATION SPACE TO THE SURROUNDING CANDLESTICK POINT AND BAYVIEW COMMUNITIES. THE PARCEL IS BORDERED BY MULTI-FAMILY RESIDENTIAL BUILDINGS AT ADJACENT PARCELS.

THE SITE IS LOCATED A HALF MILE FROM THE LE CONTE STOP OF THE T-THIRD STREET METRO LINE, LESS THAN ONE MILE FROM THE BAYSHORE CALTRAIN STATION, AND HAS IMMEDIATE ACCESS TO THE US-101 FREEWAY WHICH WILL OFFER FUTURE RESIDENTS EASY ACCESS TO BOTH DOWNTOWN SAN FRANCISCO AND SILICON VALLEY JOBS. THESE TRANSIT ADJACENCIES AND THE SITE'S RESIDENTIAL SURROUNDINGS COUPLED WITH SAN FRANCISCO'S HOUSING DEFICIT PRESENT AN IDEAL OPPORTUNITY FOR RESIDENTIAL REDEVELOPMENT.

THE PLAN CONFORMS TO THE EXISTING RH-2 ZONING AND CALLS AN ADDENDUM TO THE PREVIOUSLY APPROVED 2010 CANDLESTICK POINT-HUNTERS POINT SHIPYARD PHASE II DEVELOPMENT PLAN PROJECT EIR (THE "CANDLESTICK EIR"), AMONG OTHER APPROVALS.

PROPOSED REDEVELOPMENT:

THE PROPOSED REDEVELOPMENT ENVISIONS THE CONSTRUCTION OF 122, 3-STORY ATTACHED TOWNHOME STYLE RESIDENCES TOTALING 160,434 SF. THE COMMUNITY OF 20 NEW BUILDINGS WOULD BE INTERSPERSED WITH OPEN SPACE, INCLUDING A NEW CENTRAL COMMUNITY PARK AND PLAY AREA, AND SEVERAL GARDEN PASEOS THAT WOULD CONTRIBUTE TO AND ENHANCE THE EXISTING RESIDENTIAL COMMUNITY THAT SURROUNDS THE PROPERTY TODAY.

THE PROPOSED TOWNHOME-STYLE CONDOMINIUMS ARE SIMILAR IN STYLE, SIZE, AND DENSITY TO THE EXISTING TOWNHOME COMMUNITIES THAT IMMEDIATELY NEIGHBOR THE SITE AS WELL AS THOSE AT THE NEARBY SHIPYARDS DEVELOPMENT. THE TOWNHOMES WOULD RANGE FROM APPROXIMATELY 1,100 TO 1,550 SQUARE FEET WITH 67% OF HOMES WITH TWO BEDROOMS, TWO-AND-A-HALF BATHS AND 23% OF HOMES WITH THREE BEDROOMS, THREE-AND-A-HALF BATHS AND WOULD PROVIDE A RARE OWNERSHIP OPPORTUNITY SUITABLE TO FIRST-TIME SAN FRANCISCO HOME BUYERS. ADDITIONALLY, APPROXIMATELY TWO-THIRDS OF THE HOMES WOULD INCLUDE PRIVATE ROOF DECKS AND/OR BALCONIES.

COMMUNITY AMENITIES/LANDSCAPE:

TO ENHANCE THE PROJECT AND NEIGHBORING COMMUNITY, THE PROJECT ENVISIONS CREATING CENTRAL GATHERING SPACES THAT WILL CAPITALIZE ON SURROUNDING VIEWS OF THE BAY AS WELL AS ACTIVATING THE PREVIOUSLY NEGLECTED SPAN OF JAMESTOWN AVENUE FRONTING THE SITE WITH NEW HARDSCAPE AND PLANTING. ADDITIONALLY, A LANDSCAPED LANDING AT THE SOUTHERNMOST PORTION OF THE PROPERTY WILL PROVIDE A FLUID CONNECTION TO FUTURE PARKS AND OPEN SPACE PLANNED BY THE DEVELOPER OF CANDLESTICK POINT. THE .14 ACRE CENTRAL COMMUNITY PARK WILL BE A PRIVATELY OWNED AND MAINTAINED SPACE WITH A PERMANENT PUBLIC ACCESS EASEMENT, ADDING NO ADDITIONAL COSTS TO THE CITY'S PARKS MAINTENANCE BUDGET.



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PROJECT SUMMARY & PROJECT DESCRIPTION

PRELIMINARY PROJECT ASSESSMENT APPLICATION
ORIGINAL SUBMITTAL DATE: MARCH 05, 2019
RESUBMITTAL DATE: MARCH 09, 2020
RESUBMITTAL DATE: JUNE 05, 2020
RESUBMITTAL DATE: JUNE 25, 2020

A1.0

SCALE: N.T.S.
DATE: 06.25.2020
PROJECT: 348001



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EXISTING HUNTERS POINT CONTEXTUAL SITE LOCATION

A1.1

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 RESUBMITTAL DATE: JUNE 05, 2020
 RESUBMITTAL DATE: JUNE 25, 2020

SCALE: 1"=300'-0"
 DATE: 06.25.2020
 PROJECT: 348001



VIEW TOWARD DOWNTOWN 6



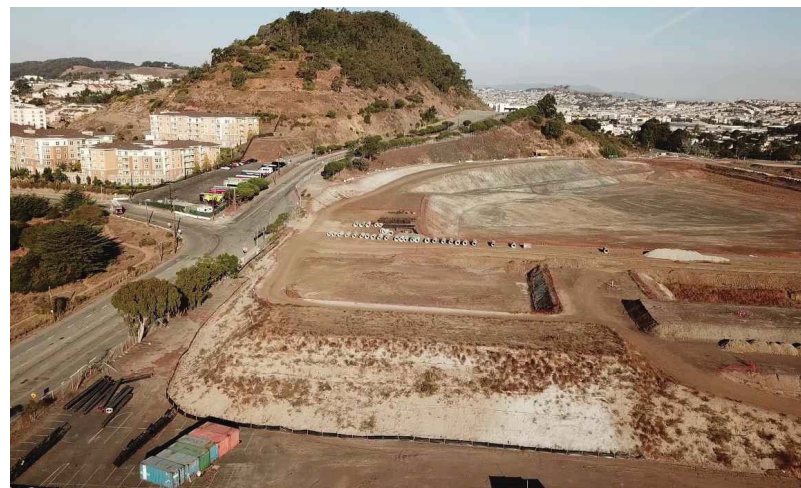
ADJACENT BUILDINGS TO THE NORTH 1



VIEW ACROSS STREET 5



VIEW ACROSS JAMESTOWN 2



VIEW TOWARD DOWNTOWN 4



PROPOSED DEVELOPMENT AT BALLPARK SITE 3



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CONTEXTUAL SITE PHOTOS

A1.2

SCALE: 1"=200'-0"

DATE: 06.25.2020

PROJECT: 348001

PRELIMINARY PROJECT ASSESSMENT APPLICATION
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FUTURE HUNTERS POINT CONTEXTUAL DIAGRAM

A1.3

PRELIMINARY PROJECT ASSESSMENT APPLICATION
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RESUBMITTAL DATE: JUNE 05, 2020
RESUBMITTAL DATE: JUNE 25, 2020

SCALE: 1"=100'-0"
DATE: 06.25.2020
PROJECT: 348001



NORTH ENRTY FROM JAMESTOWN



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RENDERINGS

A1.4

SCALE: N.T.S.
 DATE: 06.25.2020
 PROJECT: 348001



GARDEN PASEO



DOWNHILL VIEW



VIEW FROM JAMESTOWN



COMMUNITY PARK & CENTRAL DRIVE AISLE



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RENDERINGS

A1.5

SCALE: N.T.S.

DATE: 06.25.2020

PROJECT: 348001

PRELIMINARY PROJECT ASSESSMENT APPLICATION
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RESUBMITTAL DATE: JUNE 05, 2020
RESUBMITTAL DATE: JUNE 25, 2020



PART II
PROPOSED SITE DETAILS

BUILDING SUMMARY

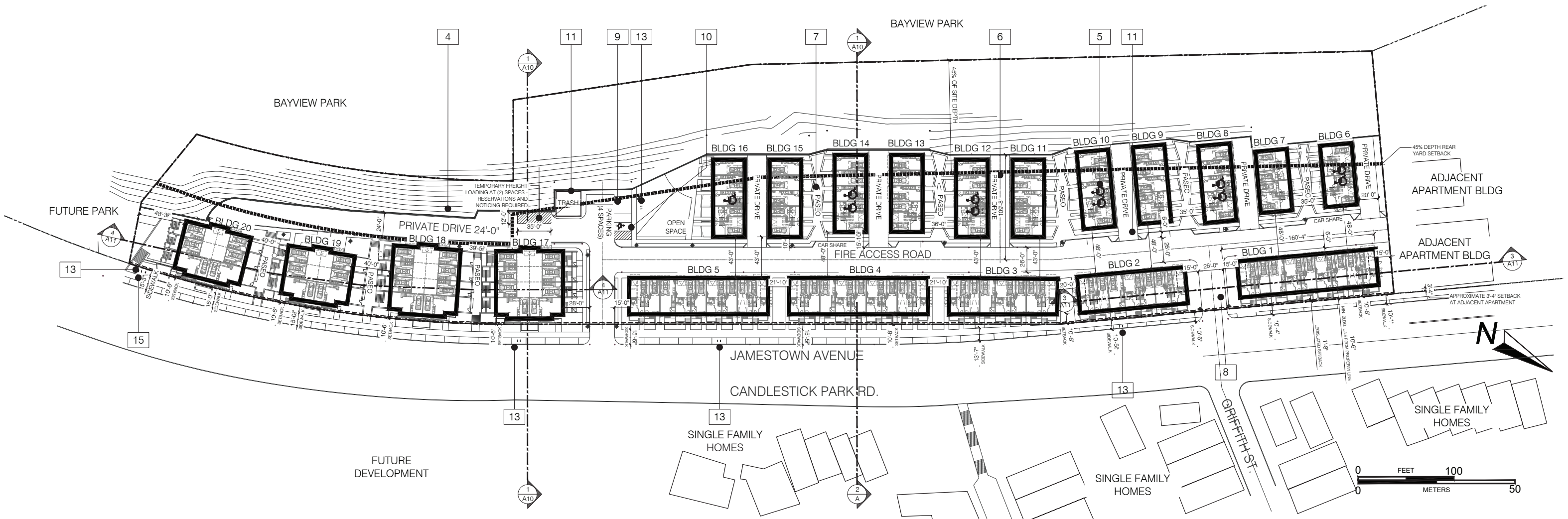
BLDGS. 1, 4 & 5 (9 UNITS)			
PLAN 1	LIVING	1,296 SF. x 1 =	1,296 SF.
PLAN 2	LIVING	1,324 SF. x 4 =	5,296 SF.
PLAN 3	LIVING	1,527 SF. x 4 =	6,108 SF.
12,700 SF. x 3 BLDGS. = 38,100 GROSS SF.			
BLDGS. 2 & 3 (7 UNITS)			
PLAN 1	LIVING	1,296 SF. x 1 =	1,296 SF.
PLAN 2	LIVING	1,324 SF. x 3 =	3,972 SF.
PLAN 3	LIVING	1,527 SF. x 3 =	4,581 SF.
9,849 SF. x 2 BLDGS. = 19,698 GROSS SF.			
BLDGS. 6 & 7 (4 UNITS)			
PLAN 5	LIVING	1,279 SF. x 2 =	2,558 SF.
PLAN 6	LIVING	1,289 SF. x 2 =	2,578 SF.
5,136 SF. x 2 BLDGS. = 10,272 GROSS SF.			
BLDGS. 8 THRU 16 (5 UNITS)			
PLAN 4	LIVING	1,279 SF. x 3 =	3,837 SF.
PLAN 5	LIVING	1,279 SF. x 1 =	1,132 SF.
PLAN 6	LIVING	1,289 SF. x 1 =	1,289 SF.
6,258 SF. x 9 BLDGS. = 56,322 GROSS SF.			
BLDGS. 17 & 18 (8 UNITS)			
PLAN 7	LIVING	1,605 SF. x 8 =	12,840 SF. x 2 BLDGS. = 25,680 GROSS SF.
BLDGS. 19 & 20 (6 UNITS)			
PLAN 7	LIVING	1,605 SF. x 6 =	9,630 SF. x 2 BLDGS. = 19,260 GROSS SF.
TOTAL LIVING = 169,332 GROSS SF.			

BUILDING DESCRIPTIONS

BLDGS. 1 THRU 5: TYPE A (41 UNITS)- 1 THRU 41	
FOOTAGE	1,296 - 1,527 SF \ UNIT
STORIES	THREE
BED & BATH	3 BEDRM & 3 1/2 BATHS
PARKING	18 SPACES - 44% 2 CAR SIDE BY SIDE
FEATURES	23 SPACES - 56% 1 CAR OPTIONAL ROOF DECK
BLDGS. 6 THRU 16: TYPE B (53 UNITS)- 42 THRU 94	
FOOTAGE	1,279 - 1,289 SF.
STORIES	THREE
BED & BATH	2 BEDRM & 2 1/2 BATHS
PARKING	13 SPACES - 24% 2 CAR SIDE BY SIDE
FEATURES	40 SPACES - 76% 1 CAR OPTIONAL ROOF DECK
BLDGS. 17 THRU 20: TYPE C (28 UNITS)- 95 THRU 122	
FOOTAGE	1,605 - 2,428 SF.
STORIES	THREE
BED & BATH	2 BEDRM & 2 1/2 BATHS
PARKING	28 SPACES - 100% 1 CAR

SITE LEGEND

- BLDG. TYPE A - BLDGS. 1 THRU 5 3 STORY, TYPE VB, NFPA 13
- BLDG. TYPE B - BLDGS. 6 THRU 16 3 STORY, TYPE VB, NFPA 13
W/ ACCESSIBLE GROUND FLOOR AT LOCATIONS SHOWN
- BLDG. TYPE C - BLDGS. 17 THRU 20 4 STORY, TYPE VA, NFPA 13
- RETAINING WALL
- GUEST PARKING (15 TOTAL)
- PARKING DRIVE AISLE
- COMMON USE PASEOS
- VEHICULAR ENTRY
- RIDE SHARE PARKING STALL
- ACCESSIBLE PARKING STALL
- TRASH ENCLOSURE
- ACCESSIBLE ROUTES
- CLASS 2 BIKE PARKING (15 SPACES)
- E.V. CHARGING STATION (NOTE - INTERIOR OF ALL UNIT GARAGES TO PROVIDE CHARGING CAPABILITY)
- BIKE REPAIR STATION



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ARCHITECTURAL SITE PLAN

A2.0

SCALE: 1"=50'-0"
DATE: 06.25.2020
PROJECT: 348001

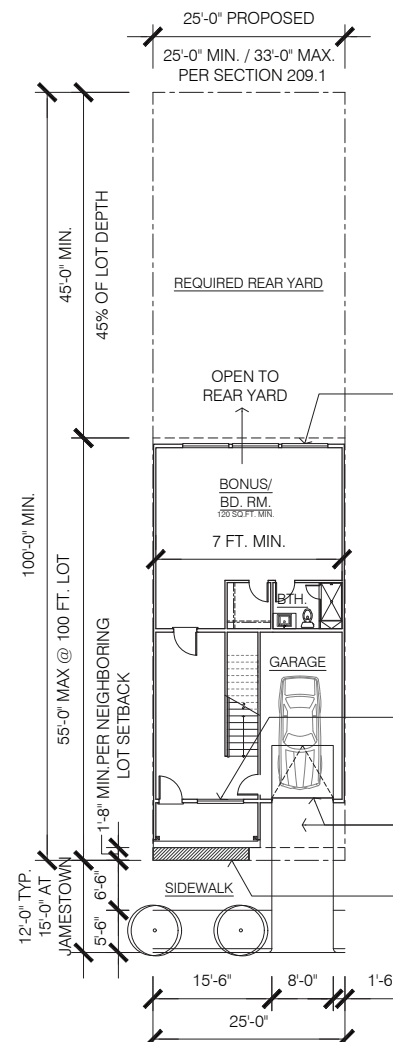
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PROJECT DATA

ZONING:	RH-2
MIN. LOT SIZE:	2,500 SQ.FT.
TOTAL LOT AREA:	6.78 ACRES
DEVELOPABLE AREA 10% SLOPE OR LESS:	3.86 ACRES
50 LOTS - 99 UNITS / 3.86:	25.64 D.U.A.

CONCEPT SITE PLAN

LOT 1-50 - (2) UNITS PER LOT:	100 UNITS
TOTAL UNITS:	100 UNITS



REQUIRED 120 SQ.FT. MIN. WINDOW FACE DIRECTLY ONTO AN OUTER COURT WHOSE WIDTH IS EQUAL TO ITS DEPTH, TYP. OF ALL PLAN TYPES, PER SECTION 140 - NUMBER 1 & 2.

NOTE: THE HOUSING CODE & CBC CHAPTER 12 REQUIREMENTS FOR LIGHT & AIR HAVE BEEN INCLUDED IN WINDOW LOCATION FOR LIGHT & AIR.

REQUIRED WINDOWS FACE DIRECTLY ONTO A PUBLIC STREET OR ALLEY AT LEAST 20 FT. IN WIDTH, TYP. OF ALL PLAN TYPES

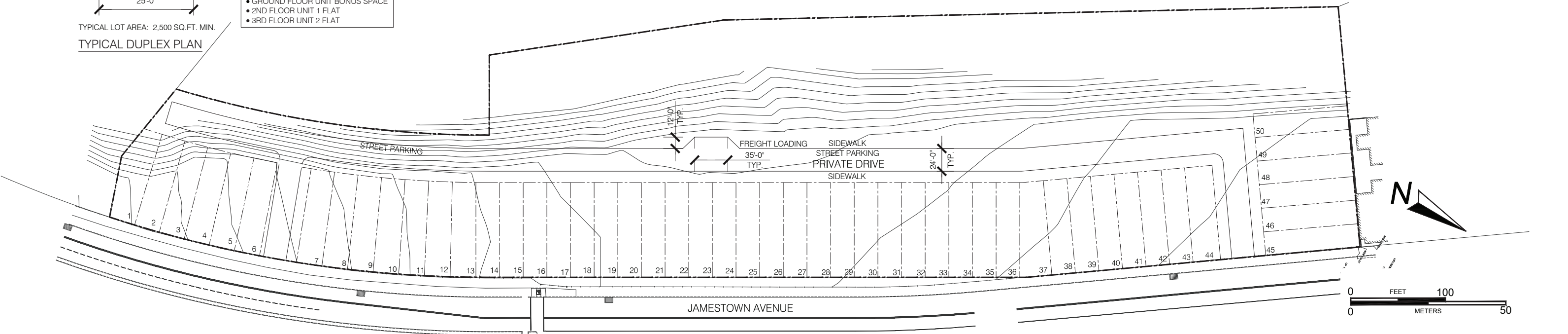
DRIVEWAY AND GARAGE DOOR LESS THAN 1/3 OF WIDTH OF LOT, TYP. (8'-0" = $\frac{1}{3}$ x 25'-0")

50% OF FRONT YARD SETBACK PERMEABLE, TYP.

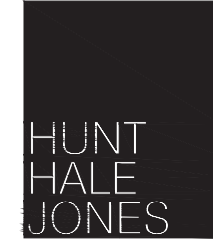
UNIT DESIGN - 3 STORIES < 40 FT.
 • GROUND FLOOR UNIT BONUS SPACE
 • 2ND FLOOR UNIT 1 FLAT
 • 3RD FLOOR UNIT 2 FLAT

TYPICAL LOT AREA: 2,500 SQ.FT. MIN.
 TYPICAL DUPLEX PLAN

PLANNING CODE REQUIREMENTS		CODE REQUIREMENT	PROJECT PROPOSAL
SECTION 121 - MINIMUM LOT WIDTH AND AREA			
(a)	FRONTAGE	16 FT. MINIMUM FRONTAGE ON PUBLIC STREET OF ALLEY	16 FT.
(b)	SUBDIVISIONS AND LOT SPLITS	MINIMUM LOT WIDTH OF 25 FT. AND AREA OF 2,500 SQ.FT.	25 FT. / 2,500 SQ.FT.
(c)	MEASUREMENT	LOT WIDTH MEASURED IN HORIZONTAL DISTANCE BETWEEN LOT LINES, LOT AREA MEASURED IN HORIZONTAL PLAN OF LOT LINES	APPLY
(d)	MINIMUM LOT WIDTH	IN RH-2 (D) DISTRICTS IS 25 FT.	25 FT.
(e)	MINIMUM LOT AREA	IN RH-2 (D) DISTRICTS IS 2,500 SQ.FT.	2,500 SQ.FT.
SECTION 140 - ALL DWELLING UNITS IN ALL USE DISTRICTS TO FACE ON AN OPEN AREA			
(a)	REQUIREMENTS FOR DWELLING UNITS	DWELLING UNITS IN ANY DISTRICT, REQUIRED WINDOWS OF AT LEAST ONE ROOM MEET THE 120 SQ.FT. MINIMUM SUPERFICIAL FLOOR AREA REQUIREMENT OF SECTION 503 OF THE HOUSING CODE, SHALL FACE DIRECTLY ON AN OPEN AREA OF ONE OF THE FOLLOWING TYPES: (1) A PUBLIC STREET, PUBLIC ALLEY AT LEAST 20 FEET IN WIDTH, SIDE YARD AT LEAST 25 FEET IN WIDTH, OR REAR YARD MEETING THE REQUIREMENTS OF THIS CODE; PROVIDED, THAT IF SUCH WINDOWS ARE ON AN OUTER COURT WHOSE WIDTH IS LESS THAN 25 FEET, THE DEPTH OF SUCH COURT SHALL BE NO GREATER THAN ITS WIDTH; OR (2) AN OPEN AREA (WHETHER AN INNER COURT OR A SPACE BETWEEN SEPARATE BUILDINGS ON THE SAME LOT) WHICH IS UNOBSTRUCTED (EXCEPT FOR FIRE ESCAPES NOT PROJECTING MORE THAN NECESSARY FOR SAFETY AND IN NO CASE MORE THAN FOUR FEET SIX INCHES, CHIMNEYS, AND THOSE OBSTRUCTIONS PERMITTED IN SECTIONS 136(C)(14), (15), (16), (19), (20) AND (29) OF THIS CODE) AND IS NO LESS THAN 25 FEET IN EVERY HORIZONTAL DIMENSION FOR THE FLOOR AT WHICH THE DWELLING UNIT IN QUESTION IS LOCATED AND THE FLOOR IMMEDIATELY ABOVE IT, WITH AN INCREASE OF FIVE FEET IN EVERY HORIZONTAL DIMENSION AT EACH SUBSEQUENT FLOOR, EXCEPT FOR SRO BUILDINGS IN THE EASTERN NEIGHBORHOODS MIXED USE DISTRICTS, WHICH ARE NOT REQUIRED TO INCREASE FIVE FEET IN EVERY HORIZONTAL DIMENSION UNTIL THE FIFTH FLOOR OF THE BUILDING.	120 SQ.FT. MIN. OPENING, GROUND FLOOR ROOM PROVIDES 350 SQ.FT., 24'-4" WIDTH AND ACCESS TO OPEN AREA
SECTION 144 - STREET FRONTAGES IN RH, RTO, RTO-M, AND RM DISTRICTS			
(a)	PURPOSE	IN RH, RM, RTO AND RTO-M DISTRICTS THE GROUND STORY OF DWELLINGS AS VIEWED FROM THE STREET IS COMPATIBLE WITH THE SCALE AND CHARACTER OF THE EXISTING STREET FRONTAGE, VISUALLY INTERESTING AND ATTRACTIVE IN RELATION TO THE PATTERN OF THE NEIGHBORHOOD, AND SO DESIGNED THAT ADEQUATE AREAS ARE PROVIDED FOR FRONT LANDSCAPING, STREET TREES AND ON-STREET PARKING BETWEEN DRIVEWAYS	
(b)	CONTROLS		
1.	ENTRANCES TO OFF-STREET PARKING	NO MORE THAN ONE-THIRD OF THE WIDTH OF THE GROUND STORY ALONG THE FRONT LOT LINE, OR ALONG A STREET SIDE LOT LINE, OR ALONG A BUILDING WALL THAT IS SET BACK FROM ANY SUCH LOT LINE, SHALL BE DEVOTED TO ENTRANCES TO OFF-STREET PARKING	SEE PLAN NOTES AND DIMENSIONS
A.	EXCEPTIONS	NOT APPLICABLE WHERE LOT HAS UPWARD OR DOWNWARD SLOPE FROM FRONT LOT LINE TO FORWARD EDGE OF REQUIRED REAR YARD, ALONG THE CENTERLINE OF THE BUILDING, > 20 PERCENT; OR WHERE LOT DEPTH AND REQUIREMENTS OF CODE FOR DIMENSIONS, AREAS AND OPEN SPACES ARE SUCH THAT THE PERMITTED BUILDING DEPTH IS < 40 FEET IN RH-2 DISTRICT OR < 65 FEET IN RH OR RM DISTRICTS	N/A
2.	FEATURES TO BE PROVIDED	NO LESS THAN ONE-THIRD OF THE WIDTH OF THE GROUND STORY ALONG THE FRONT LOT LINE, ALONG A STREET SIDE LOT LINE, AND ALONG A BUILDING WALL THAT IS SET BACK FROM ANY SUCH LOT LINE, SHALL BE DEVOTED TO WINDOWS, ENTRANCES FOR DWELLING UNITS, LANDSCAPING, AND OTHER ARCHITECTURAL FEATURES THAT PROVIDE VISUAL RELIEF AND INTEREST FOR THE STREET FRONTAGE	SEE PLAN NOTES AND DIMENSIONS
3.	PARKING SETBACK	IN RTO AND RTO-M DISTRICTS OFF-STREET PARKING IS NOT PERMITTED ON THE GROUND FLOOR WITHIN THE FIRST 20 FEET OF BUILDING DEPTH FROM ANY FACADE FACING A STREET AT LEAST 30 FEET IN WIDTH	N/A
SECTION 152 - SCHEDULE OF REQUIRED OFF-STREET FREIGHT LOADING SPACES IN DISTRICTS OTHER THAN C-3 AND EASTERN NEIGHBORHOODS MIXED USE DISTRICTS			
TABLE 152 - OFF-STREET FREIGHT LOADING SPACES REQUIRED (OUTSIDE C-3 AND EASTERN NEIGHBORHOODS MIXED USE DISTRICTS)			
USE OR ACTIVITY	ALL OTHER USES NOT INCLUDED ABOVE	OCCUPIED FLOOR AREA OF STRUCTURE OR USE (SQ. FT.) / NUMBER OF OFF-STREET FREIGHT LOADING SPACES REQUIRED	100,001 - 200,000 / 1 REQUIRED ± 133,300 SQ.FT. / 1 PROVIDED
SECTION 154 - DIMENSIONS FOR OFF-STREET PARKING, FREIGHT LOADING AND SERVICE VEHICLE SPACES			
b.	FREIGHT LOADING AND SERVICE VEHICLE SPACES	REQUIRED OFF-STREET FREIGHT LOADING SPACE SHALL HAVE A MINIMUM LENGTH OF 35 FEET, A MINIMUM WIDTH OF 12 FEET, AND A MINIMUM VERTICAL CLEARANCE INCLUDING ENTRY AND EXIT OF 14 FEET	351 x 12w x 14h 351 x 12w x 14h
SECTION 209.1 - RH (RESIDENTIAL, HOUSE) DISTRICTS			
TABLE 209.1 - ZONING CONTROL TABLE FOR RH DISTRICTS			
BUILDING STANDARDS			
MASSING AND SETBACKS			
HEIGHT AND BULK LIMITS	NO PORTION OF A DWELLING MAY BE TALLER THAN 35 FEET. STRUCTURES WITH USES OTHER THAN DWELLINGS MAY BE CONSTRUCTED TO THE PRESCRIBED HEIGHT LIMIT, WHICH IS GENERALLY 40 FEET. PER § 261 THE HEIGHT LIMIT MAY BE DECREASED OR INCREASED BASED ON THE SLOPE OF THE LOT.	40'-0" MAX.	40'-0" MAX.
FRONT SETBACK	REQUIRED, BASED ON AVERAGE OF ADJACENT PROPERTIES OR IF SUBJECT PROPERTY HAS A LEGISLATED SETBACK. WHEN FRONT SETBACK IS BASED ON ADJACENT PROPERTIES, IN NO CASE SHALL THE REQUIRED SETBACK BE GREATER THAN 13 FEET.		
REAR YARD	45% OF LOT DEPTH OR AVERAGE OF ADJACENT NEIGHBORS. IF AVERAGED, NO LESS THAN 25% OR 15 FEET, WHICHEVER IS GREATER.	45% OF LOT DEPTH MIN.	45% OF LOT DEPTH MIN.
SIDE YARD	NOT REQUIRED		
RESIDENTIAL DESIGN GUIDELINES	SUBJECT TO THE RESIDENTIAL DESIGN GUIDELINES. OTHER DESIGN GUIDELINES THAT HAVE BEEN APPROVED BY THE PLANNING COMMISSION MAY ALSO APPLY.		
STREET FRONTAGE AND PUBLIC REALM			
FRONT SETBACK LANDSCAPING AND PERMEABLE REQUIREMENT	REQUIRED. AT LEAST 50% OF FRONT SETBACK SHALL BE PERMEABLE SO AS TO INCREASE STORM WATER INFILTRATION AND 20% OF FRONT SETBACK SHALL BE UNPAVED AND DEVOTED TO PLANT MATERIAL.	50% MIN. FRONT SETBACK TO BE PERMEABLE	50% MIN. FRONT SETBACK IS PERMEABLE
STREETSCAPE AND PEDESTRIAN IMPROVEMENTS (STREET TREES)	REQUIRED		
STREET FRONTAGE REQUIREMENTS	§ 144 APPLIES GENERALLY. ADDITIONAL REQUIREMENTS APPLY TO LIMITED COMMERCIAL USES, AS SPECIFIED IN § 186.		
STREET FRONTAGE, PARKING AND LOADING ACCESS RESTRICTIONS	AS SPECIFIED IN § 155(F)		
RESIDENTIAL STANDARDS AND USES			
DEVELOPMENT STANDARDS			
USEABLE OPEN SPACE (PER DWELLING UNIT)	AT LEAST 125 SQUARE FEET IF PRIVATE, AND 166 SQUARE FEET IF COMMON.		
PARKING REQUIREMENTS	NONE REQUIRED. MAXIMUM PERMITTED PER § 151.		
RESIDENTIAL USES			
RESIDENTIAL DENSITY, DWELLING UNITS (d)	P UP TO TWO UNITS PER LOT. C UP TO ONE UNIT PER 1,500 SQUARE FEET OF LOT AREA.		



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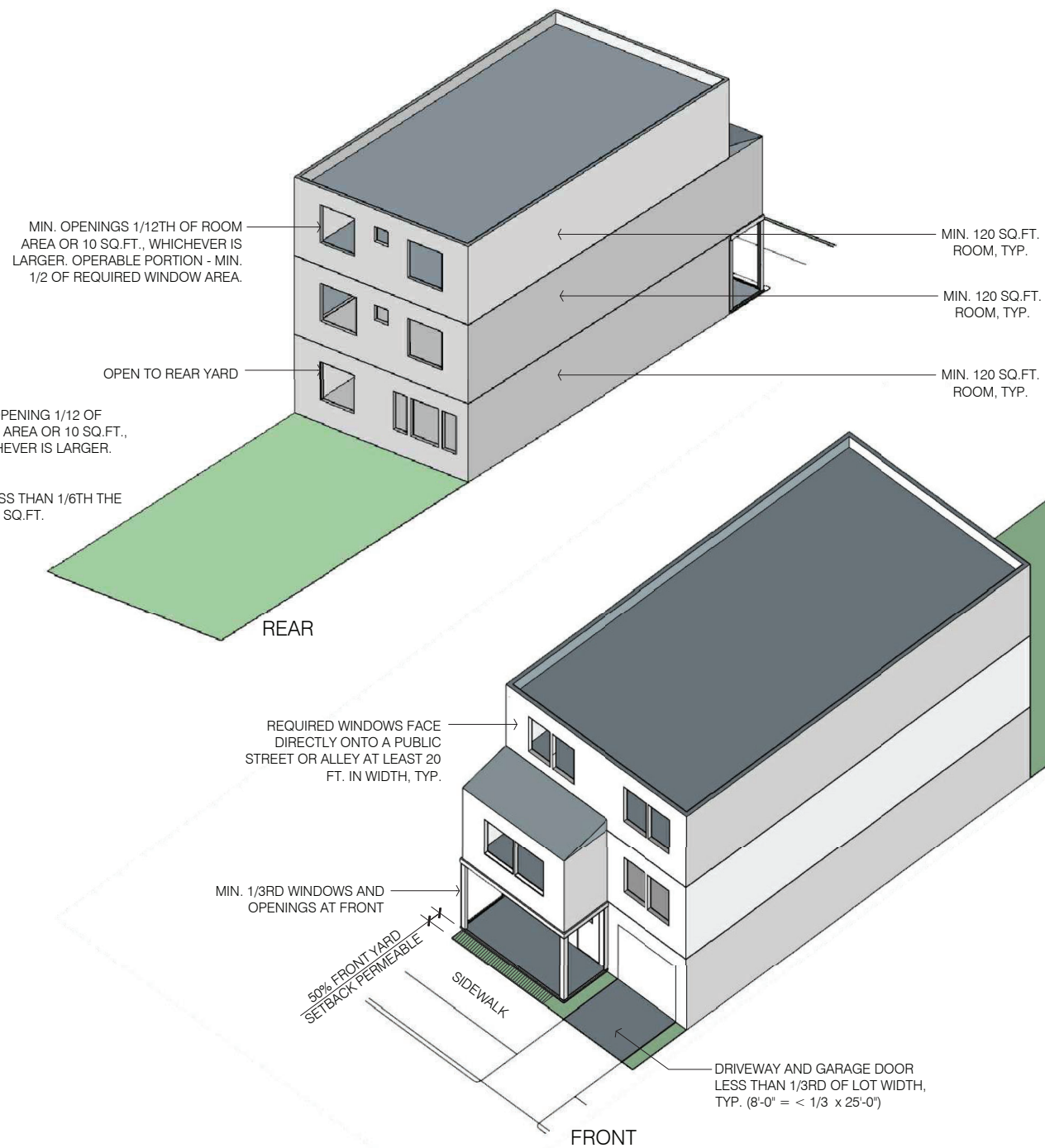
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STATE DENSITY BONUS BASE SITE PLAN

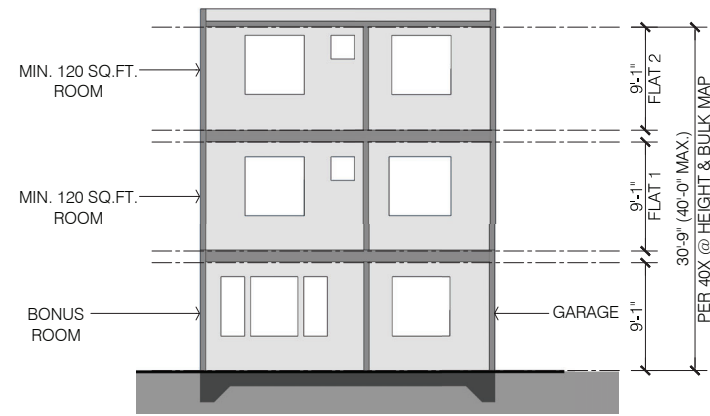
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SCALE: 1"=50'-0"
 DATE: 06.25.2020
 PROJECT: 348001



OPENINGS
SECTION 140 & 144 & HOUSING CODE 503 & 504



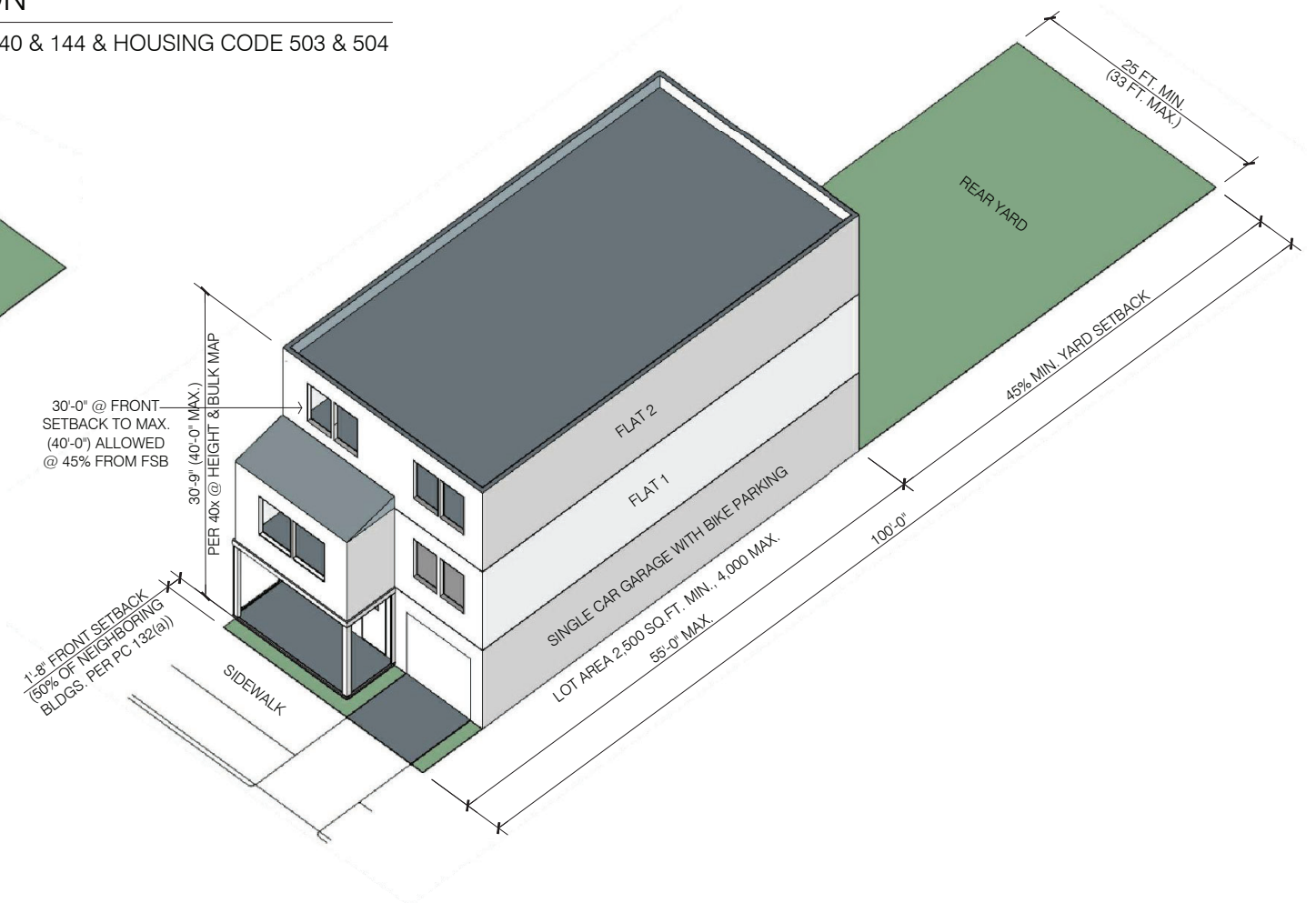
SECTION
SECTION 140 & 144 & HOUSING CODE 503 & 504

GENERAL NOTES

LOT & PLAN TYPES FOR BASE PROJECT PLAN INCLUDE CONFORMANCE TO ALL PLANNING REQUIREMENTS FOR RH-2 ZONING WITH A 40-x BULK & HEIGHT DISTRICT.

THESE INCLUDE:

- ARTICLE 1.2 - DIMENSIONS, AREA & OPENINGS WITH SETBACK, BIRD SAFE BUILDINGS & STREET AND REAR YARD FRONTAGES
- ARTICLE 1.5 - PARKING FOR AUTOMOBILES & BIKES
- ARTICLE 2.5 - HEIGHT & BULK
- HOUSING CODE SECTIONS 503 & 504 FOR ROOM DIMENSION & OPENING REQUIREMENTS



DIMENSIONS, AREA, OPEN SPACE, USES, PARKING, AND BULK & HEIGHT
ARTICLES 1.2, 1.3, 1.4, 1.5, 201 & 2.5



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STATE DENSITY BONUS BASE PROJECT PLAN DIAGRAMS

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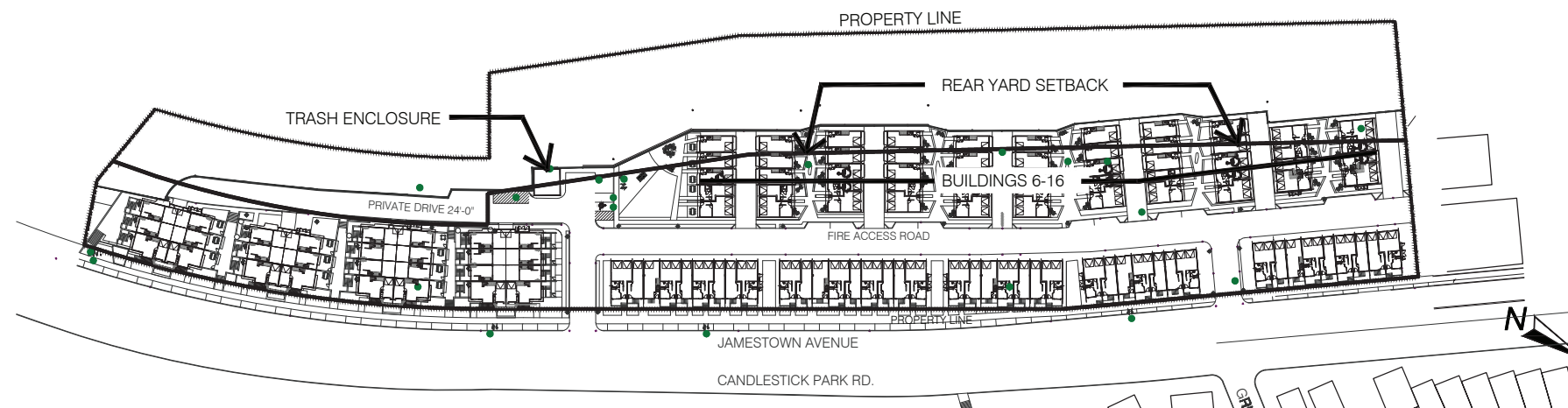
A2.2

SCALE: 1/8"=1'-0"
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INDIVIDUALLY REQUESTED STATE DENSITY BONUS PROGRAM

1. PC 134 - REAR YARD REQUIREMENT: WAIVER

1. REAR YARD REQUIRED TO BE 45% OF LOT DEPTH
 - 1.1. 45% OF LOT DEPTH SETBACK INDICATED AT DASHED LINE
2. BUILDINGS 6-16 AND TRASH ENCLOSURE ENCROACH INTO SETBACK



PLANNING CODE SECTION 134 - REAR YEAR REQUIREMENT. BUILDINGS 1-16 ENCROACH ON THE PROJECT'S REQUIRED SETBACK. IF CONSIDERED INDIVIDUALLY, THE STANDARD FOR OPEN SPACE AT EACH UNIT IS MET, BUT WITHOUT A WAIVER OF THE PLANNING CODE SECTION 134 REAR YARD REQUIREMENT THE PROJECT WOULD NOT BE ABLE TO ACCOMMODATE THE ADDITIONAL PERMITTED DENSITY.



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WAIVERS, CONCESSIONS & INCENTIVES

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A2.3

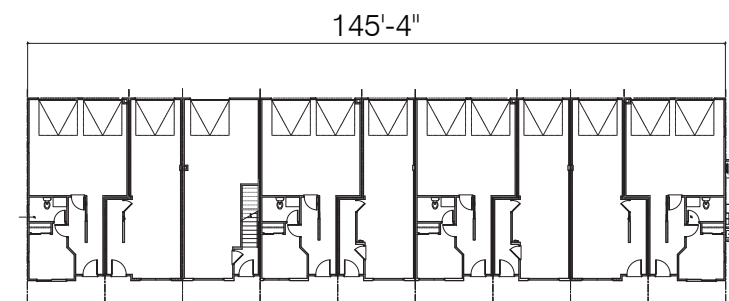
SCALE: 1/16" = 1'-0"
DATE: 06.25.2020
PROJECT: 348001

1. PC SEC. 144 STREET FRONTAGE: CONCESSIONS AND INCENTIVES

AT BUILDINGS 1 THRU 16

1. PLANNING CODE SECTION 144 - STREET FRONTAGES IN RH, RTO, RTO-M, AND RM DISTRICTS. THE STREET FRONTAGE REQUIREMENT FOR THIS SITE REQUIRES THAT NO MORE THAN 1/3RD OF THE WIDTH OF THE GROUND STORY BE DEVOTED TO OFF-STREET PARKING, WHILE AT LEAST 1/3RD OF THE WIDTH OF THE GROUND STORY MUST BE DEVOTED TO WINDOWS, ENTRANCES, LANDSCAPING OR OTHER ARCHITECTURAL FEATURES. ACCOMMODATING A STANDARD OFF-STREET VEHICLE ENTRANCE AT ONE-THIRD OF THE PROPOSED BUILDINGS WOULD REDUCE THE TOTAL AMOUNT OF BUILDINGS DUE TO EACH BUILDING'S INCREASED WIDTH. THIS REDUCED NUMBER OF BUILDINGS CANNOT ACCOMMODATE THE ADDITIONAL PERMITTED DENSITY. FURTHER, POOLING PARKING FOR THE INDIVIDUAL UNITS TOGETHER WOULD REMOVE SPACE ON THE GROUND FLOOR NEEDED TO ACCOMMODATE THE ADDITIONAL PERMITTED DENSITY.

THIS INCENTIVE WILL RESULT IN IDENTIFIABLE AND ACTUAL COST REDUCTIONS TO PROVIDE FOR THE PROJECT'S AFFORDABLE HOUSING COSTS. CRITICALLY, THE STREET FRONTAGE IS NECESSARY TO REDUCE THE COST BURDEN OF THE AFFORDABLE UNITS ON THE PROJECT SO THAT THE PROJECT CAN ATTRACT COMMERCIALY REASONABLE FINANCING. AN INCENTIVE TO MAKE A PROJECT AS A WHOLE, INCLUDING THE AFFORDABLE HOUSING UNITS, ECONOMICALLY FEASIBLE IS A WELL-ESTABLISHED USE OF AN INCENTIVE. (WOLLMER V. CITY OF BERKELEY (2009) 179 CAL.APP.4TH 933, 945-46.) SUBTERRANEAN PARKING WOULD BE REQUIRED IN ORDER TO REDUCE THE AMOUNT OF THE GROUND FLOOR DEVOTED TO OFF-STREET GARAGE PARKING ENTRANCES. SUBTERRANEAN PARKING WOULD CALLING FOR A SINGLE INGRESS AND EGRESS GARAGE DOOR FOR EACH BUILDING WOULD CALL FOR SUBSTANTIAL GRADING. IN TOTAL, THE ADDITIONAL COST TO BUILDING SUBTERRANEAN PARKING FOR 41 UNITS AT BUILDINGS 1-5 AT 80,000 PER PARKING STALL WOULD INCREASE THE PROJECT COST BY \$3.28 MILLION.



CURRENTLY PROPOSED 9 PLEX
NON COMPLIANT PER SECTION 144



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A2.4

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

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PROJECT: 348001

ACCESSIBILITY SUMMARY

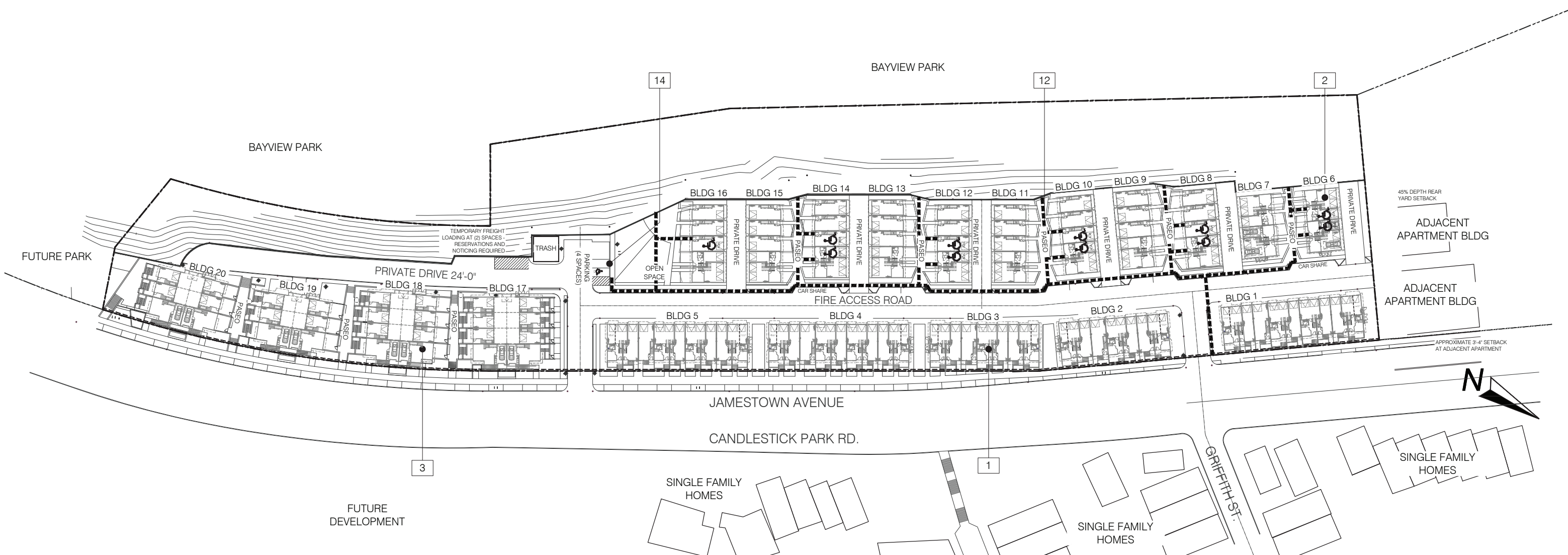
REQUIRED NUMBER OF UNITS - CBC CHPT. 1102A.3
 10% OF QUALIFYING UNITS = 10% OF 91 UNITS = 9.1 = 10 UNITS
 LOCATIONS ALONG BLDGS. 'TYPE B', PENDING FINAL GRADING PLAN

REQUIRED PARKING - CBC CHPT. 1109A.1
 SPACES:
 2% OF ASSIGNED SPACES - CBC CHPT. 1109A.3 = 2% OF 163 SPACES = 4 SPACES
 5% OF UNASSIGNED SPACES - CBC CHPT. 1109A.5 = 5% OF 17 SPACES = 1 SPACE

REQUIRED ROUTES - **-----**
 PARKING - CBC CHPT. 1109A.7
 EXTERIOR - CBC CHPT. 1110A.1
 PUBLIC & COMMON SPACES - CBC CHPT. 11B-101.1

SITE LEGEND

1. BLDG. TYPE A - BLDGS. 1 THRU 5 3 STORY, TYPE VB, NFPA 13
2. BLDG. TYPE B - BLDGS. 6 THRU 16 3 STORY, TYPE VB, NFPA 13
W/ ACCESSIBLE GROUND FLOOR AT LOCATIONS SHOWN
3. BLDG. TYPE C - BLDGS. 17 THRU 20 4 STORY, TYPE VA, NFPA 13
4. RETAINING WALL
5. GUEST PARKING (15 TOTAL)
6. PARKING DRIVE AISLE
7. COMMON USE PASEOS
8. VEHICULAR ENTRY
9. RIDE SHARE PARKING STALL
10. ACCESSIBLE PARKING STALL
11. TRASH ENCLOSURE
12. ACCESSIBLE ROUTES
13. CLASS 2 BIKE PARKING (15 SPACES)
14. E.V. CHARGING STATION (NOTE - INTERIOR OF ALL UNIT GARAGES TO PROVIDE CHARGING CAPABILITY)



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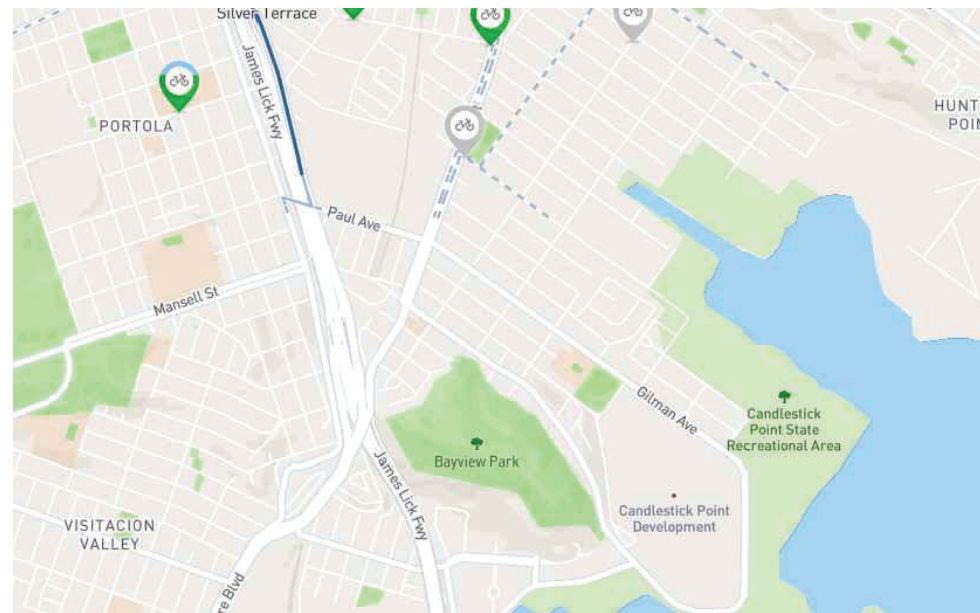
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ADA SITE PLAN

A2.5

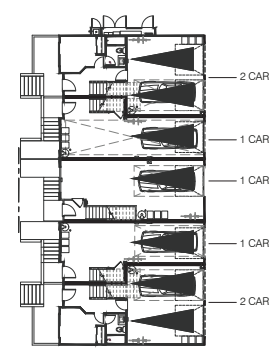
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BIKE SHARE STATIONS

LEGEND

- PARKING
- ACCESSIBLE
- CAR SHARE



PARKING SUMMARY

MAX. ALLOWED: 1.5/ UNIT
 - 122 UNITS x 1.5 = 183 SPACES

SUMMARY:
 PRIVATE (ASSIGNED): 153 SPACES

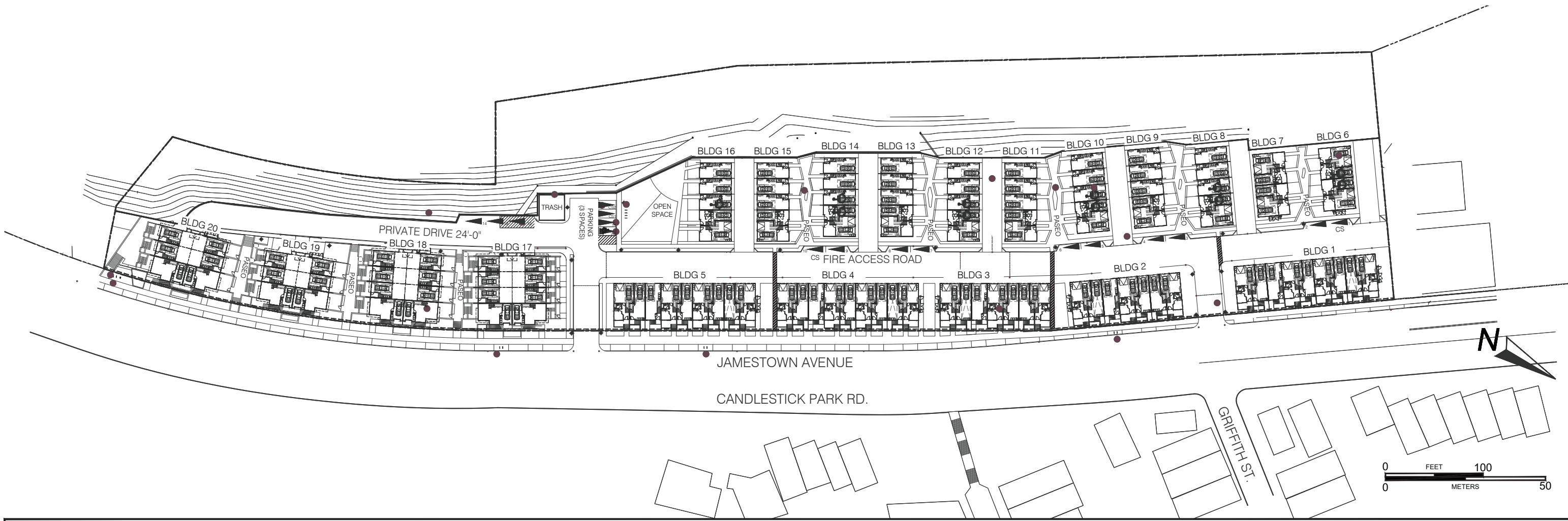
PLAN #	# CARS	# UNITS	=	CARS
PLAN 1 -	1 CAR	5 UNITS	=	5 CARS
PLAN 2 -	1 CAR	18 UNITS	=	18 CARS
PLAN 3 -	2 CARS	18 UNITS	=	36 CARS
PLAN 4 -	1 CAR	27 UNITS	=	27 CARS
PLAN 5 -	1 CAR	13 UNITS	=	13 CARS
PLAN 6 -	2 CARS	13 UNITS	=	26 CARS
PLAN 7 -	1 CAR	28 UNITS	=	28 CARS
		122 UNITS	=	153 CARS

GUEST (UNASSIGNED): 17 SPACES = 8%
 ACCESSIBLE = 1 SPACE
 CAR SHARE = 2 SPACE
 GENERAL = 14 SPACES

TOTAL PARKING: 170 SPACES PROVIDED

BIKE PARKING

C1 TYPE WITHIN UNIT: 122
 C2 TYPE ON SITE: 8
 C2 TYPE OFF SITE - ON JAMESTOWN, SEE LANDSCAPE PLAN: 36
 (SEE L5.0 PROJECT DIAGRAMS FOR DETAILS)



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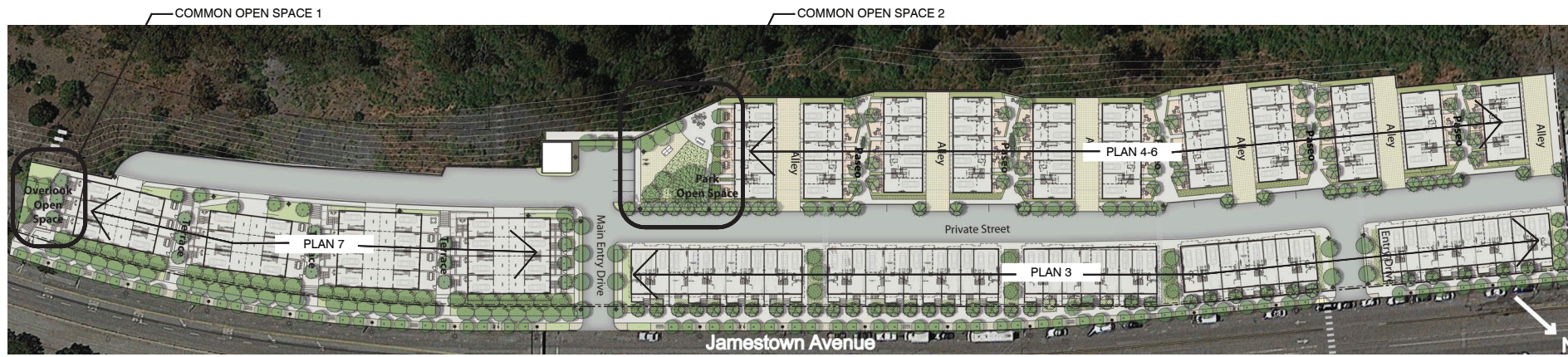
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PARKING DIAGRAM

A2.6

SCALE: 1"=50'-0"
 DATE: 06.25.2020
 PROJECT: 348001



SITE PLAN



COMMON OPEN SPACE 1 - DETAIL PLAN
833 SQ.FT.



PARK COMMON OPEN SPACE 2 - DETAIL PLAN
4,290 SQ.FT.

LOT COVERAGE BY TYPE

TOTAL LOT AREA:	299,257 SF. (6.78 ACRES)
TOTAL BUILDABLE LOT AREA	(±3.5 ACRES), 152,460 SQ.FT.
RESIDENTIAL BLDG.	67,162 SF (22.5%)
PARKING AREA	52,762 SF (17.5%)
OPEN PARKING	972 SF.
DRIVE AISLE	51,790 SF.
TOTAL HARDSCAPE:	119,924 SQ.FT. (40%)
BUILDABLE OPEN SPACE AREA:	167,517 SQ. FT. (60%)

OPEN SPACE / PRIVATE OPEN SPACE (PER SECTION 135)

USABLE OPEN SPACE (PER SECTION 135 D, 1 & TABLE 135A);
USABLE OPEN SPACE IS ACHIEVED W/ BOTH COMMON & PRIVATE OPEN SPACE. SEE BELOW FOR CODE SPECIFIC REQUIREMENTS.

A. PRIVATE USABLE OPEN SPACE: (SEE UNIT AND BUILDING PLANS.)

- 99 UNITS PROVIDE PRIVATE OPEN SPACE PER ZONING CODE
- (46) UNITS W/ BALCONIES AND PORCHES MEET OR EXCEED REQUIRED 6x6 & 36 SQ.FT. MIN.
- (53) UNITS W/ GROUND FLOOR PATIOS MEET OR EXCEED REQUIRED 10x10 & 125 SQ.FT. MIN.

PLAN	# UNITS	QUALIFYING BALCONY/DECK	GROUND FLR PRIVATE OPEN SPACE	SUPPLEMENTAL OPEN SPACE
1	(5)			830 SQ.FT.
2	(18)			2,988 SQ.FT.
3	(18)	147 SQ.FT.		N/A
4,5 & 6	(53)		125 SQ.FT. MIN.	N/A
7	(28)	36 SQ.FT. MIN.		N/A

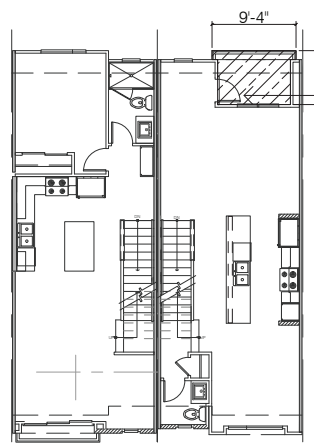
B. COMMON USABLE OPEN SPACE: (SEE SITE PLAN)

- (23) UNITS ARE USING COMMON OPEN SPACE TO PROVIDE USABLE OPEN SPACE REQUIREMENT.
- PLAN 1 & 2 @ BLDG.'S 1-5 WILL REQUIRE COMMON OPEN SPACE
- REQUIRED OPEN SPACE
- (23 UNITS)(1.33)(125 SQ.FT.)=3,818 SQ.FT.
- PROPOSED COMMON OPEN SPACE
- 5,123 SQ.FT.
- SEE SITE PLAN & COMMON OPEN SPACE DIAGRAMS 1 & 2

USABLE OPEN SPACE SUMMARY - SECTION 135

USABLE OPEN SPACE - SECTION 135 (d) (1):		REQUIRED	PROPOSED
d.	AMOUNT REQUIRED - USABLE OPEN SPACE SHALL BE PROVIDED FOR EACH BUILDING IN THE AMOUNTS SPECIFIED HEREIN AND IN TABLES 135A AND B FOR THE DISTRICT IN WHICH THE BUILDING IS LOCATED; PROVIDED.		
1.	FOR DWELLINGS OTHER THAN THOSE SPECIFIED IN PARAGRAPHS (d)(2) THROUGH (d)(5) BELOW, THE MINIMUM AMOUNT OF USABLE OPEN SPACE TO BE PROVIDED FOR USE BY EACH DWELLING UNIT SHALL BE AS SPECIFIED IN THE SECOND COLUMN OF TABLE 135A IF SUCH USABLE OPEN SPACE IS ALL PRIVATE. WHERE COMMON USABLE OPEN SPACE IS USED TO SATISFY ALL OR PART OF THE REQUIREMENT FOR A DWELLING UNIT, SUCH COMMON USABLE OPEN SPACE SHALL BE PROVIDED IN AN AMOUNT EQUAL TO 1.33 SQUARE FEET FOR EACH ONE SQUARE FOOT OF PRIVATE USABLE OPEN SPACE SPECIFIED IN THE SECOND COLUMN OF TABLE 135A. IN SUCH CASES, THE BALANCE OF THE REQUIRED USABLE OPEN SPACE MAY BE PROVIDED AS PRIVATE USABLE OPEN SPACE, WITH FULL CREDIT FOR EACH SQUARE FOOT OF PRIVATE USABLE OPEN SPACE SO PROVIDED.		
MINIMUM USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP HOUSING OUTSIDE THE EASTERN NEIGHBORHOODS MIXED USE DISTRICT - TABLE 135A:			
RH-2	SQUARE FEET OF USABLE OPEN SPACE REQUIRED FOR EACH DWELLING UNIT IF ALL PRIVATE	125 SQ.FT.	53 UNITS (IN BUILDINGS 6 - 16) @ 125 SQ.FT. EACH = 6,625 SQ.FT.
RH-2	RATIO OF COMMON USABLE OPEN SPACE THAT MAY BE SUBSTITUTED FOR PRIVATE	36 SQ.FT.	46 UNITS (IN BUILDINGS 1-5 & 17-20 @ 36 SQ.FT. EACH = 1,656 SQ.FT.
RH-2		(1.33) x 125 SQ.FT.	23 UNITS @ 166 SQ.FT. EACH = 3,818 SQ.FT.
f. PRIVATE USABLE OPEN SPACE: ADDITIONAL STANDARDS			
1.	MINIMUM DIMENSIONS AND MINIMUM AREA. ANY SPACE CREDITED AS PRIVATE USABLE OPEN SPACE SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF SIX FEET AND A MINIMUM AREA OF 36 SQUARE FEET IF LOCATED ON A DECK, BALCONY, PORCH OR ROOF, AND SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF 10 FEET AND A MINIMUM AREA OF 100 SQUARE FEET IF LOCATED ON OPEN GROUND, A TERRACE OR THE SURFACE OF AN INNER OR OUTER COURT.		
	DECKS - MIN. 6 FT. HORIZONTAL	6 FT.	SEE PLANS
	GROUND - MINIMUM 10 FT. HORIZONTAL	10 FT.	SEE PLANS
COMMON USABLE OPEN SPACE			
MINIMUM 15 FT. IN EVERY DIRECTION			SEE PLANS

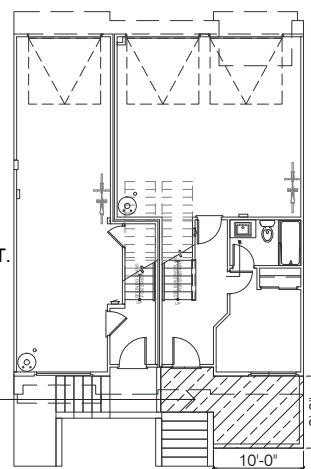
COMMON OPEN SPACE



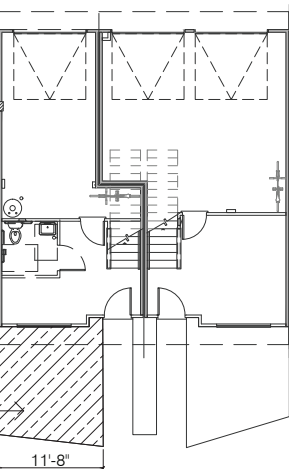
PRIVATE OPEN SPACE REQ. FOR PLAN 3 MET @ DECK WITH A MIN. OF 6x6 DIM. & 36 SQ.FT. AND PORCH.

PLAN 3

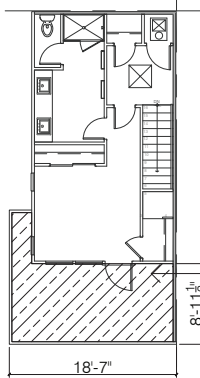
PRIVATE OPEN SPACE



PRIVATE OPEN SPACE REQ. FOR PLAN 5 MET @ PATIO WITH A MIN. OF 10x10 DIM. & 125 SQ.FT. (PLANS 4 & 6 SIM.)



PLANS 4-6



PRIVATE OPEN SPACE REQ. FOR PLAN 7 MET @ DECK WITH A MIN. OF 6x6 DIM. & 36 SQ.FT.

PLAN 7

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ON SITE OPEN SPACE DIAGRAM

A2.7

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FRONT ELEVATION



SIDE ELEVATION

W/O UTILITY CLOSETS



REAR ELEVATION



SIDE ELEVATION

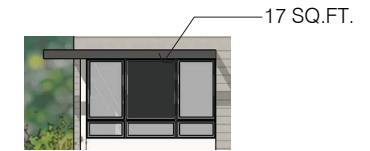
W/ UTILITY CLOSETS

STANDARDS FOR BIRD-SAFE BUILDINGS - SECTION 139

1. LOCATION RELATED STANDARDS, SECTION 139 (c) (1)
 - BUILDINGS LOCATED INSIDE OPEN SPACES 2 ACRES AND LARGER DOMINATED BY VEGETATION (URBAN BIRD REFUGE)
 - PROJECT IS IN URBAN BIRD REFUGE
 - EXEMPT PROPOSED PROJECT PER SECTION 139 (c) (3) (A) (i)
 - LESS THAN 45 FT. IN HEIGHT
 - LESS THAN 50% GLAZING PER WALL

- LIGHTING, SECTION 139 (c) (1) (B)
- EXTERIOR LIGHTING TO BE MINIMAL AND NIGHT-SKY DOWNLIGHTS ONLY
 - SEE NOTE AT MATERIALS LEGEND

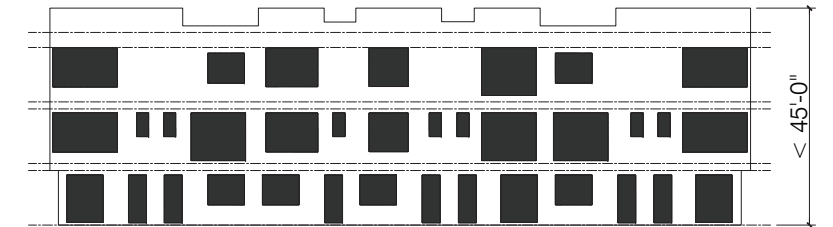
2. FEATURE RELATED STANDARDS, SECTION 139 (c) (2)
 - APPLIED TO BUILDING FEATURES WITH UNBROKEN GLAZED SEGMENTS OF 24 SQ.FT. OR GREATER
 - EXEMPT PROPOSED PROJECT PER SECTION 139 (c) (3) (A) (i)
 - LESS THAN 45 FT. IN HEIGHT
 - LESS THAN 50% GLAZING PER WALL



LARGEST UNBROKEN GLAZED SEGMENT IS LESS THAN 24 SQ.FT., SEE FEATURE RELATED STANDARDS, SECTION 139 (c) (2).

<50% OF WALL TO BE DOOR / WINDOW OPENINGS (EX. FRONT ELEVATION):

WALL AREA:	4092 SQ. FT.
DOOR / WINDOW AREA:	1,256 SQ.FT.
DOOR / WINDOW %:	31% OF WALL AREA IS DOOR / WINDOW



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BIRD SAFETY

A2.8

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PART III

LANDSCAPE



Concept Sketch Jamestown Avenue East End



Concept Sketch Jamestown Avenue West End

The proposed landscape design celebrates the distant landscape views to the Bay, the local native plants and biodiversity on the adjacent hillside at Bayview Park, and its local neighborhood context. Compliance with San Francisco's Green Landscaping Ordinance and Tier 2 of the San Francisco Water Efficient Landscape Ordinance has been integrated into a holistic planting design for the site.

The Jamestown sidewalk is an important part of a public trail to the park system adjacent to the Bay. Amenities including seating, bike repair, and shaded areas are provided to augment the rich planting along the walk.



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Landscape Site Plan
L1.0

Project Application
DATE: 06.05.2020
PROJECT: 348001



Overlook Open Space Detail Plan



Park Open Space Detail Plan



Typical Alley and Paseo Detail Plan



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Landscape Detailed Site Plans

L2.0

Project Application

DATE: 06.05.2020

PROJECT: 348001

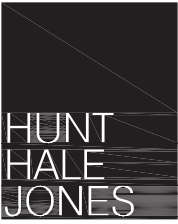


Planting Strategy: The proposed landscape planting strategy will be developed from the local context and geology. The adjacent hillside’s serpentine soils will define a plant palette of native and serpentine tolerant plants. Planting within the developed areas of the project will be in harmony with this baseline condition--utilizing some of the plants seen on the hillside, but adapting the layout and composition of material to suit a variety of recreational and people driven programming.

Program Strategy: The proposed landscape program will include classic, practical elements that encourage a connected resilient community. Opportunities for passive and active as well as large groups and small groups are provided at a variety of places within the project. Along Jamestown Avenue a series of different gestures composed of planting, furniture, and site organization that addresses the public way and provides interest and opportunities for small park and plaza moments.



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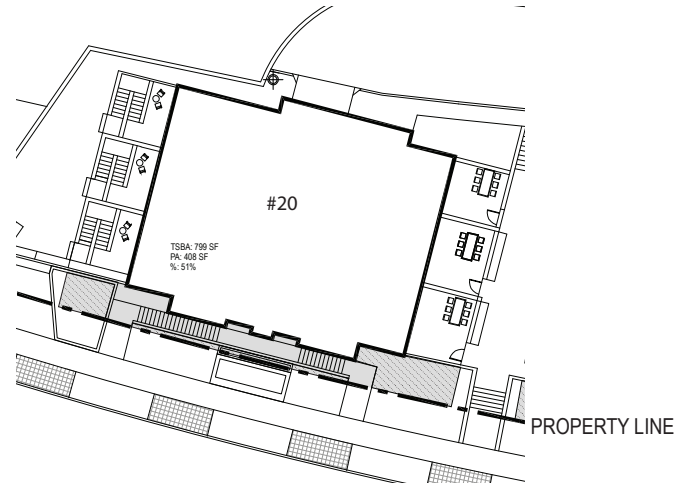
Landscape Precedent Photos

L3.0

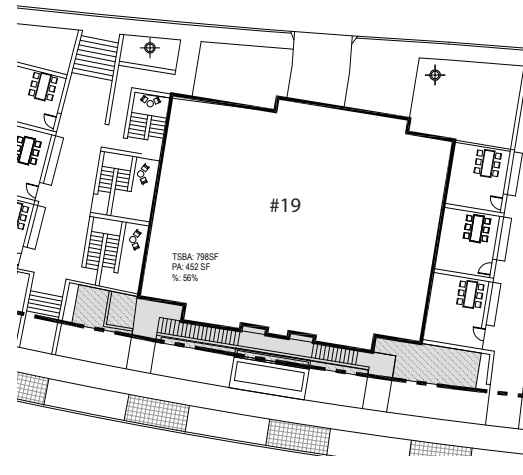
Project Application

DATE: 06.05.2020

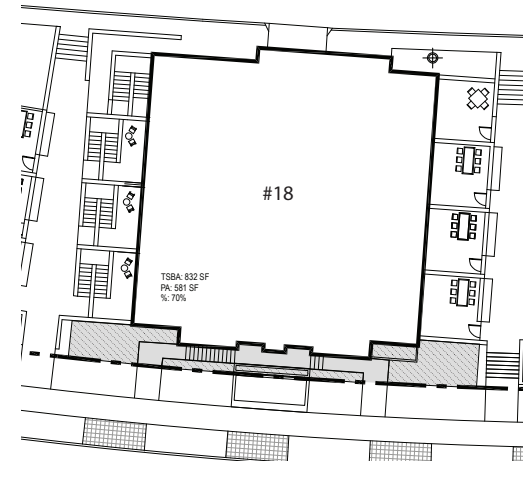
PROJECT: 348001



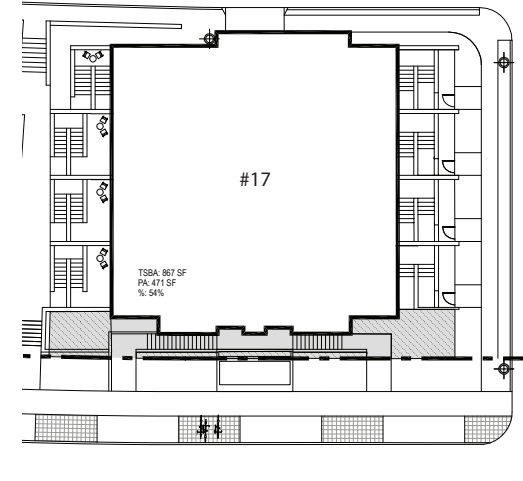
Building #20 Setback Calculations Scale 1" = 20'-0"



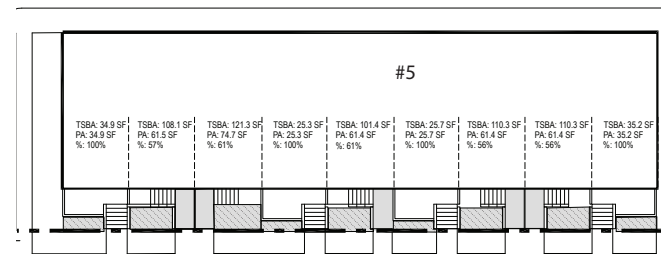
Building #19 Setback Calculations



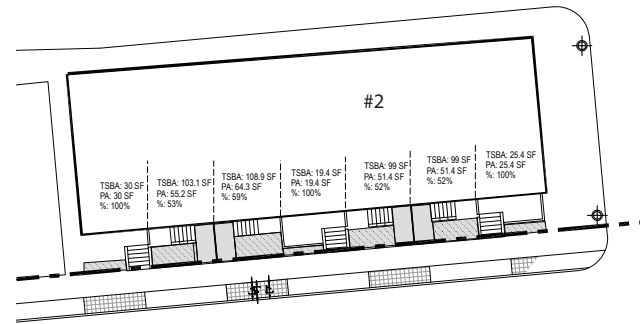
Building #18 Setback Calculations



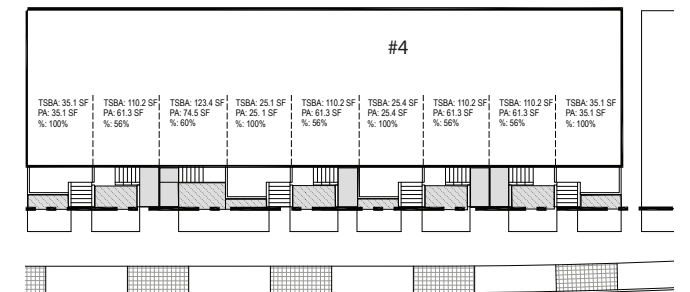
Building #17 Setback Calculations



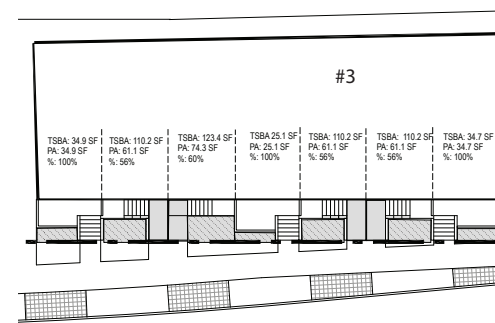
Building #5 Setback Calculations



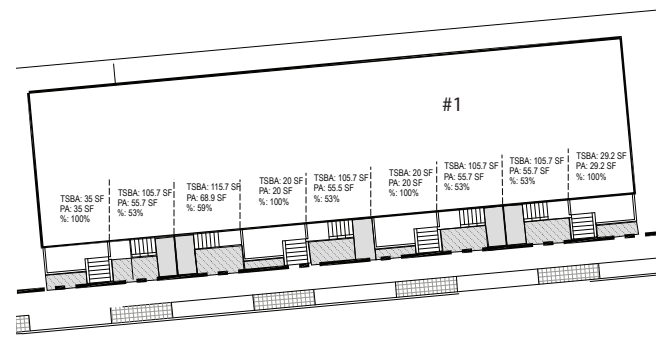
Building #2 Setback Calculations



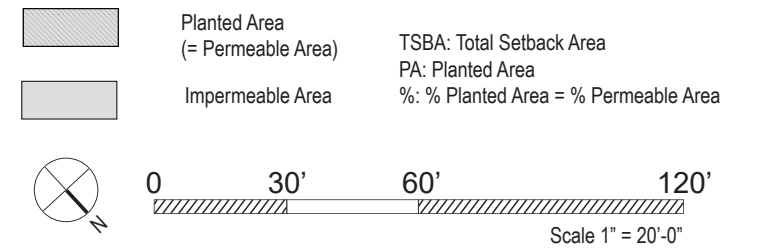
Building #4 Setback Calculations



Building #3 Setback Calculations



Building #1 Setback Calculations



In compliance with the setback requirements from *Planning Code Section 132 in Guide to San Francisco Green Landscaping Ordinance*.



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Compliance with Green Landscape Ordinance



L4.0

Project Application

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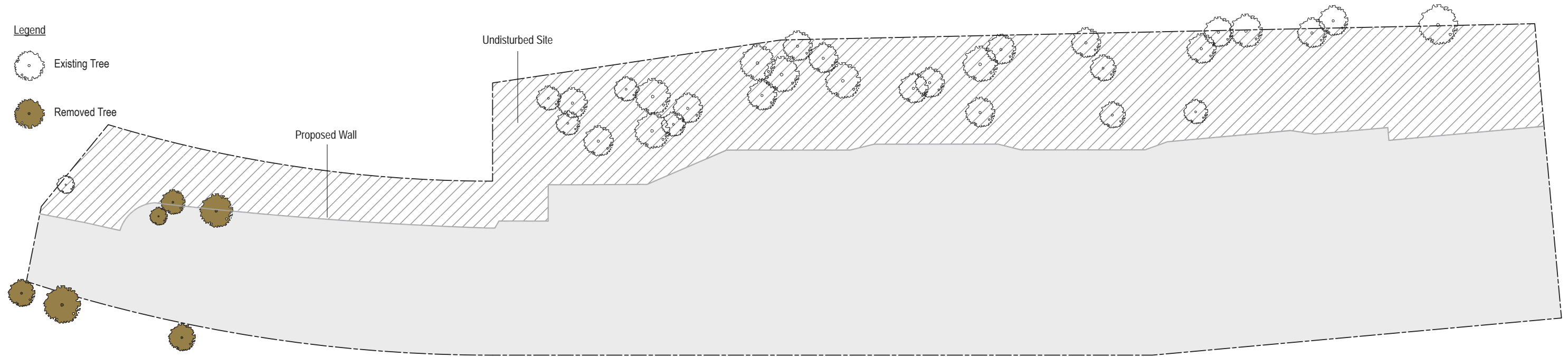
PROJECT: 348001

Legend

-  Existing Tree
-  Removed Tree







Undisturbed Site

Proposed Wall



Tree Removal Diagram

Legend

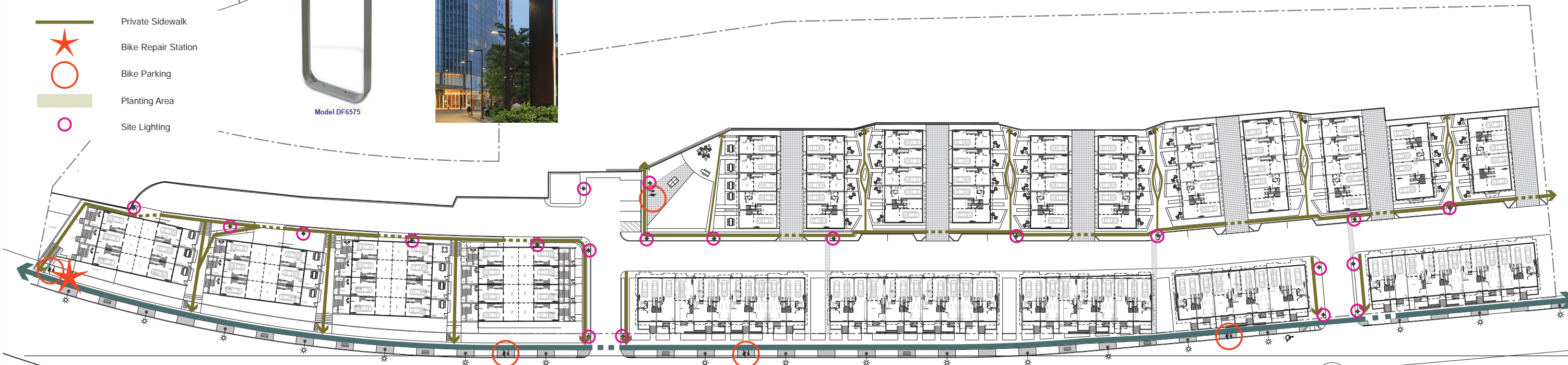
-  Public Sidewalk
-  Private Sidewalk
-  Bike Repair Station
-  Bike Parking
-  Planting Area
-  Site Lighting

Belson Aluminum Bike Rack

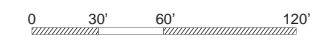


Model DF6575

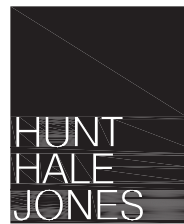
Hess Linea Light Fixture



Bicycle and Pedestrian Circulation + Lighting Diagram



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Project Diagrams

L5.0

Project Application

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Rubus pentelobus Bramble
PASEO PLANTERS



Polystichum munitum



Fragaria



Festuca spp.
FRONT YARD



Leymus condensatus



Eragonum spp.



Rhamnus californica
HEDGE



Symphoricarpos albus



Ceanothus spp.
STREET FURNISHING ZONE PLANTING



Cistus spp.,



Arcostaphylos spp.



California Fuchsia



Romneya coulteri
ACCENT PLANTING



Salvia spp.



Lantana spp.



Lavatera assurgentiflora



Carex Pansa
BIOSWALE



Sisyrinchium bellum



Nasella pulchra



Rhamnus californica



Achillea millefolium



Delta Bluegrass, Sodded
LAWN



Platanus racemosa "Roberts"
BIOSWALE TREE



Pinus radiata
PASEO TREE



Cupressus macrocarpa
PASEO TREE



Quercus suber
SPECIMEN OAK



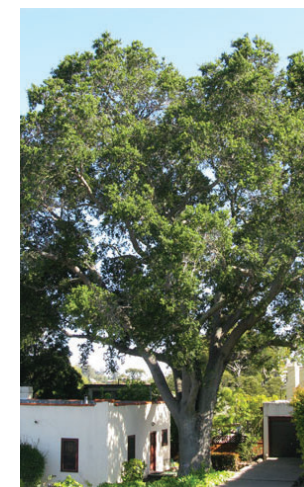
Quercus lobata
FRONTAGE 1 TREE



Cercis occidentalis
FRONTAGE 2 TREE



Lyonothamnus floribundus
COURT TREE



Quercus agrifolia
STREET TREE

PLANTING CONCEPT STATEMENT

Located adjacent to the bayview hill park, the planting design will showcase local native plants that extend and connect to the existing native landscape. The planting design is created from durable native plants that have been proven to be successful in the bayview in san francisco. The planting design of the public open space melds with the streetscape and provides variety throughout the site. Microclimates inform the planting selection and provide an opportunity to group plant families according to the variety of sun exposures on the site. In areas with more sun, low water plants are showcased and composed into large areas for bloom, fall color, and scale. Street trees will be installed at a minimum 24" box size and bioswale plantings will comply with c3 requirements. Final planting design may vary from concept species based on plant availability, quality, and overall design cohesiveness based on availability.

IRRIGATION CONCEPT STATEMENT

The irrigation design for the site shall comply with the state of california model water efficient landscape ordinance (title 23 - division 2-chapter 2.7) and the city of san francisco water efficient landscape standards. The irrigation systems will be automatically controlled by an et irrigation controller capable of multiple programming and independent timing of individual irrigation systems. The controller will have a 24-hour clock to allow multiple start times and repeat cycles to adjust for soil percolation rates. The irrigation systems will consist primarily of low volume, low flow bubblers for trees, point source drip irrigation for shrubs and groundcovers, and low flow irrigation for turf plantings. Plants will be grouped onto separate valves according to sun exposure and water use to allow for irrigation application by hydrozone. The irrigation scheduling will reflect the regional evapo-transpiration rates. The entire site will be designed to run during nighttime hours when irrigation is most efficient.



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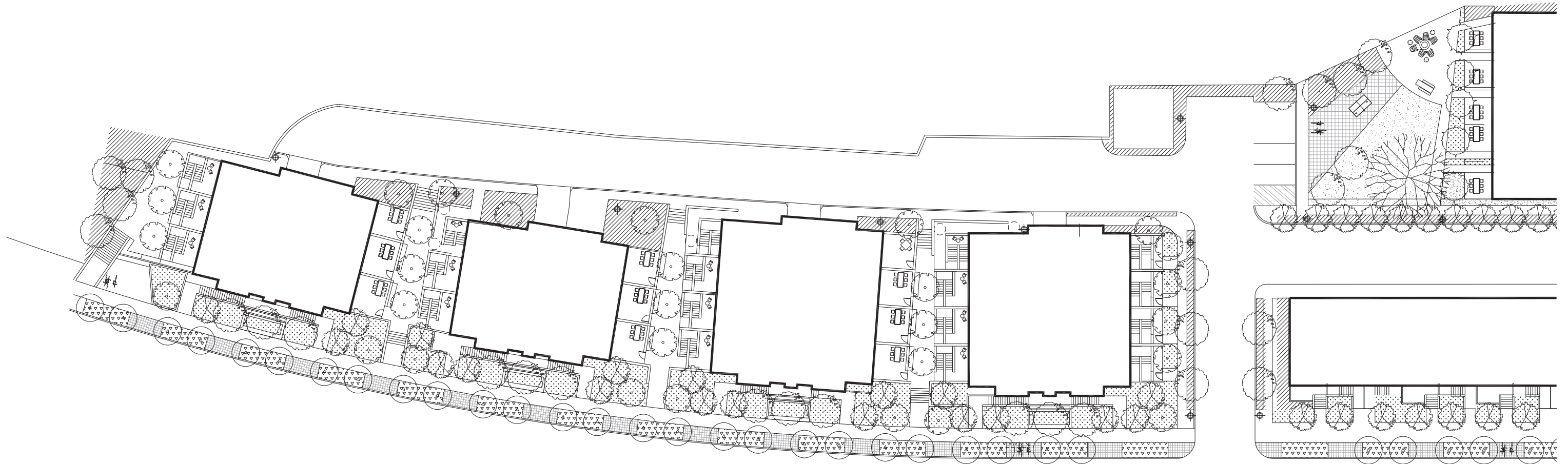
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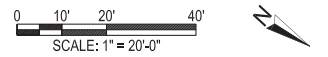
Planting Palette
L6.0

Project Application
DATE: 06.05.2020
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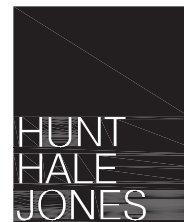


PLANTING LEGEND		
SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	<i>Platanus racemosa "Roberts"</i>	BIOSWALE TREE
	<i>Pinus radiata, Cupressus macrocarpa</i>	PASEO TREE
	<i>Quercus suber</i>	SPECIMEN OAK
	<i>Cercis occidentalis</i>	FRONTAGE 1 TREE
	<i>Lyonothamnus floribundus</i>	FRONTAGE 2 TREE
	<i>Lophostemon Confertus</i>	CORT TREE
	<i>Quercus agrifolia</i>	STREET TREE

PLANTING LEGEND		
SYMBOL	BOTANICAL NAME	COMMON NAME
SHRUBS		
	<i>Carex Pansa, Sisyrinchium bellum, Nasella pulchra, Rhamnus californica, Achillea millefolium</i>	BIOSWALE
	Delta Blue Grass, Sodded	LAWN
	<i>Rhamnus californica, Symphoricarpos albus</i>	HEDGE
	<i>Rubus pentelobus Bramble, Fragaria, Polystichum munitum</i>	PASEO PLANTERS
	<i>Ceanothus spp., Cistus spp., Arctostaphylos spp., California Fuchsia</i>	STREET FURNISHING ZONE PLANTING
	<i>Festuca spp., Leymus condensatus, Eragonum spp.</i>	FRONT YARD
	<i>Romneya coulteri, Salvia spp., Lantana spp., Lavatera assurgentiflora</i>	ACCENT PLANTING



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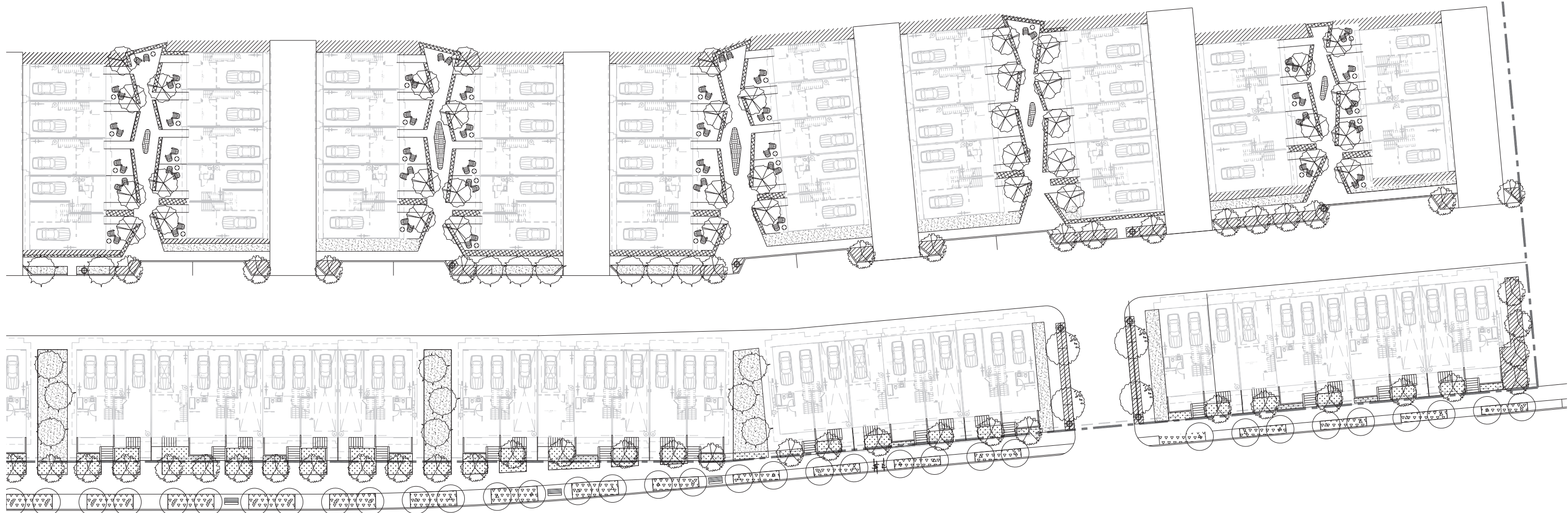
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Planting Plan
L7.0

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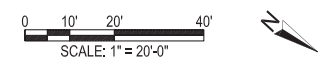


PLANTING LEGEND

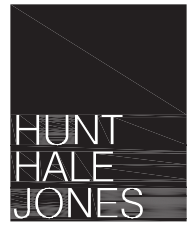
SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	<i>Platanus racemosa "Roberts"</i>	BIOSWALE TREE
	<i>Pinus radiata, Cupressus macrocarpa</i>	PASEO TREE
	<i>Quercus suber</i>	SPECIMEN OAK
	<i>Quercus lobata</i>	FRONTAGE 1 TREE
	<i>Cercis occidentalis</i>	FRONTAGE 2 TREE
	<i>Lyonothamnus floribundus</i>	CORT TREE
	<i>Quercus agrifolia</i>	STREET TREE

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME
SHRUBS		
	<i>Carex Pansa, Sisyrinchium bellum, Nasella pulchra, Rhamnus californica, Achillea millefolium</i>	BIOSWALE
	Delta Blue Grass, Sodded	LAWN
	<i>Rhamnus californica, Symphoricarpos albus</i>	HEDGE
	<i>Rubus pentelobus Bramble, Fragaria, Polystichum munitum</i>	PASEO PLANTERS
	<i>Ceanothus spp., Cistus spp., Arctostaphylos spp., California Fuchsia</i>	STREET FURNISHING ZONE PLANTING
	<i>Festuca spp., Leymus condensatus, Eragrostis spp.</i>	FRONT YARD
	<i>Romneya coulteri, Salvia spp., Lantana spp., Lavatera assurgentiflora</i>	ACCENT PLANTING



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Planting Plan
L8.0

Project Application
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PROJECT: 348001



GARDEN PASEO



DOWNHILL VIEW



VIEW FROM JAMESTOWN



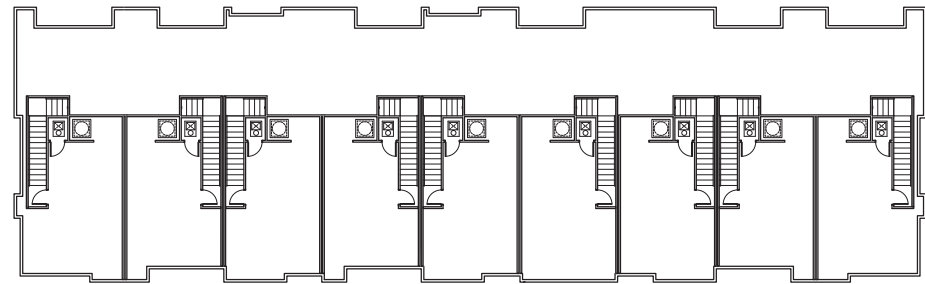
COMMUNITY PARK & CENTRAL DRIVE AISLE

PART IV

BUILDING TYPES

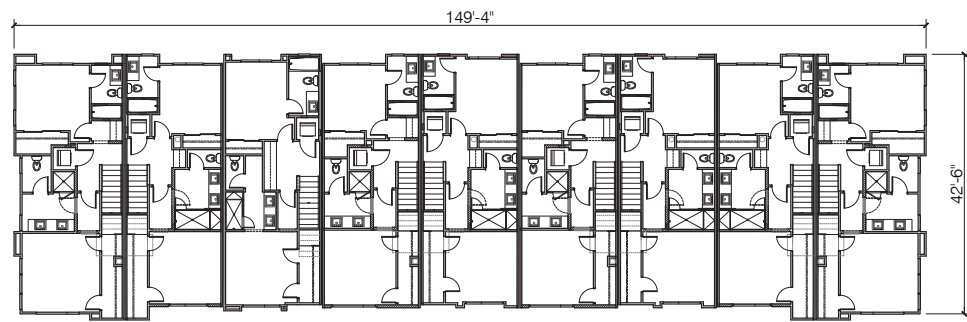
BUILDING TYPE A (9 PLEX)

EXAMPLE FOR BUILDINGS 1, 4 & 5



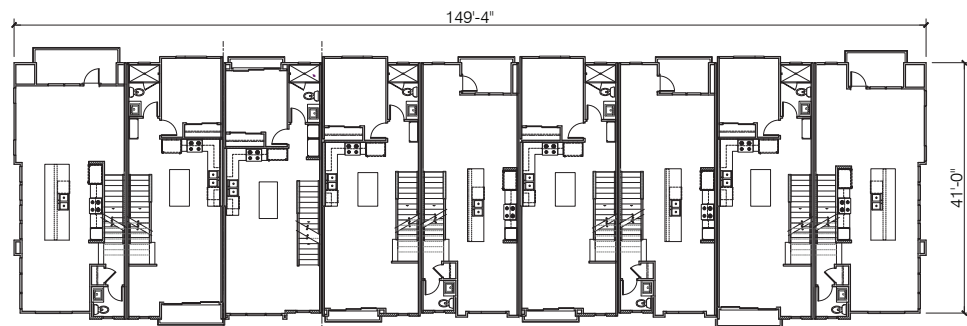
ROOF PLAN

BUILDING 1



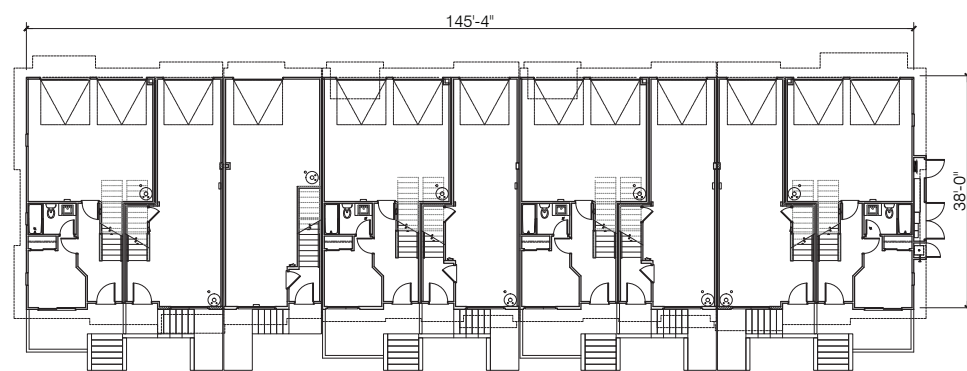
UPPER FLOOR PLAN

BUILDING 1



MAIN FLOOR PLAN

BUILDING 1



GROUND FLOOR PLAN

BUILDING 1



RENDERING



BUILDING TYPE A (9 PLEX) - FRONT ELEVATION



LEFT ELEVATION



REAR ELEVATION



RIGHT ELEVATION



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BLDG TYPE A (9 PLEX) - BLDG 1 (BLDGS. 4,5 SIM)

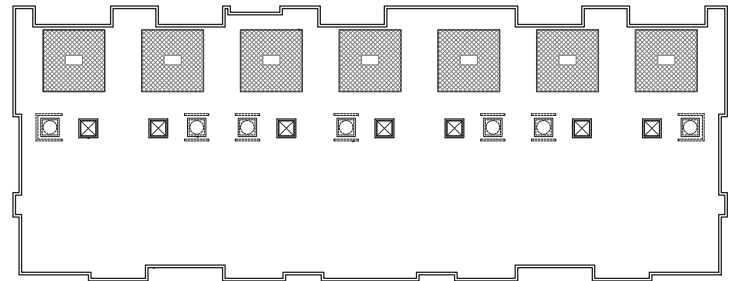
PRELIMINARY PROJECT ASSESSMENT APPLICATION
ORIGINAL SUBMITTAL DATE: MARCH 05, 2019
RESUBMITTAL DATE: MARCH 09, 2020
RESUBMITTAL DATE: JUNE 05, 2020
RESUBMITTAL DATE: JUNE 25, 2020

A4.0

SCALE: 3/16"=1'-0"
DATE: 06.25.2020
PROJECT: 348001

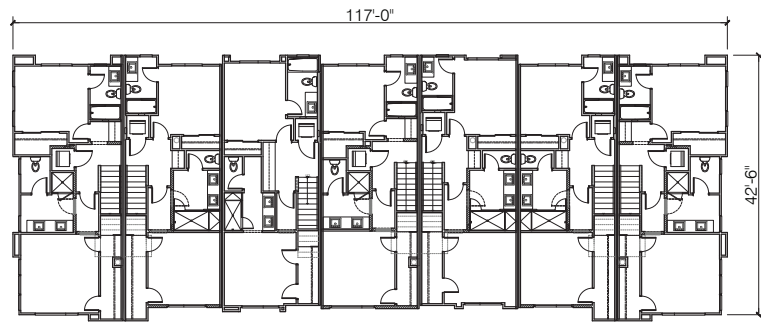
BUILDING TYPE A (7 PLEX)

EXAMPLE FOR BUILDINGS 2 & 3



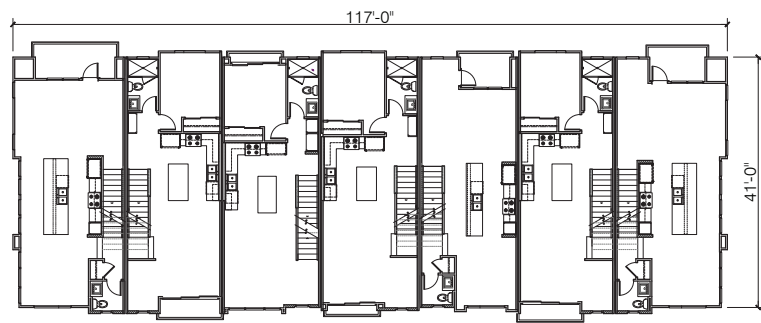
ROOF PLAN

BUILDING 2



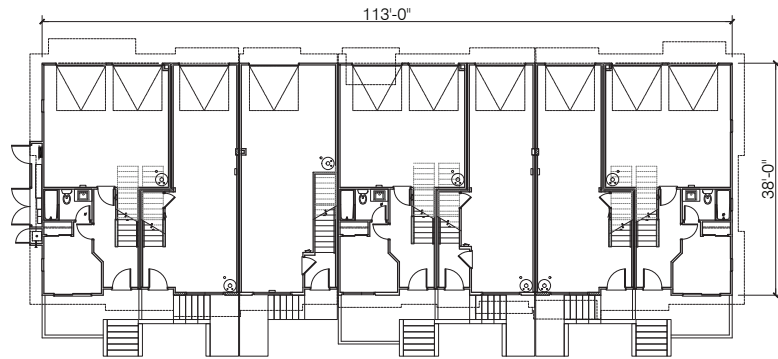
UPPER FLOOR PLAN

BUILDING 2



MAIN FLOOR PLAN

BUILDING 2



GROUND FLOOR PLAN

BUILDING 2



RENDERING



BUILDING TYPE A (7 PLEX) - FRONT ELEVATION



LEFT ELEVATION



REAR ELEVATION



RIGHT ELEVATION



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BLDG TYPE A (7 PLEX) - BLDG 2 (BLDG 3 SIM)

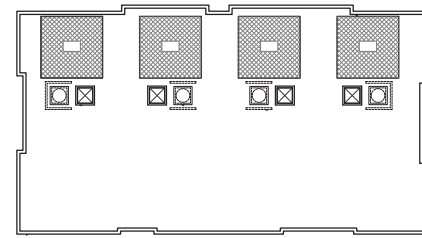
PRELIMINARY PROJECT ASSESSMENT APPLICATION
ORIGINAL SUBMITTAL DATE: MARCH 05, 2019
RESUBMITTAL DATE: MARCH 09, 2020
RESUBMITTAL DATE: JUNE 05, 2020
RESUBMITTAL DATE: JUNE 25, 2020

A4.1

SCALE: 1/4"=1'-0"
DATE: 06.25.2020
PROJECT: 348001

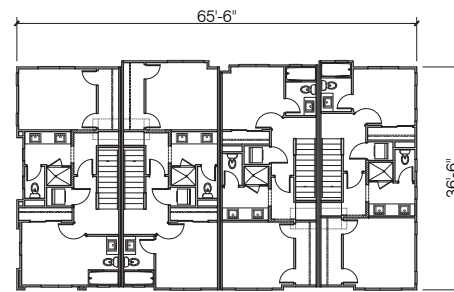
BUILDING TYPE B (4 PLEX)

EXAMPLE FOR BUILDINGS 6 & 7



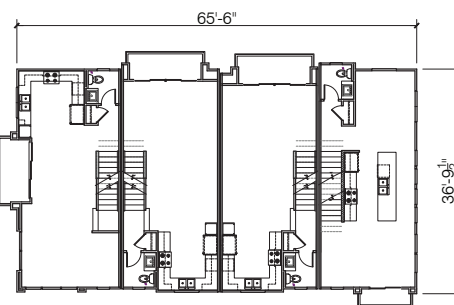
ROOF PLAN

BUILDING 6



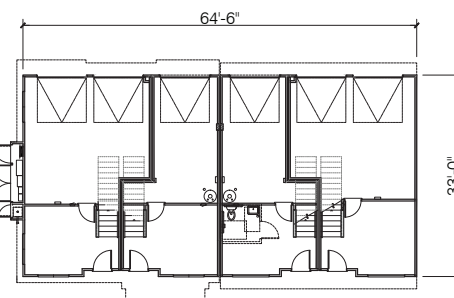
UPPER FLOOR PLAN

BUILDING 6



MAIN FLOOR PLAN

BUILDING 6



GROUND FLOOR PLAN

BUILDING 6



RENDERING



BUILDING TYPE B (4 PLEX) - FRONT ELEVATION



LEFT ELEVATION



REAR ELEVATION



RIGHT ELEVATION



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BLDG TYPE B (4 PLEX) - BLDG 6 (BLDGS. 7-16 SIM.)

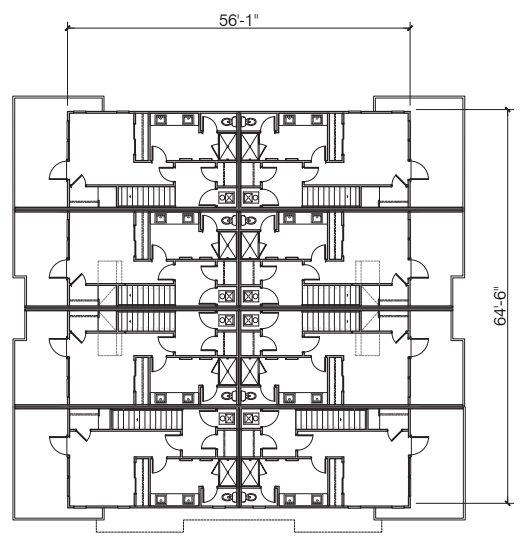
PRELIMINARY PROJECT ASSESSMENT APPLICATION
ORIGINAL SUBMITTAL DATE: MARCH 05, 2019
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RESUBMITTAL DATE: JUNE 05, 2020
RESUBMITTAL DATE: JUNE 25, 2020

A4.2

SCALE: 1/4"=1'-0"
DATE: 06.25.2020
PROJECT: 348001

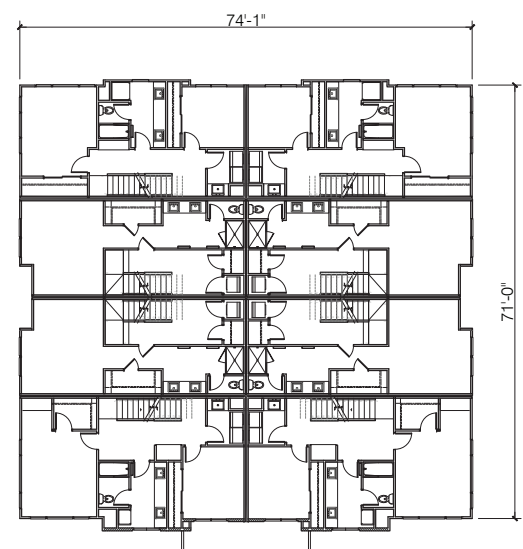
BUILDING TYPE C (8 PLEX)

EXAMPLE FOR BUILDINGS 17 & 18 (19 & 20 SIM.)



UPPER FLOOR PLAN

BUILDING 17

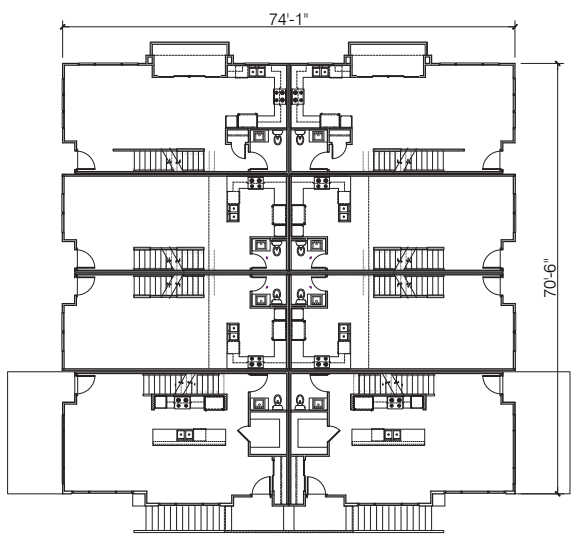


TOP FLOOR PLAN

BUILDING 17

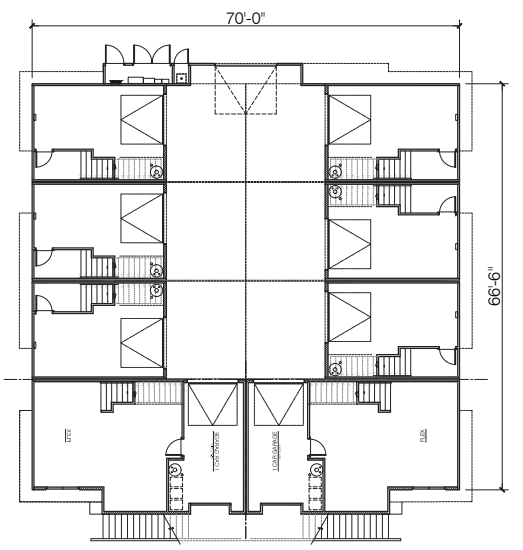


RENDERING



MAIN FLOOR PLAN

BUILDING 17



GROUND FLOOR PLAN

BUILDING 17



BUILDING TYPE C (8 PLEX) - FRONT ELEVATION



LEFT ELEVATION



REAR ELEVATION



RIGHT ELEVATION



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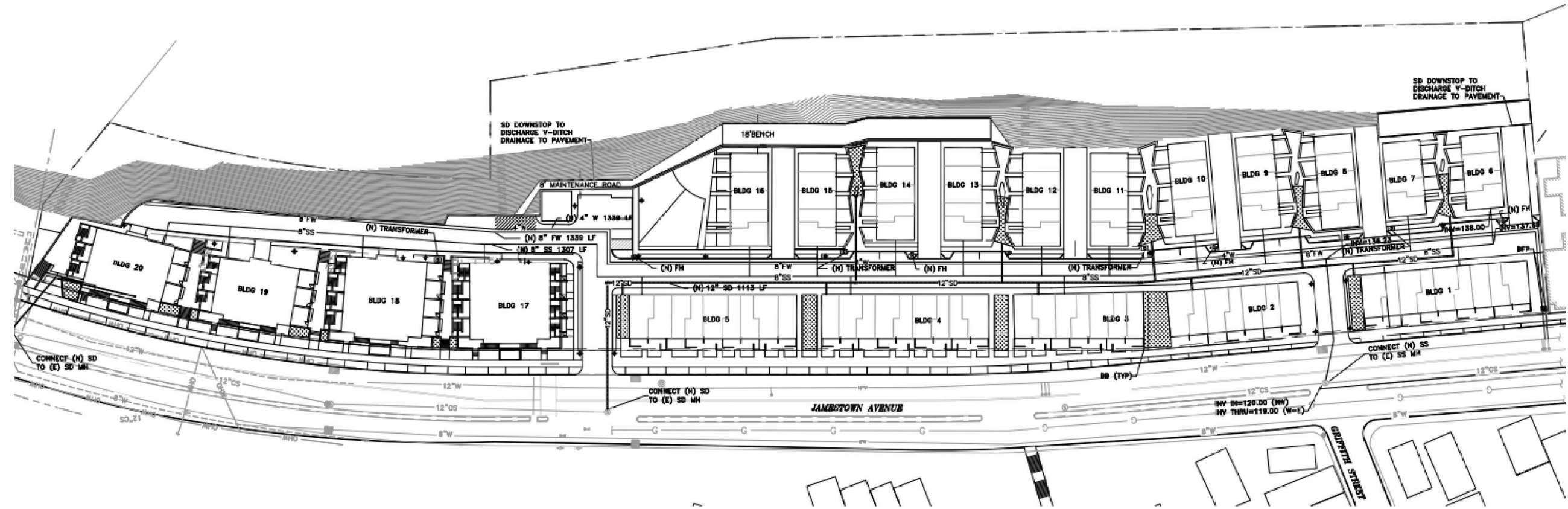
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BLDG TYPE C (8 PLEX) - BLDG 17 (18-20 SIM.)

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A4.3
SCALE: 3/16"=1'-0"
DATE: 06.25.2020
PROJECT: 348001



PART V

CIVIL ENGINEERING

VESTING TENTATIVE PARCEL MAP

JAMESTOWN AVENUE (NO ADDRESS; BLOCK 4991; LOT 276)

CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA

GENERAL NOTES

1. OWNER: STRADA JAMESTOWN VENTURE, LLC
C/O STRADA INVESTMENT GROUP
101 MISSION STREET, SUITE 420
SAN FRANCISCO, CA 94105
(415) 263-9151
JESSE BLOUT, AUTHORIZED AGENT
2. CIVIL ENGINEER: FREYER & LAURETA, INC.
150 EXECUTIVE PARK BLVD, SUITE 4200
SAN FRANCISCO, CA 94134
(415) 534-7070
RICHARD LAURETA, RCE 055783
3. GEOTECHNICAL ENGINEER: ENCEO, INC.
101 CALIFORNIA STREET, SUITE 875
SAN FRANCISCO, CA 94111
(510) 717-7100
LEROY CHAN
4. ZONING CONFORMANCE: THE PLAN CONFORMS TO THE EXISTING RH-2 ZONING AND CALLS AN ADDENDUM TO THE PREVIOUSLY APPROVED 2010 CANDLESTICK POINT-HUNTERS POINT SHIPYARD PHASE II DEVELOPMENT PLAN PROJECT EIR (THE "CANDLESTICK EIR"), AMONG OTHER APPROVALS.
5. PROPOSED LAND USE: THE PROPOSED REDEVELOPMENT ENVISIONS THE CONSTRUCTION OF 122, 3-STORY ATTACHED TOWNHOME STYLE RESIDENCES TOTALING 160,434 SQ. THE COMMUNITY OF 20 NEW BUILDINGS WOULD BE INTERSPERSED WITH OPEN SPACE, INCLUDING A NEW CENTRAL COMMUNITY PARK AND PLAY AREA, AND SEVERAL GARDEN PASEOS THAT WOULD CONTRIBUTE TO AND ENHANCE THE EXISTING RESIDENTIAL COMMUNITY THAT SURROUNDS THE PROPERTY TODAY.

THE PROPOSED TOWNHOME-STYLE CONDOMINIUMS ARE SIMILAR IN STYLE, SIZE, AND DENSITY TO THE EXISTING TOWNHOME COMMUNITIES THAT IMMEDIATELY NEIGHBOR THE SITE AS WELL AS THOSE AT THE NEARBY SHIPYARDS DEVELOPMENT. THE TOWNHOMES WOULD RANGE FROM APPROXIMATELY 1,100 TO 1,550 SQUARE FEET WITH 67% OF HOMES WITH TWO BEDROOMS, TWO-AND-A-HALF BATHS AND 23% OF HOMES WITH THREE BEDROOMS, THREE-AND-A-HALF BATHS AND WOULD PROVIDE A RARE OWNERSHIP OPPORTUNITY SUITABLE TO FIRST-TIME SAN FRANCISCO HOME BUYERS. ADDITIONALLY, APPROXIMATELY TWO-THIRDS OF THE HOMES WOULD INCLUDE PRIVATE ROOF DECKS AND/OR BALCONIES.
6. DIMENSIONS: ALL DIMENSIONS SHOWN ARE PRELIMINARY AND SUBJECT TO FINAL DESIGN AND MAPPING.

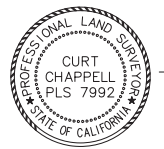
SHEET INDEX

1	COVER SHEET
2-3	EXISTING SITE CONDITIONS
4	PROPOSED PARCELIZATION
5	STREET IMPROVEMENTS
6	STREET CROSS SECTIONS
7	UNDERGROUND UTILITY PLAN
8	GRADING PLAN
9	STORM WATER MANAGEMENT PLAN
10	EROSION CONTROL PLAN
11-13	SFD FIRE TRUCK ACCESS
14	PARKING AND STRIPING PLAN

SURVEYOR'S STAMP

[FOR EXAMINATION ONLY]

CURT CHAPPELL, PLS
SURVEYOR
FREYER & LAURETA, INC.



 DATE _____

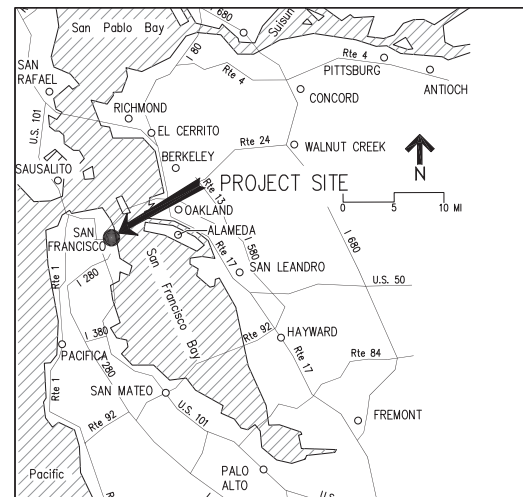
ENGINEER'S STATEMENT

THIS VESTING TENTATIVE PARCEL MAP HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

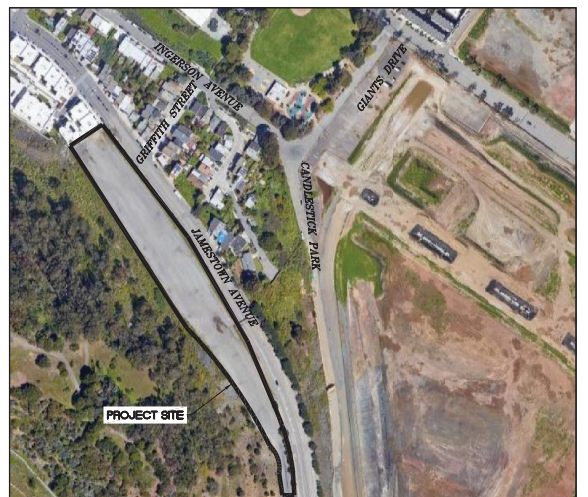
[FOR EXAMINATION ONLY]

JEFFREY J. TARANTINO, P.E.
VICE PRESIDENT
FREYER & LAURETA, INC.


 DATE _____



VICINITY MAP
NO SCALE



SITE PLAN
NO SCALE



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DESIGNED: LEK
DRAWN: JKL
CHECKED: JJT

COVER SHEET
SHEET 1 OF 14

SCALE: NTS
DATE: 06.05.2020
PROJECT: 275002
SITE PERMIT APPLICATION

SYMBOLS		LEGEND		LINE TYPES	
	ACCESSIBLE RAMP	APN	ASSESSOR'S PARCEL NUMBER	BOUNDARY LINES	
	AREA LIGHT	AC	ASPHALT CONCRETE	CENTERLINE	
	BACK FLOW PREVENTOR	BFL	BACK FLOW PREVENTOR	EASEMENT	
	BENCHMARK	BRK	BRICK	PROPERTY LINE	
	ELECTRICAL BOX	C	CONCRETE	STREET RIGHT-OF-WAY	
	FIRE HYDRANT	CI	CURB INLET	SUBJECT PROPERTY BOUNDARY	
	FIRE DEPT. CONNECTION	CMW	CONCRETE MASONRY WALL	EXISTING UTILITY LINES	
	GAS METER	CRN	CROWN OF PAVEMENT	GAS LINE	GAS
	GAS VALVE	DC	DECK	UNDERGROUND ELECTRICAL	
	GUY WIRE ANCHOR	DI	DRAINAGE INLET	OVERHEAD UTILITY (HIDDEN)	
	MONITORING WELL	DS	DOWN SPOUT	SEWER LINE	CLM 12"
	STORM DRAIN MANHOLE	DT	DRAINAGE POINT OF GRADE	STORM LINE	CLM 18"
	SEWER CLEANOUT	DM	DOWN MAIN	TELECOMMUNICATIONS LINE	
	SEWER MANHOLE	DM	DOWN MAIN	WATER LINE	
	WATER METER	DOC	DOCUMENT NUMBER	MISCELLANEOUS LINES	
	WATER VALVE	ED	EDGE OF ASPHALT PAVEMENT	FENCE LINE - HEIGHT NOTED	
	STREET SIGN	EP	EDGE OF ASPHALT PAVEMENT	CURB AND GUTTER	
	JOINT UTILITY POLE	FD	FIRE DEPARTMENT CONNECTION	STRIPPING	
	STREET LIGHT	FL	FLOOR FINISH ELEVATION	WALL	
	STREET LIGHT BOX	FL	FLOOR FINISH ELEVATION	CONTOUR LINE - MAJOR INTERVAL	
	STORM DRAIN INLET	FL	FLOOR FINISH ELEVATION	CONTOUR LINE - MINOR INTERVAL	
	SURVEY POINT w/ DESCRIPTION AND GRADE	FL	FLOOR FINISH ELEVATION	BUILDING FOOTPRINT	
	TREE WITH DRIPLINE	FL	FLOOR FINISH ELEVATION	CONCRETE	
		FL	FLOOR FINISH ELEVATION	CONCRETE GRADE BREAK	

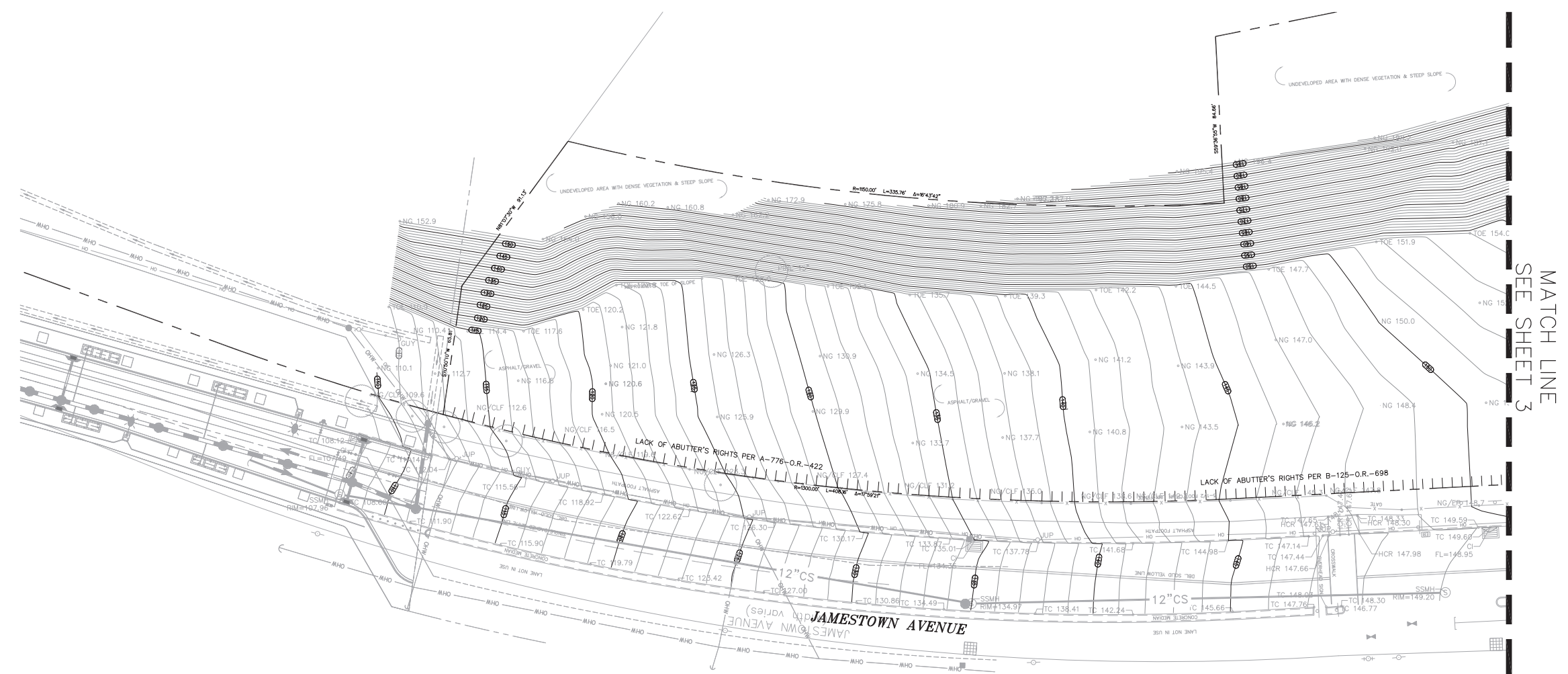
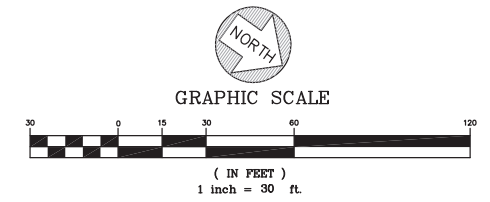
UTILITY NOTE
 THE UTILITIES SHOWN ON THIS MAP ARE DERIVED FROM SURFACE OBSERVATION AND FACILITIES MAPS. ACTUAL LOCATION AND SIZE, TOGETHER WITH THE PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN, SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

EXISTING SITE SLOPE
 THE AVERAGE EXISTING ELEVATION OF THE SITE IS ELEVATION 148. THE AVERAGE SLOPE OF EXISTING SITE IS 25% WITH 57% OF THE SITE HAVING AN EXISTING SLOPE LESS THAN 10%.

SURVEY NOTE
 1. ALL DISTANCES SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
 2. PHYSICAL ITEMS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE SURFACE ITEMS VISIBLE AS OF THE DATE OF THIS SURVEY. SUBSURFACE OBJECTS NOT SHOWN MAY INCLUDE, BUT ARE NOT LIMITED TO, CONCRETE FOOTINGS, SLABS, SHORING, STRUCTURAL PILES, UTILITY VAULTS, PIPING, UNDERGROUND TANKS, AND ANY OTHER SUBSURFACE STRUCTURES NOT REVEALED BY A SURFACE INSPECTION OR PER SITE IMPROVEMENT PLANS.

PROJECT BENCHMARK
 ELEVATION: 16.188 FEET
 DATUM: CGCS-VD13
 POINT I.D.: BM 10014
 DESCRIPTION: 1/2" DOMED STEEL ANCHOR PIN
 LOCATION: NORTHEAST CORNER OF HARNEY WAY @ EXECUTIVE PARK, IN CONCRETE CURB, 1' EASTERLY OF BEGINNING OF CURB RETURN, 0.3' RADIAL FROM FACE OF CURB.

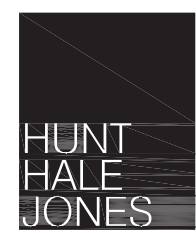
BASIS OF BEARINGS
 THE BEARING OF SOUTH 31°33'00" EAST (BASIS OF BEARINGS), FOR THE WESTERLY RIGHT-OF-WAY LINE OF JAMESTOWN AVENUE, AS SHOWN ON THE PARCEL MAP FILED FOR RECORD IN PARCEL MAP BOOK 45, AT PAGE 10, SAN FRANCISCO COUNTY RECORDS, WAS USED AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.



MATCH LINE SEE SHEET 3



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DESIGNED: LEK
 DRAWN: JKL
 CHECKED: JTT

EXISTING SITE CONDITIONS

SHEET 2 OF 14

SCALE: 1" = 30'
 DATE: 06.05.2020
 PROJECT: 275002
 SITE PERMIT APPLICATION

SYMBOLS

- ACCESSIBLE RAMP
- AREA LIGHT
- BACK FLOW PREVENTOR
- BENCHMARK
- ELECTRICAL BOX
- FIRE HYDRANT
- FIRE DEPT. CONNECTION
- GAS METER
- GAS VALVE
- GUY WIRE ANCHOR
- MONITORING WELL
- STORM DRAIN MANHOLE
- SEWER CLEANOUT
- SEWER MANHOLE
- WATER METER
- WATER VALVE
- STREET SIGN
- JOINT UTILITY POLE
- STREET LIGHT
- STREET LIGHT BOX
- STORM DRAIN INLET
- SURVEY POINT W/ DESCRIPTION AND GRADE
- TREE WITH DRIFLINE

LEGEND

- APN ASSESSOR'S PARCEL NUMBER
- AC ASPHALT CONCRETE
- BCF BACK FLOW PREVENTOR
- BOL BOLLARD
- BOW BACK OF WALK
- BRK BRICK
- C CONCRETE
- CI CURB INLET
- CMW CURB MASONRY WALL
- CONR CONCRETE
- DEC DECORATIVE
- DLT DAYLIGHT POINT OF GRADE
- DS DOWN SPOUT
- DR DRIVEWAY
- DOC DOCUMENT NUMBER
- EB ELECTRICAL BOX
- EP EDGE OF ASPHALT PAVEMENT
- FD FIRE DEPARTMENT CONNECTION
- FE FINISHED FLOOR ELEVATION
- FL FLOW LINE
- FH FENCE HEIGHT & TYPE NOTED
- GB GRADE BREAK
- GM GAS METER
- GUY GUY WIRE ANCHOR
- GV GAS VALVE
- HMB HOSE BOX
- HOR ACCESSIBLE RAMP
- HY HIGH VOLTAGE UTILITY VAULT
- HYD FIRE HYDRANT
- ICV IRRIGATION CONTROL VALVE
- IFV FLOW LINE INVERT
- IPV JOINT UTILITY POLE
- LP LOW POINT OF GRADE
- LOW LOW POINT OF GRADE
- MANH MANHOLE
- NG NATURAL GROUND
- OFFICIAL RECORDS, SANTA CLARA CO.
- POI POINT OF INTEREST
- RF RAILROAD RIGHT OF WAY
- SD SANITARY SEWER CLEAN OUT
- SDM STORM DRAINAGE MANHOLE
- SLITE STREET LIGHT
- SSM SANITARY SEWER MANHOLE
- SQ SQUARE FEET
- SW SIDEWALK
- T 22" TREE W/ 22" DIAMETER TRUNK
- TC TOP OF CURB AT FACE
- TCW TOP OF WALL AT FACE
- VALV VALVE
- WM WATER METER
- WMW WOOD RETAINING WALL
- WM WATER METER
- WV WATER VALVE

LINE TYPES

BOUNDARY LINES

- CENTERLINE
- EASEMENT
- PROPERTY LINE
- STREET RIGHT-OF-WAY
- SUBJECT PROPERTY BOUNDARY

EXISTING UTILITY LINES

- GAS LINE
- UNDERGROUND ELECTRICAL
- OVERHEAD UTILITY LINES
- SEWER LINE
- STORM LINE
- TELECOMMUNICATIONS LINE
- WATER LINE

MISCELLANEOUS LINES

- FENCE LINE - HEIGHT NOTED
- CURB AND GUTTER
- STRIPING
- WALL
- CONTOUR LINE - MAJOR INTERVAL
- CONTOUR LINE - MINOR INTERVAL
- BUILDING FOOTPRINT
- CONCRETE
- CONCRETE GRADE BREAK

UTILITY NOTE

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PROJECT BENCHMARK

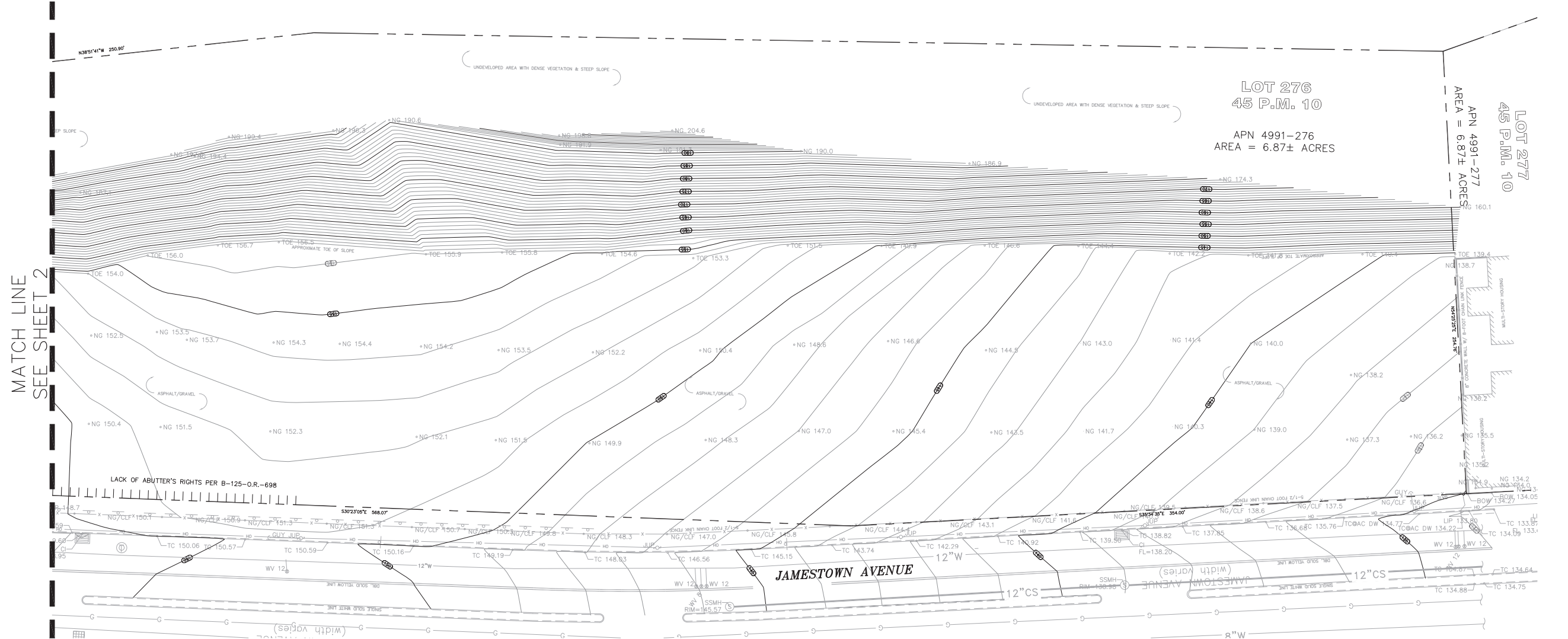
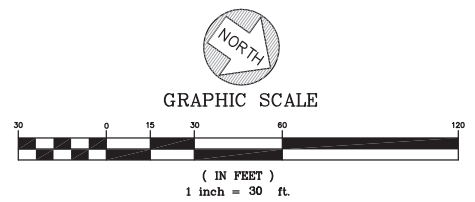
ELEVATION: 16.188 FEET
 DATUM: CGSF-1013
 POINT I.D.: BM 10514
 DESCRIPTION: 1/2" DOMED STEEL ANCHOR PIN
 LOCATION: NORTHEAST CORNER OF HARNEY WAY @ EXECUTIVE PARK, IN CONCRETE CURB, 1' EASTERLY OF BEGINNING OF CURB RETURN, 0.3' RADIAL FROM FACE OF CURB.

BASIS OF BEARINGS

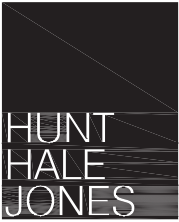
THE BEARING OF SOUTH 31°33'00" EAST (BASIS OF BEARINGS), FOR THE WESTERLY RIGHT-OF-WAY LINE OF JAMESTOWN AVENUE, AS SHOWN ON THE PARCEL MAP FILED FOR RECORD IN PARCEL MAP BOOK 45, AT PAGE 10, SAN FRANCISCO COUNTY RECORDS, WAS USED AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

EXISTING SITE SLOPE

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DESIGNED: LEK
 DRAWN: JKL
 CHECKED: JTT

EXISTING SITE CONDITIONS

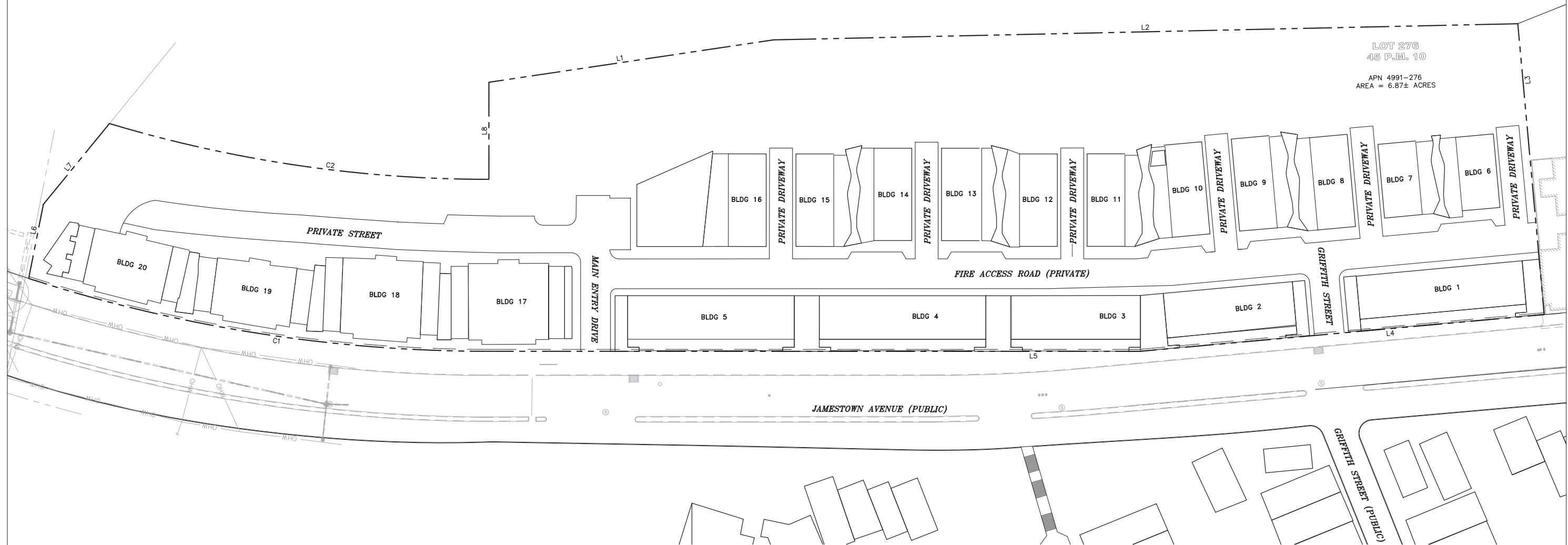
SHEET 3 OF 14

SCALE: 1" = 30'
 DATE: 06.05.2020
 PROJECT: 275002
 SITE PERMIT APPLICATION

- LEGEND**
- PROPOSED LOT BOUNDARY
 - PROPOSED IMPROVEMENTS
 - C# CURVE NUMBER
 - L## LINE NUMBER
 - BLDG # BUILDING NUMBER

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L1	250.90	N38°51'41"W
L2	649.56	N31°37'46"W
L3	254.76	N54°25'25"E
L4	354.00	S35°34'35"E
L5	568.07	S30°23'05"E
L6	65.81	S70°50'10"W
L7	91.13	N81°07'30"W
L8	84.66	S59°36'55"W

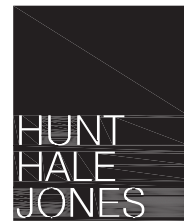
CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C1	408.16	1300.00	17°59'21"
C2	335.76	1150.00	16°43'42"



LOT 276
45 P.M. 10
APN 4991-276
AREA = 6.87± ACRES



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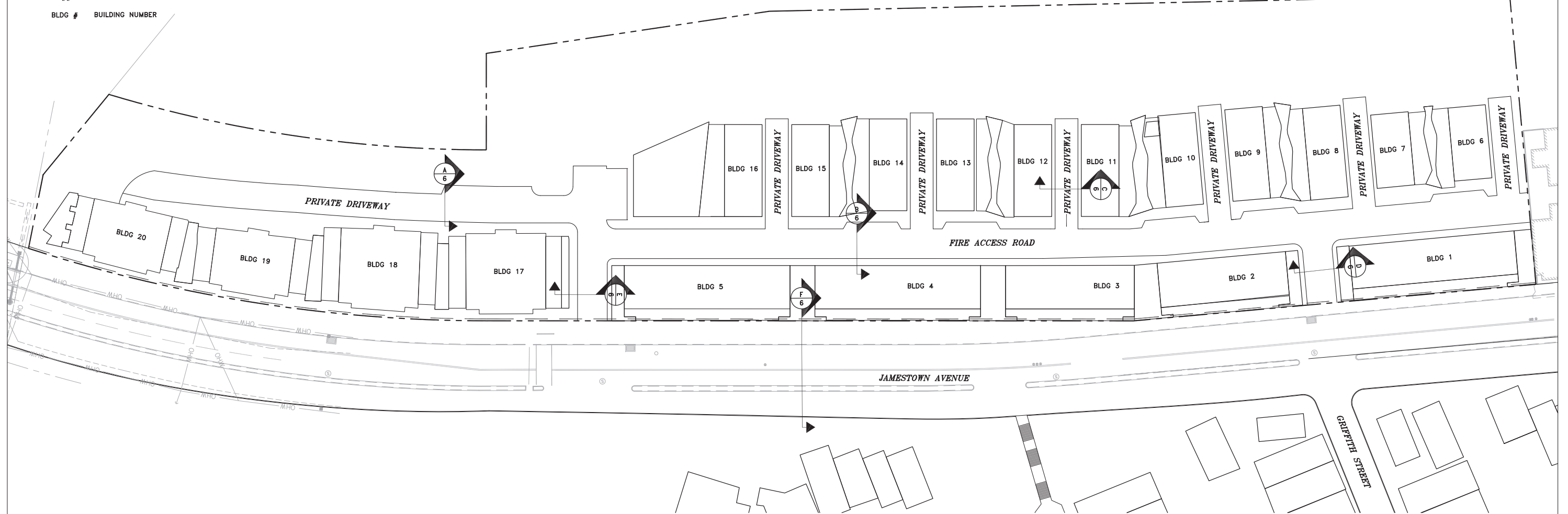
DESIGNED: LEK
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PROPOSED PARCELIZATION

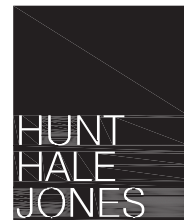
SHEET 4 OF 14

SCALE: 1" = 40'
DATE: 06.05.2020
PROJECT: 275002
SITE PERMIT APPLICATION

- LEGEND**
- PROPOSED LOT BOUNDARY
 - PROPOSED IMPROVEMENTS
 - C# CURVE NUMBER
 - L## LINE NUMBER
 - BLDG # BUILDING NUMBER



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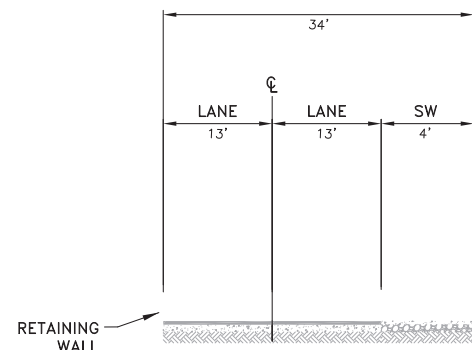
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DESIGNED: LEK
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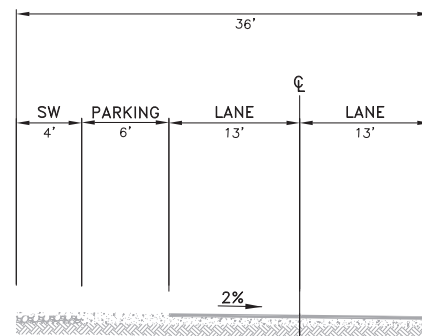
STREET IMPROVEMENTS

SHEET 5 OF 14

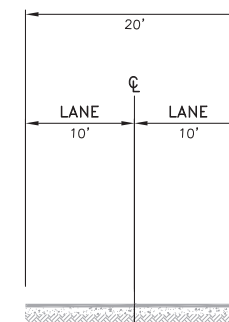
SCALE: 1" = 40'
 DATE: 06.05.2020
 PROJECT: 275002
 SITE PERMIT APPLICATION



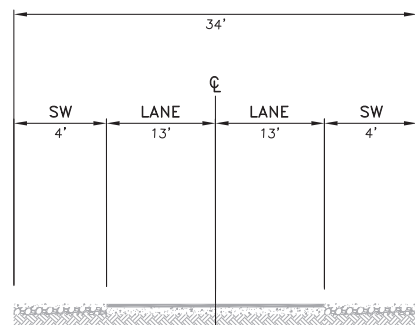
Ⓐ PRIVATE STREET



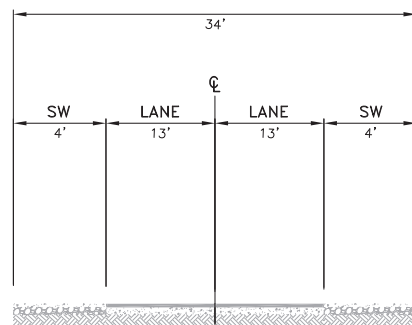
Ⓑ FIRE ACCESS ROAD



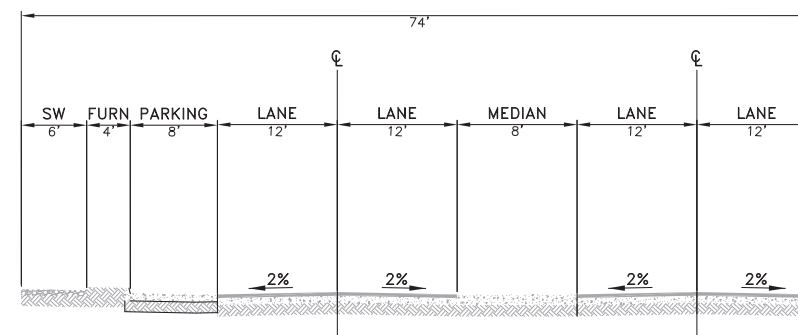
Ⓒ PRIVATE DRIVEWAY



Ⓓ NORTH ENTRY



Ⓔ SOUTH ENTRY



Ⓕ JAMESTOWN AVENUE



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STREET CROSS SECTIONS

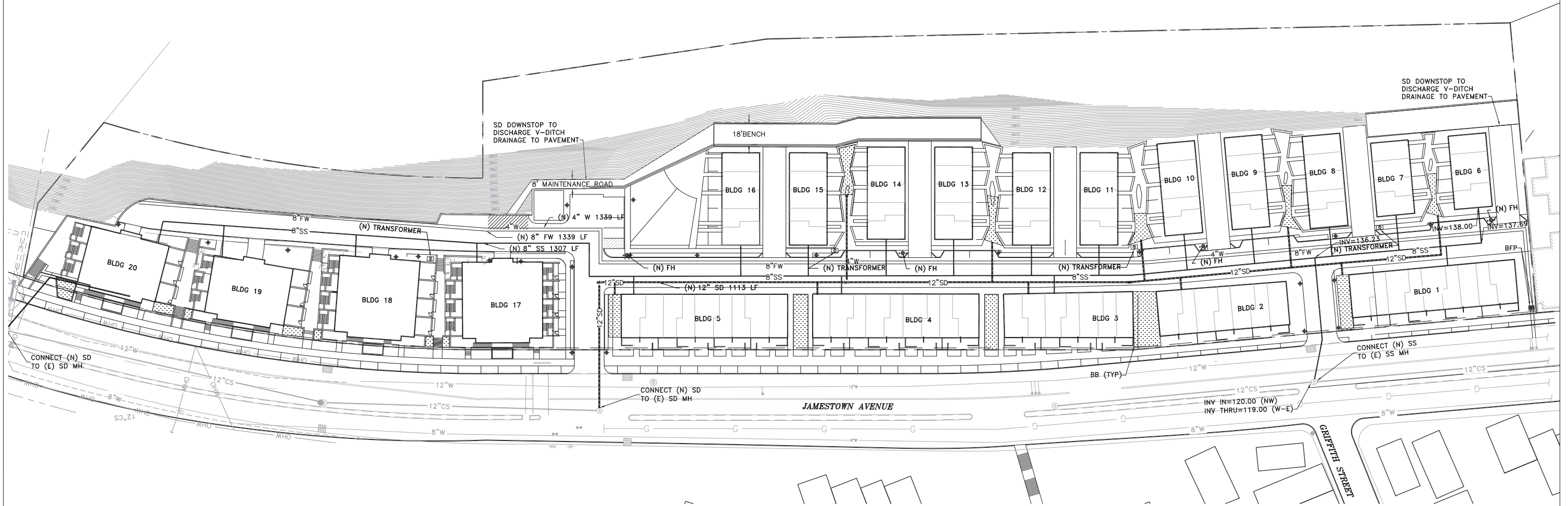
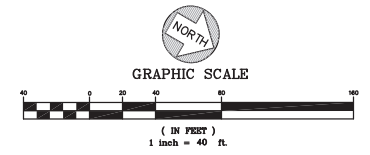
SHEET 6 OF 14

SCALE: NTS
DATE: 06.05.2020
PROJECT: 275002
SITE PERMIT APPLICATION

LEGEND	
---	PROPERTY LINE
---	CENTER LINE
SS	SANITARY SEWER
SD	STORM DRAIN
FW	FIRE WATER
W	WATER
---	BUILDING PAD ELEVATION
■	PROPOSED BIORETENTION
⊕	FIRE HYDRANT
⊞	TRANSFORMER
■	BACKFLOW PREVENTER
⊕	STORM DRAIN MANHOLE
⊞	WATER METER
⊕	WATER VALVE

ABBREVIATIONS	
BB	BIORETENTION BASIN
BFP	BACK FLOW PREVENTER
BMP	BEST MANAGEMENT PRACTICES
BLDG	BUILDING
(E)	EXISTING
FFE	FINISHED FLOOR ELEVATION
FW	FIRE WATER
INV	INVERT
MH	MANHOLE
(N)	NEW
(TYP)	TYPICAL
SS	SANITARY SEWER
W	WATER

- NOTES**
- EXISTING SURFACE FEATURES WERE OBTAIN FROM TOPOGRAPHIC SURVEY DATED SEPTEMBER 7, 2018.
 - INVERT ELEVATIONS REFLECT AS-BUILT RECEIVED BY SAN FRANCISCO PUBLIC UTILITIES COMMISSION, EXTENSION OF JAMESTOWN AVENUE GILROY ST. TO HUNTERS PT. SERV. ROAD, DATED JUNE 24, 1958.
 - 8" AND 12" POTABLE WATER LINE REFLECT AS-BUILTS RECEIVED BY SAN FRANCISCO WATER DEPARTMENT DATED JUNE 11, 2018
 - GAS LINE REFLECT AS-BUILTS RECEIVED BY PG&E DATED JUNE 15, 2018
 - TELECOMMUNICATION LINE REFLECT AS-BUILTS SHEET 153-154 RECEIVED BY AT&T DATED, NOVEMBER 8, 2000.
 - ELECTRIC TRANSFORMERS ARE ABOVE GRADE.
 - PER FIELD FLOW TEST PERFORMED BY SFPUC, THE AVAILABLE STATIC PRESSURE IS 39 PSI, THE AVAILABLE RESIDUAL PRESSURE IS 30 PSI, AND THE FLOW IS 200 GPM FROM THE EXISTING 8-INCH MAIN ON JAMESTOWN.



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DESIGNED: LEK
DRAWN: JKL
CHECKED: JJT

UTILITY PLAN
SHEET 7 OF 14

SCALE: 1" = 40'
DATE: 06.05.2020
PROJECT: 275002
SITE PERMIT APPLICATION

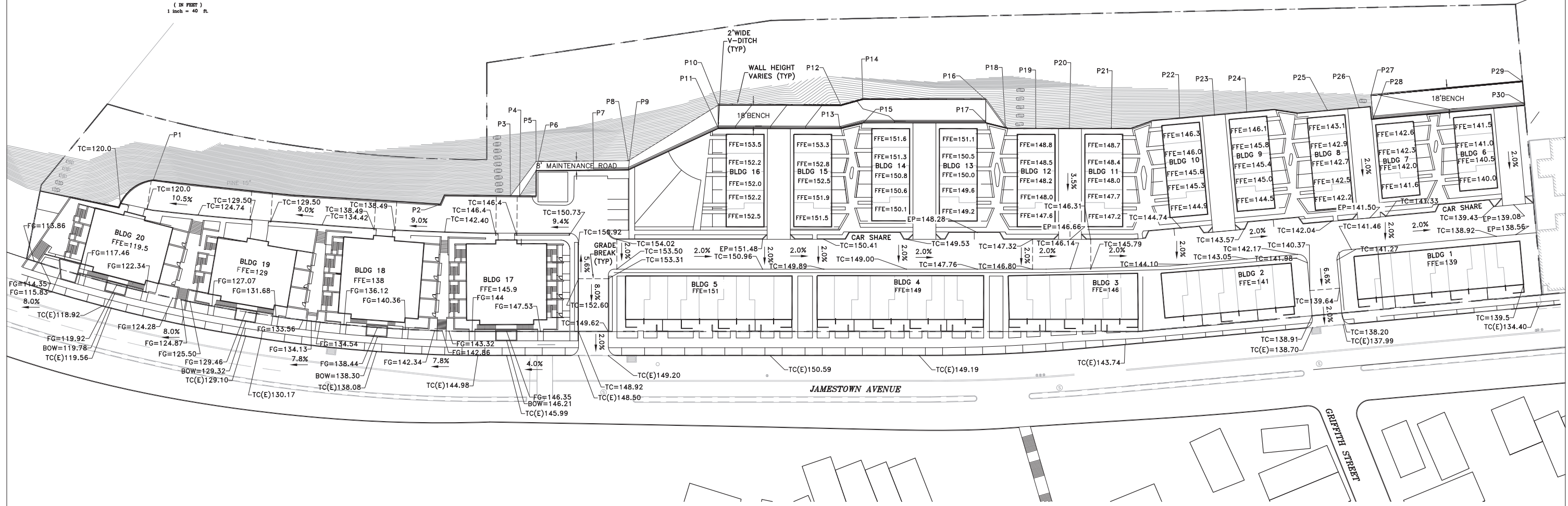
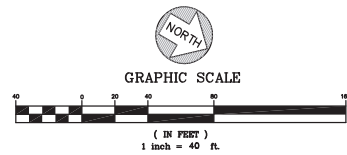
- LEGEND**
- PROPERTY LINE
 - CENTER
 - CURB
 - TC 121.74 SURFACE ELEVATION
 - FFE=100.0 AVERAGE SLAB ELEVATIONS
 - BUILDING PAD BOUNDARY
 - (150) EXISTING 1FT CONTOURS
 - DRAIN STRUCTURE
 - GRADE BREAK

- ABBREVIATIONS**
- EP EDGE OF PAVEMENT
 - (E) EXISTING
 - (N) NEW
 - SF SQUARE FEET
 - TC TOP OF CURB
 - BMP BEST MANAGEMENT PRACTICE (BIORETENTION)
 - (TYP) TYPICAL
 - BW BOTTOM OF WALL
 - TW TOP OF WALL
 - WH WALL HEIGHT

CUT AND FILL CALCULATIONS
 PROPOSED TOTAL CUT = 7,451 CUBIC YARDS
 PROPOSED TOTAL FILL = 3,417 CUBIC YARDS
 NET TOTAL CUT = 4,034 CUBIC YARDS

WALL ELEVATION DATA TABLE			
POINT NO.	TW	BW	WH
P1	131.00	128.00	3.00
P2	145.00	145.00	0.00
P3	150.00	147.00	2.00
P4	149.50	147.00	2.00
P5	173.50	148.39	25.11
P6	167.00	148.23	18.77
P7	162.50	153.64	8.86
P8	168.50	155.09	13.41
P9	163.00	154.93	14.39
P10	191.50	177.90	13.60
P11	177.00	153.50	23.50
P12	178.50	170.90	7.60
P13	170.00	153.50	16.50
P14	182.50	172.40	10.10
P15	171.50	152.50	19.00

WALL ELEVATION DATA TABLE			
POINT NO.	TW	BW	WH
P16	186.50	173.90	12.60
P17	173.50	152.00	21.50
P18	169.00	149.30	19.60
P19	167.00	148.80	18.20
P20	165.00	148.75	16.25
P21	163.00	148.70	14.30
P22	169.00	146.30	22.70
P23	168.00	146.20	21.80
P24	168.00	146.10	21.90
P25	165.00	143.10	21.90
P26	165.50	143.41	22.09
P27	173.50	159.90	13.60
P28	159.00	143.60	15.40
P29	174.50	161.90	12.60
P30	161.00	141.50	19.50



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DESIGNED: LEK
 DRAWN: JKL
 CHECKED: JJT

GRADING PLAN
 SHEET 8 OF 14

SCALE: 1" = 40'
 DATE: 06.26.2020
 PROJECT: 275002
 SITE PERMIT APPLICATION

LEGEND

- PROPERTY LINE
- CENTER LINE
- BUILDING PAD BOUNDARY
- DRAINAGE MANAGEMENT AREA
- ← SD SCHEMATIC PIPE WITH FLOW DIRECTION
- ROOF SLOPE BRAKE LINE
- ▭ PROPOSED BIORETENTION BASIN
- SURFACE FLOW
- ROOF DISCHARGE TO BIORETENTION BASIN

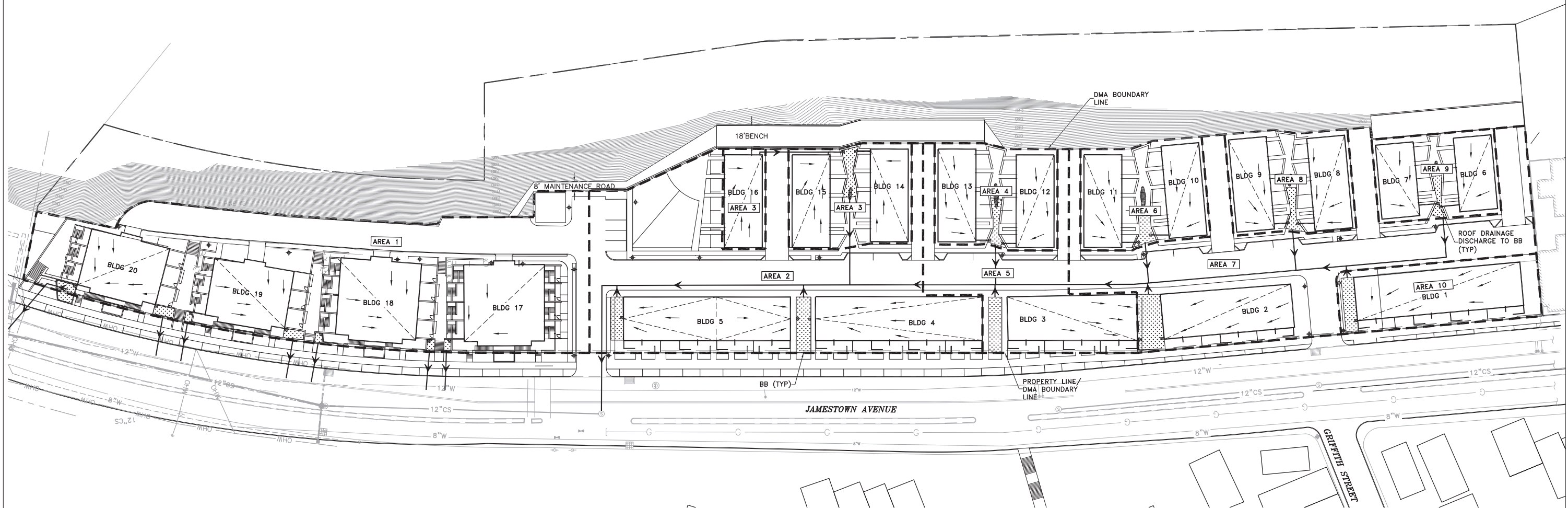
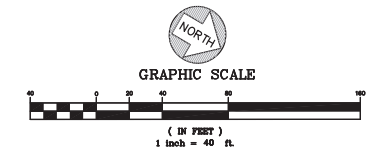
ABBREVIATIONS

- BB BIORETENTION BASIN
- BMP BEST MANAGEMENT PRACTICE (BIORETENTION)
- DMA DRAINAGE MANAGEMENT AREA
- (SF) SQUARE FEET
- (TYP) TYPICAL

NOTES

1. THIS STORM WATER MANAGEMENT PLAN IS PRELIMINARY AND IS SUBJECT TO CHANGE.
2. TABLE IS NOT UPDATED TO CURRENT PLAN SHOWN.

STORMWATER CALCULATIONS				
DMA BOUNDARY	AREA (SF)	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	BMP REQUIRED (SF)
AREA 1	41,057	39,358	1,699	1,200
AREA 2	41,169	39,803	1,366	1,235
AREA 3	10,882	10,594	288	329
AREA 4	9,422	9,111	311	283
AREA 5	7,592	6,678	914	227
AREA 6	9,767	9,458	309	293
AREA 7	29,600	28,608	992	888
AREA 8	9,383	9,099	284	281
AREA 9	7,864	7,616	248	236
AREA 10	9,520	8,994	526	286



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STORM WATER MANAGEMENT PLAN

SHEET 9 OF 14

SCALE: 1" = 40'
DATE: 06.05.2020
PROJECT: 275002
SITE PERMIT APPLICATION

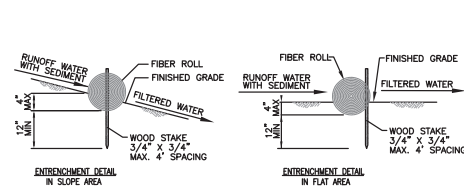
LEGEND

---	PROPERTY LINE
---	CENTER LINE
○	FIBER ROLL
▨	STABILIZED CONSTRUCTION ENTRANCE/EXIT
■	INLET CAPTURE BAG

ABBREVIATIONS

BFP	BEST MANAGEMENT PRACTICES
BMP	BACK FLOW PREVENTER
BLDG	BUILDING
(E)	EXISTING
FFE	FINISHED FLOOR ELEVATION
INV	INVERT
MH	MANHOLE
(N)	NEW
(TYP)	TYPICAL

(150)

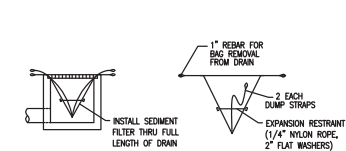
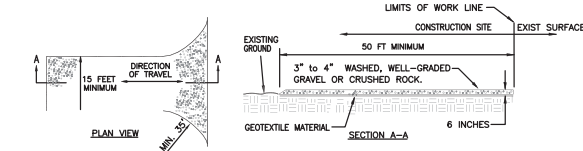


- NOTES**
- FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3" TO 4" DEEP.
 - ADJACENT ROLLS SHALL TIGHTLY ABUT AND STAKES PLACED AT THE ENDS IN ORDER TO PREVENT "GAPS" FROM OPENING BETWEEN THE ROLLS.
 - RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.
 - EXACT LOCATION OF FIBER ROLL INSTALLATION FOR EACH SITE SHALL BE DETERMINED IN THE FIELD BY THE OWNER'S REPRESENTATIVE.

1 FIBER ROLL DETAIL
SCALE: NO SCALE

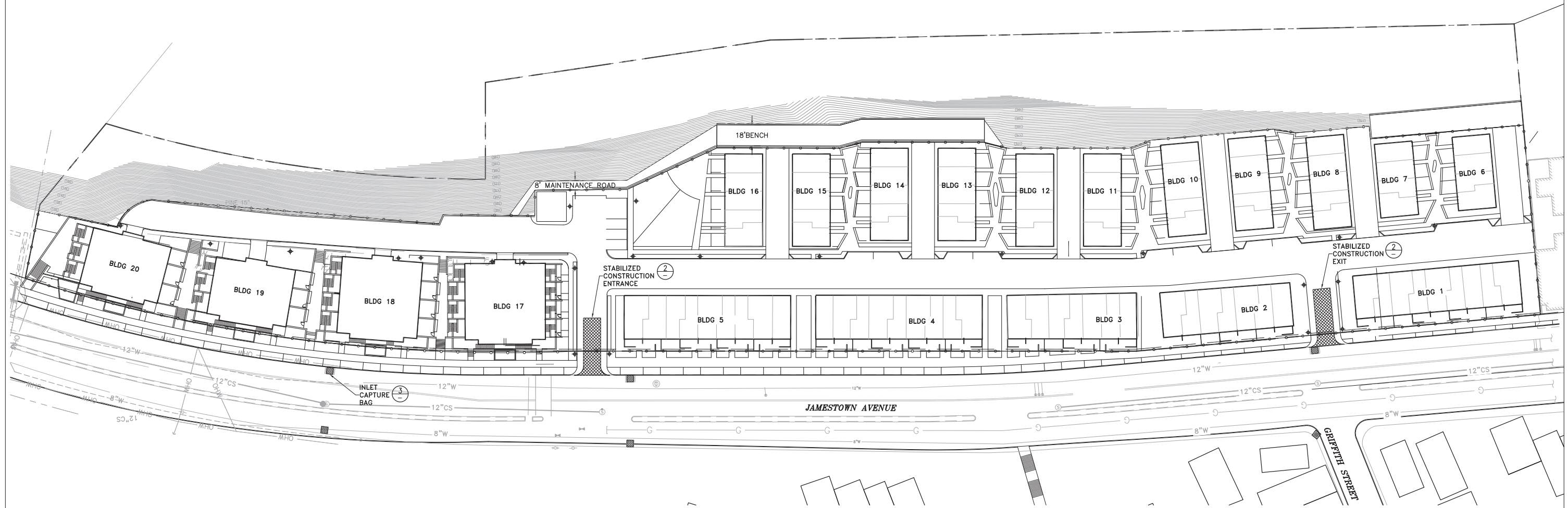
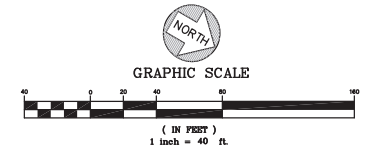
- NOTES**
- STABILIZED CONSTRUCTION SITE ACCESS SHALL BE CONSTRUCTED OF 3" TO 4" (76 MM TO 102 MM) WASHED, WELL-GRADED GRAVEL OR CRUSHED ROCK. MATERIAL SHALL BE PLACED TO A MINIMUM THICKNESS OF 6 INCHES (150 MM).
 - LENGTH OF ENTRANCE SHALL BE A MINIMUM OF 50 FEET (15 METERS). WIDTH SHALL BE A MIN. OF 15 FT (4.5 METERS) OR GREATER IF NECESSARY TO COVER ALL VEHICULAR INGRESS AND EGRESS. PROVIDE AMPLE TURNING RADI TO COVER ENTIRE ENTRANCE. ALL VEHICLES LEAVING SITE SHALL REMAIN COMPLETELY ON "STABILIZED ENTRANCE" PRIOR TO ENTERING PAVED RIGHT OF WAY.
 - THE ENTRANCE SHALL BE KEPT IN GOOD CONDITION BY OCCASIONAL TOP DRESSING WITH MATERIAL AS IS SPECIFIED IN NOTE 1. PERIODIC ROLLING COMPACTION OF THE ENTRANCE SHALL BE PERFORMED TO MAINTAIN CONSOLIDATION OF THE ROCK AND ENTRANCE THICKNESS.
 - ACCESSES SHALL BE INSPECTED WEEKLY DURING PERIODS OF HEAVY USAGE, MONTHLY DURING NORMAL USAGE, AND AFTER EACH RAINFALL, WITH MAINTENANCE PROVIDED AS NECESSARY. PERIODIC TOP DRESSING SHALL BE DONE AS NEEDED.
 - LOCATIONS FOR ALTERNATE/ADDITIONAL CONSTRUCTION ENTRANCES SHALL BE DETERMINED BY THE CONTRACTOR AND SHALL BE COVERED UNDER THE SHIPP.
 - EXACT LOCATION OF STABILIZED CONSTRUCTION ENTRANCE SHALL BE DETERMINED IN THE FIELD BY THE OWNER'S REPRESENTATIVE AND WILL BE DETERMINED BY THE CONTRACTOR BASED ON THEIR MEANS AND METHODS FOR CONSTRUCTING AND CONTROLLING THE SITE.

2 STABILIZED CONSTRUCTION ENTRANCE DETAIL
SCALE: NO SCALE

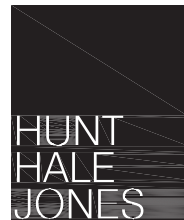


- NOTES**
- SEDIMENT FILTERS SHALL BE INSPECTED REGULARLY THROUGHOUT THE COURSE OF CONSTRUCTION TO INSURE PROPER PLACEMENT AND CONDITION OF FILTER.
 - DAMAGED OR PUNCTURED SEDIMENT FILTERS SHALL BE REPLACED IMMEDIATELY AND ALL CAPTURED SEDIMENT/DEBRIS SHALL BE PROPERLY DISPOSED OF.
 - TYPE OF SEDIMENT BAG TO BE DETERMINED IN THE FIELD BY OWNER'S REPRESENTATIVE.
 - EXACT LOCATION OF INLET CAPTURE BAG INSTALLATION FOR EACH SITE SHALL BE DETERMINED IN THE FIELD BY THE OWNER'S REPRESENTATIVE.

3 INLET CAPTURE BAG DETAIL
SCALE: NO SCALE



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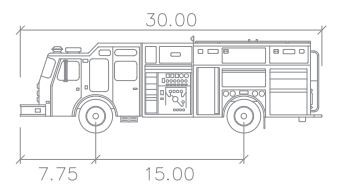
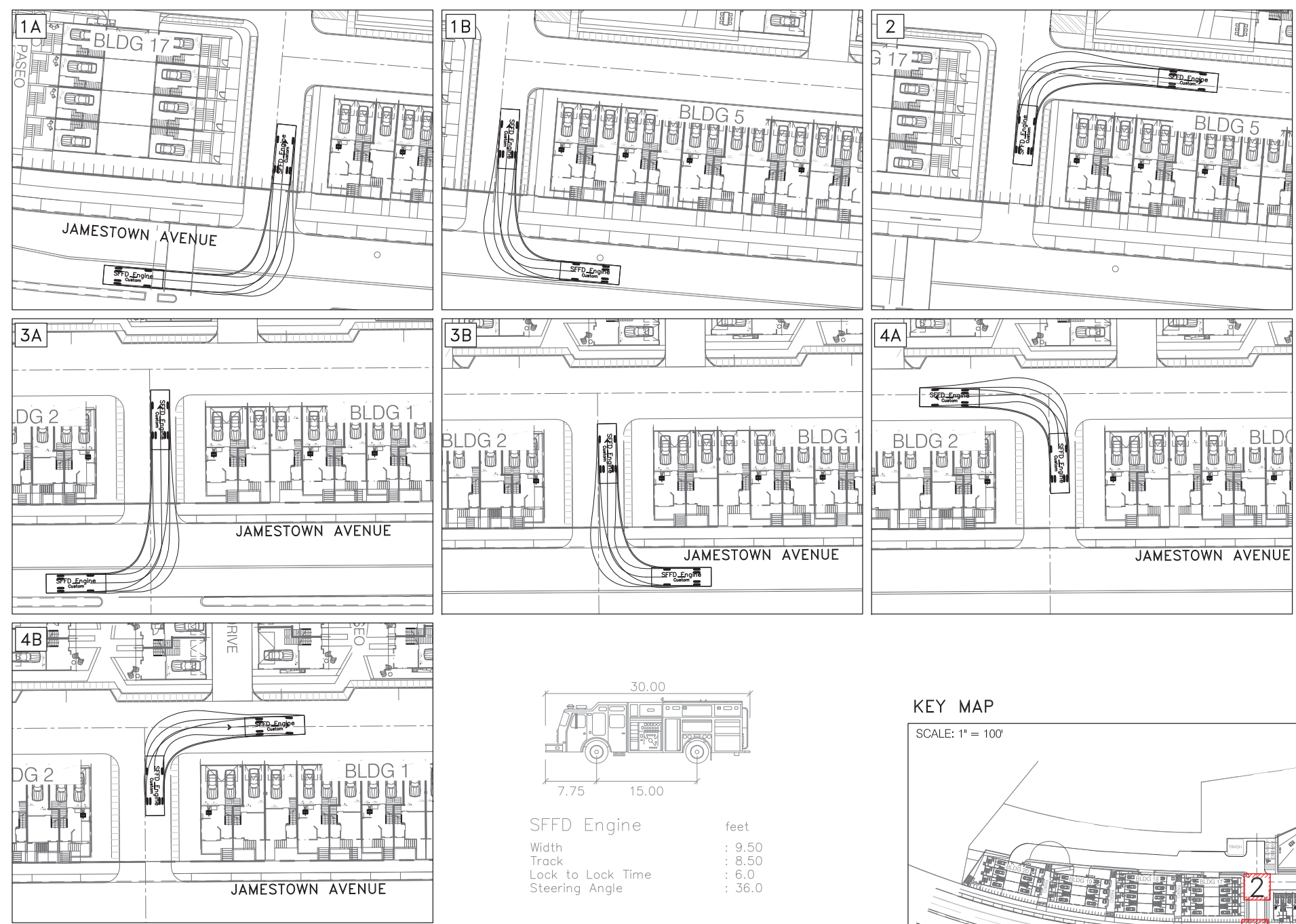
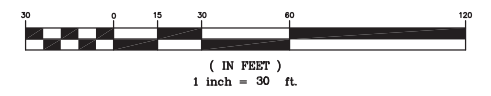
EROSION CONTROL PLAN

SHEET 10 OF 14

SCALE: 1" = 40'
DATE: 06.05.2020
PROJECT: 275002
SITE PERMIT APPLICATION



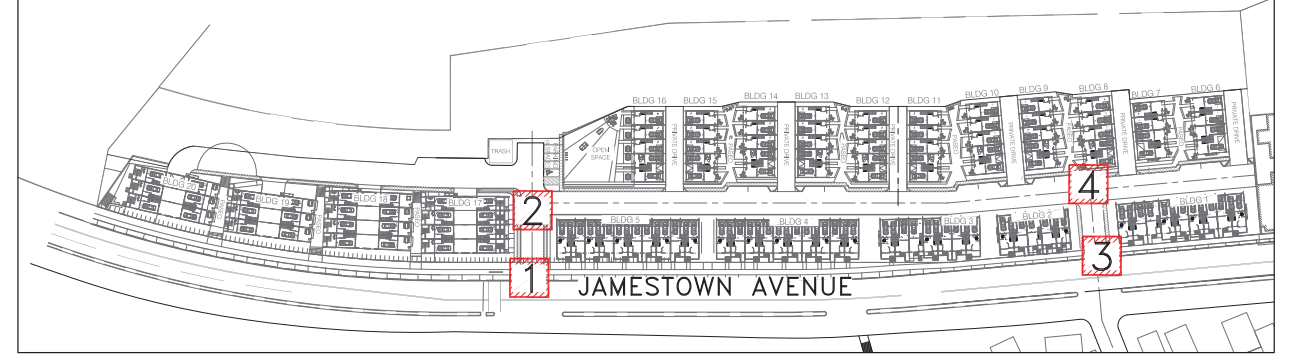
GRAPHIC SCALE



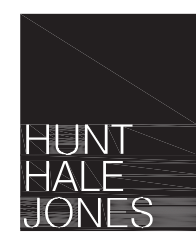
SFFD Engine	feet
Width	: 9.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.0

KEY MAP

SCALE: 1" = 100'



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SFFD ENGINE TRUCK ACCESS

SHEET 11 OF 14

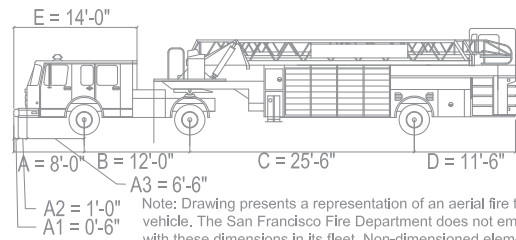
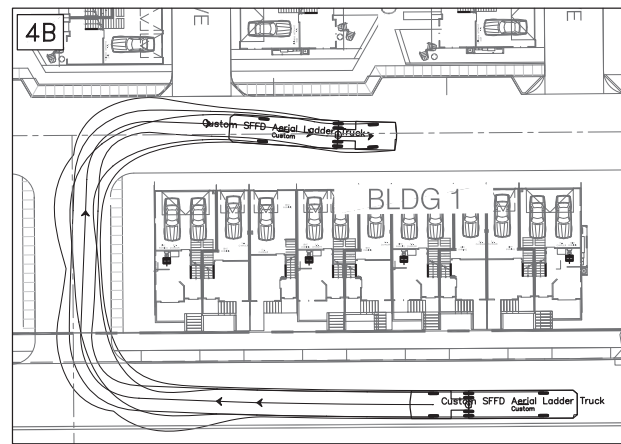
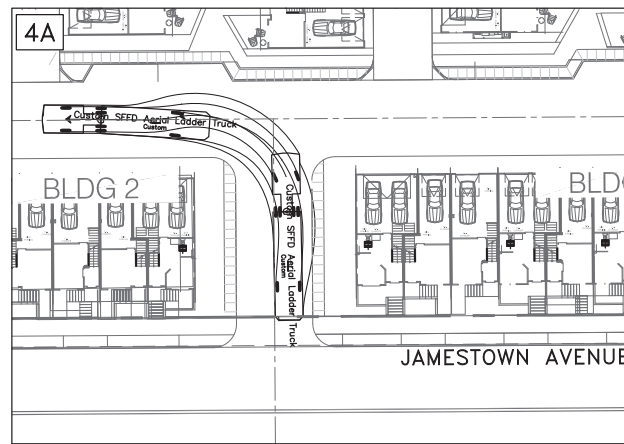
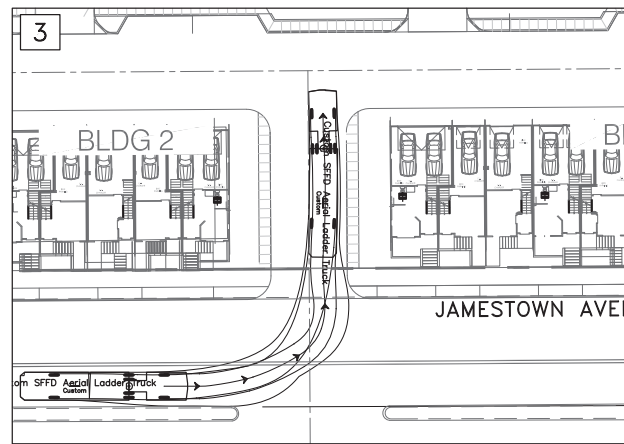
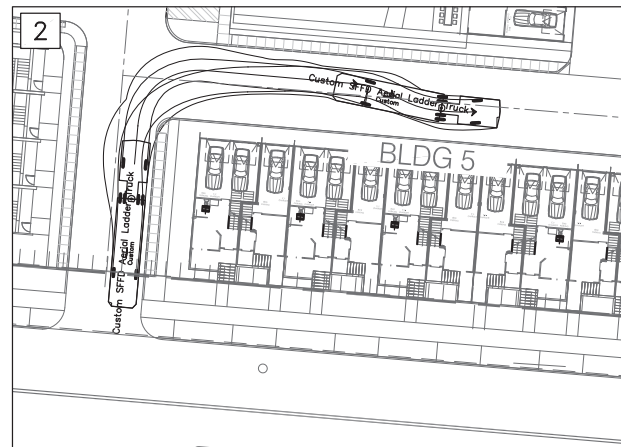
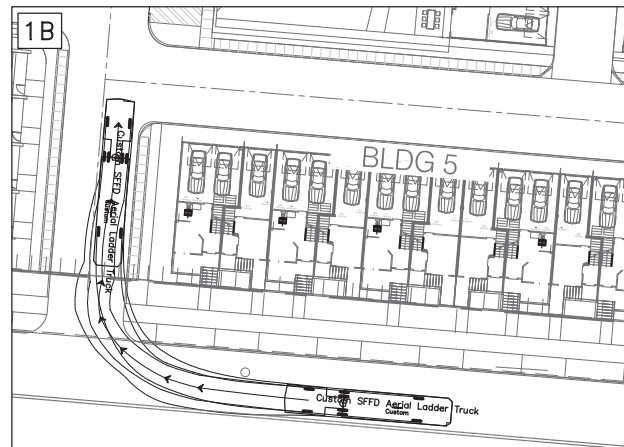
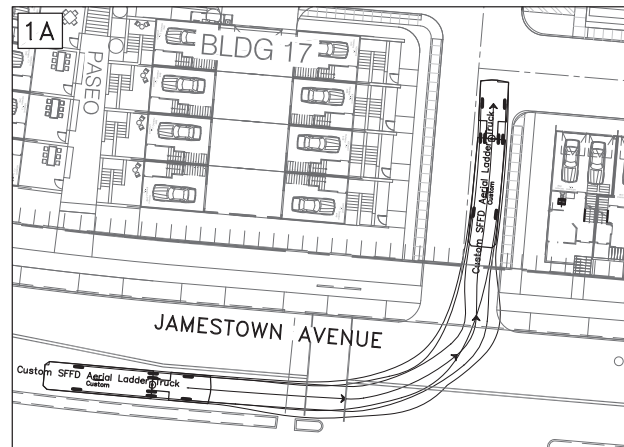
SCALE: 1" = 30'
DATE: 06.05.2020
PROJECT: 275002
SITE PERMIT APPLICATION



GRAPHIC SCALE



(IN FEET)
1 inch = 30 ft.



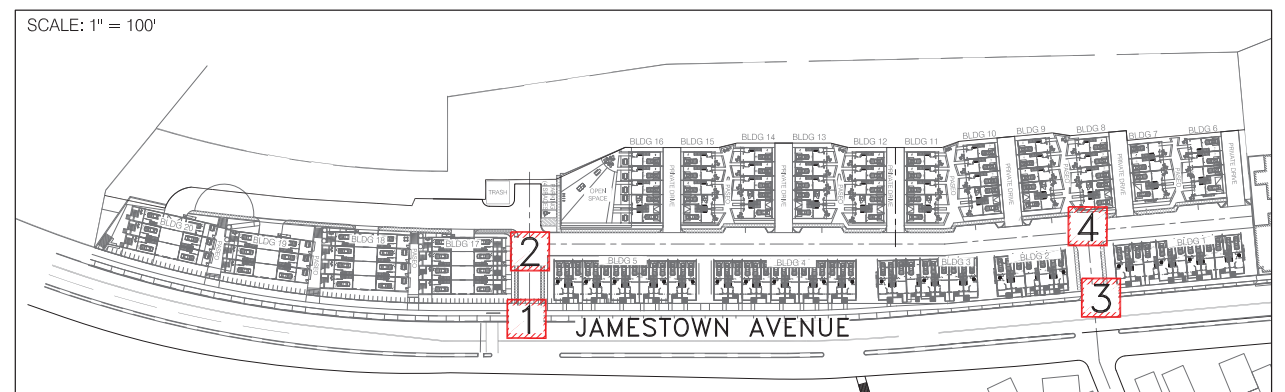
Note: Drawing presents a representation of an aerial fire truck design vehicle. The San Francisco Fire Department does not employ a vehicle with these dimensions in its fleet. Non-dimensioned elements are for illustrative purposes only.

Custom 57' SFFD Ladder Truck (DRAFT)

NAME	UNITS	
Tractor Body	8'-6"	Lock to Lock Time : 6s
Trailer Body	8'-6"	Steering Angle (SA) : 30 deg
Tractor Track Width	8'-6"	Articulating Angle (AA) : 64 deg
Trailer Track Width	8'-6"	Steering Linkage Data : AA SA
Tractor Body + Buffer (Wtract)	9'-6"	35, 30
Trailer Body + Buffer (Wtrail)	9'-6"	64, 30

KEY MAP

SCALE: 1" = 100'



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SFFD LADDER TRUCK ACCESS

SHEET 12 OF 14

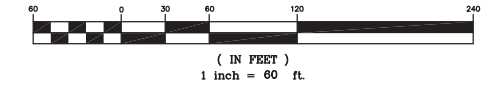
SCALE: 1" = 30'
DATE: 06.05.2020
PROJECT: 275002
SITE PERMIT APPLICATION

LEGEND

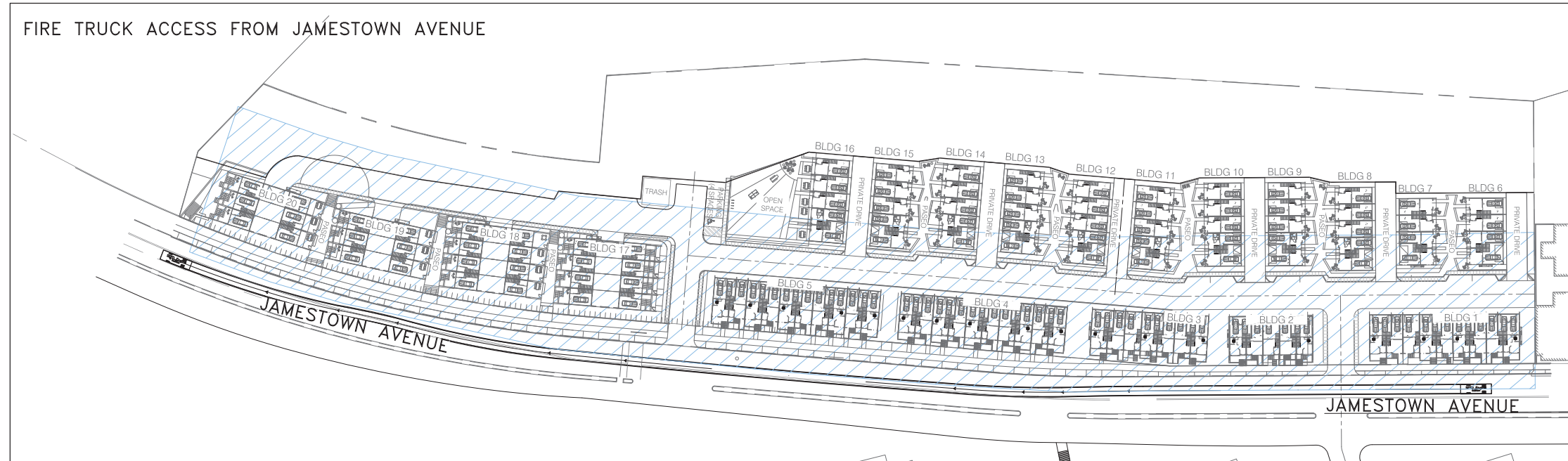
- PROPERTY LINE
- 150 FOOT RADIUS AROUND FIRE TRUCK



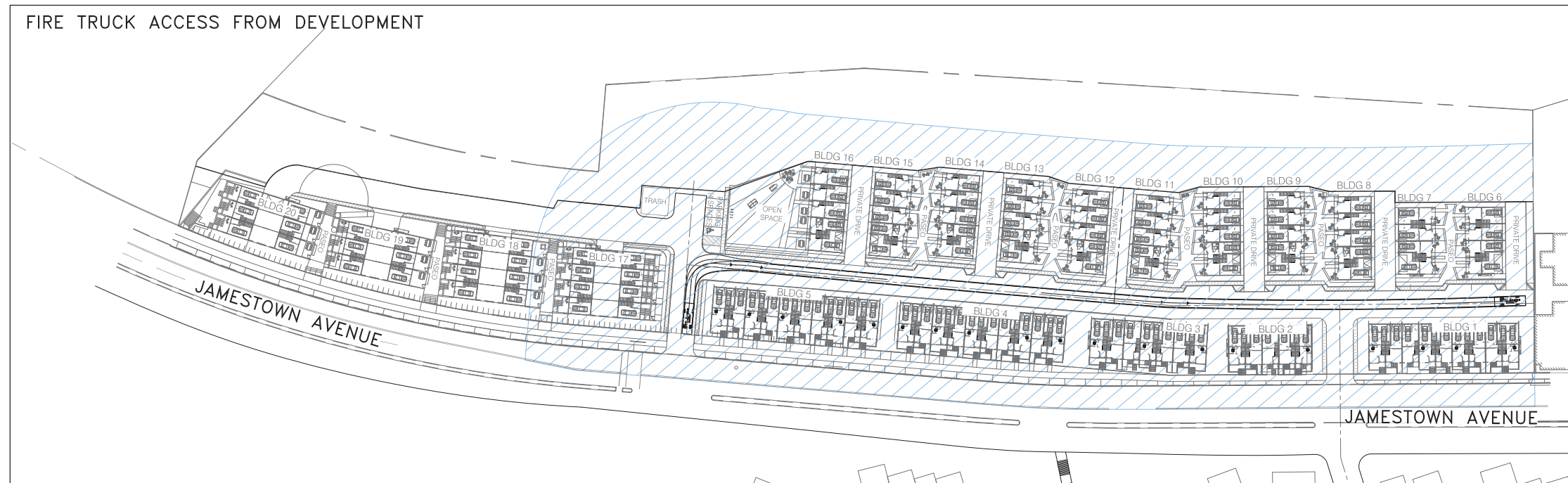
GRAPHIC SCALE



FIRE TRUCK ACCESS FROM JAMESTOWN AVENUE



FIRE TRUCK ACCESS FROM DEVELOPMENT



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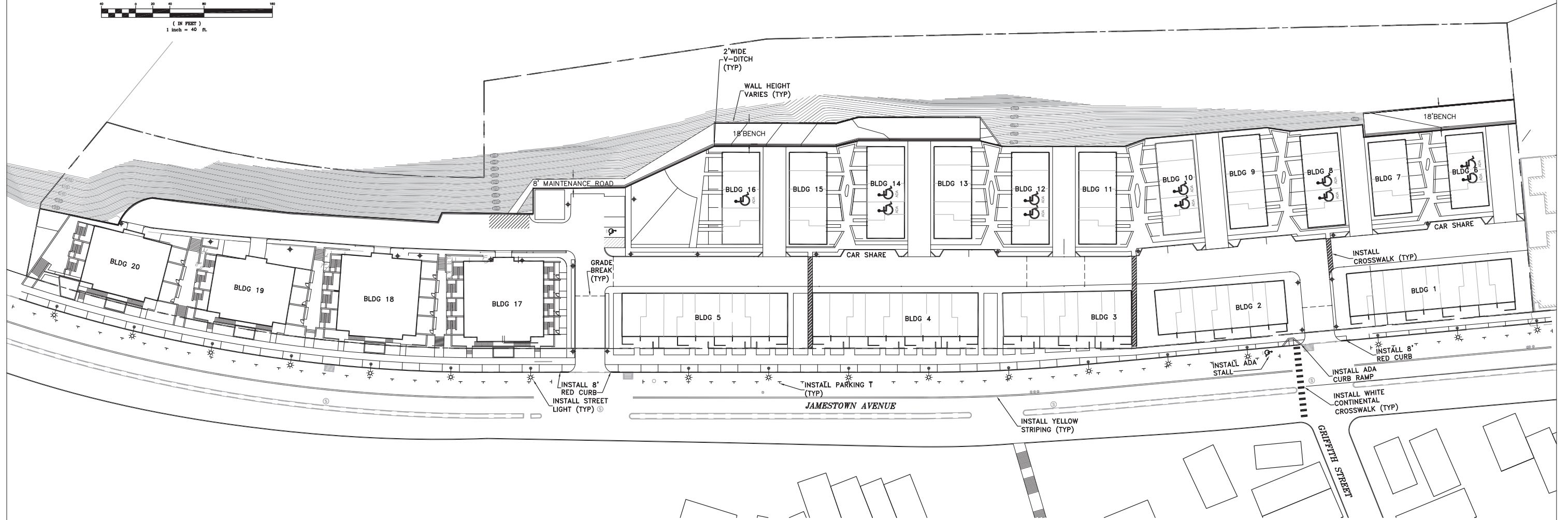
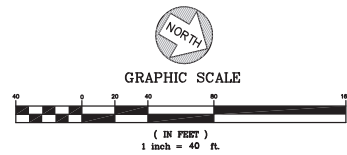
DESIGNED: LEK
DRAWN: JKL
CHECKED: JTT

SFFD FIRE TRUCK ACCESS

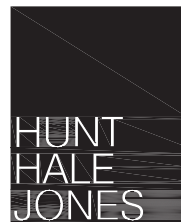
SHEET 13 OF 14

SCALE: 1" = 60'
DATE: 06.05.2020
PROJECT: 275002
SITE PERMIT APPLICATION

LEGEND	
	NEW PARKING T
	NEW YELLOW STRIPING
	NEW RED CURB
	NEW STREET LIGHT
	NEW CROSS WALK



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PARKING AND STRIPING PLAN

SHEET 14 OF 14

SCALE: 1" = 40'

DATE: 06.05.2020

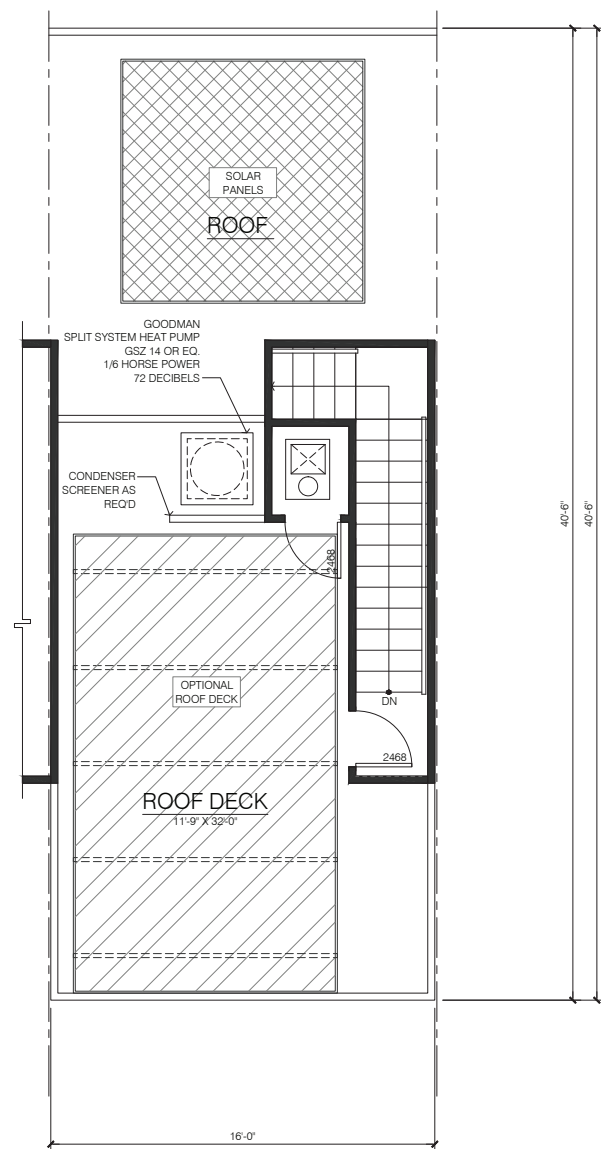
PROJECT: 275002

SITE PERMIT APPLICATION



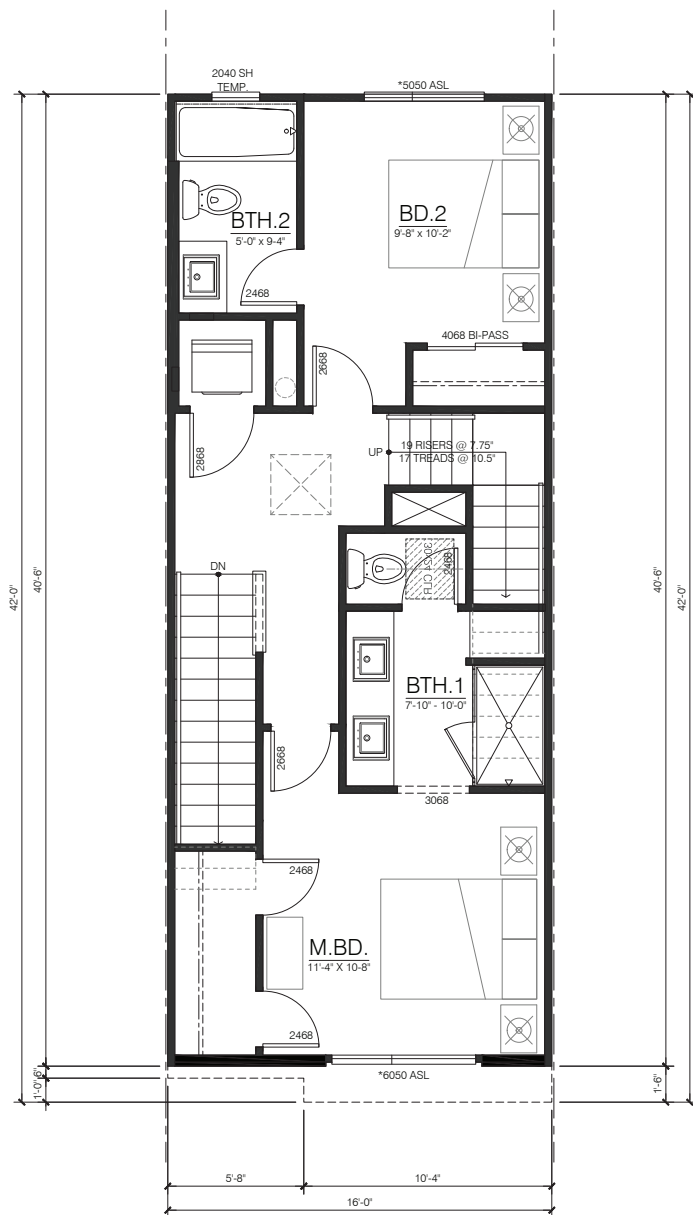
PART VI

UNIT PLANS



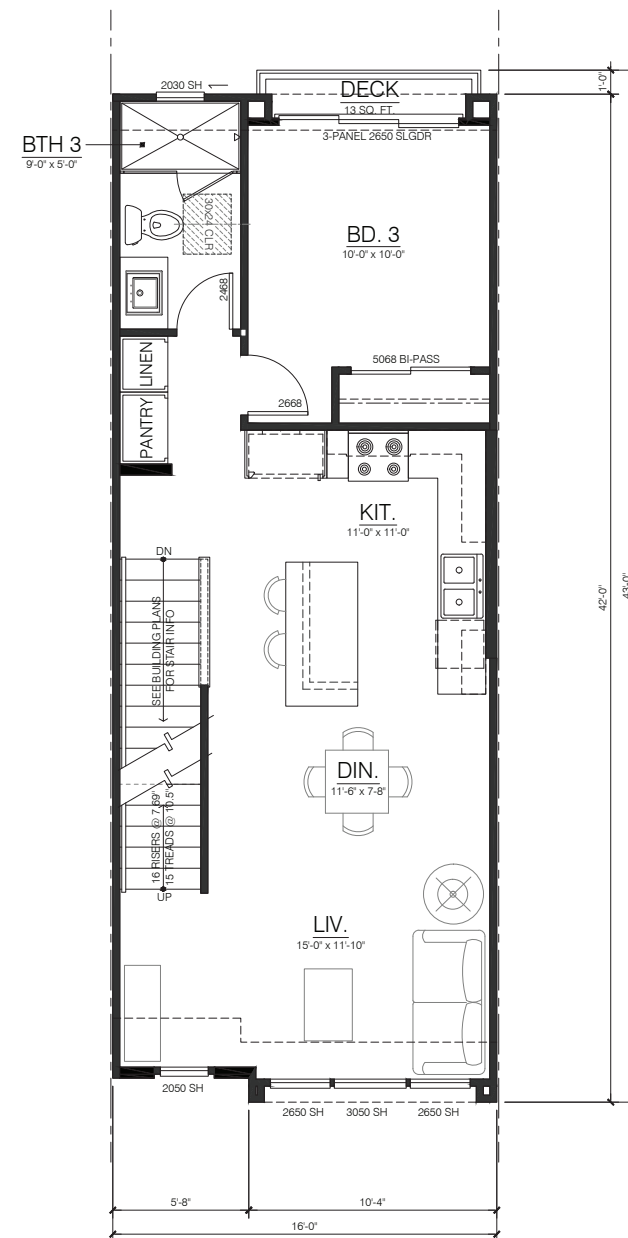
ROOF DECK PLAN

PLAN 1
 ROOF DECK: 280 SQ. FT.
 TOTAL ROOF AREA: 648 SQ. FT.
 SOLAR ROOF AREA: 100 SQ. FT.



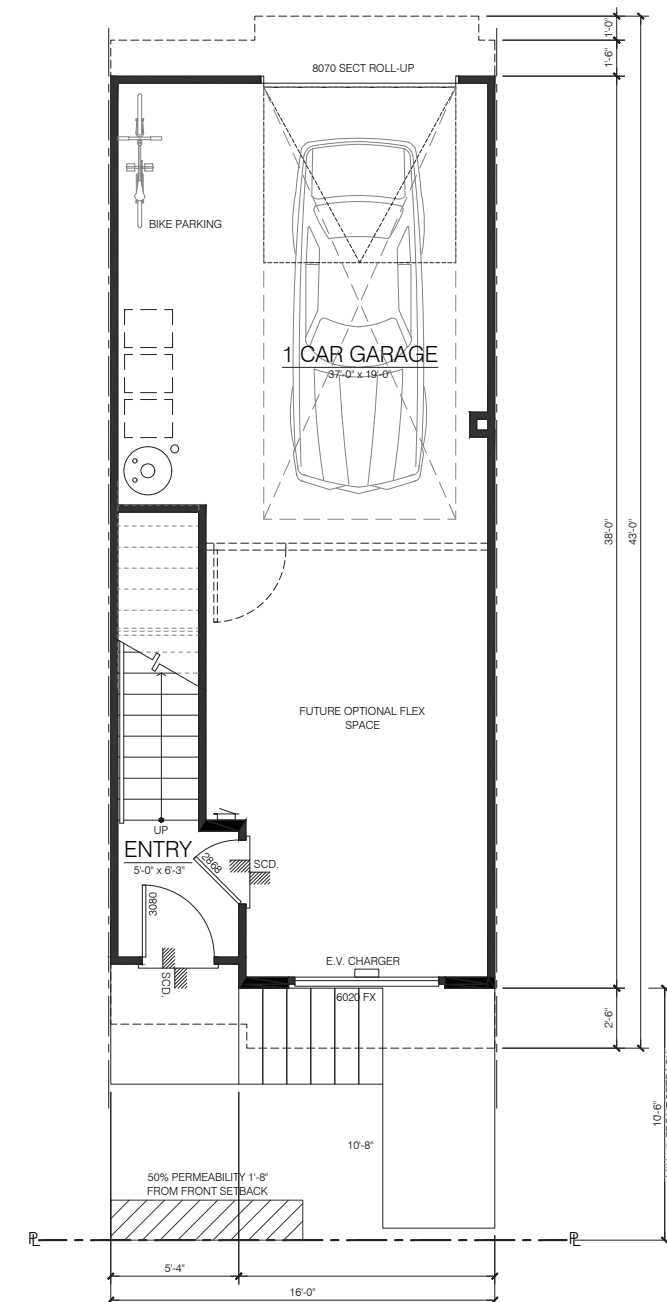
UPPER FLOOR PLAN

PLAN 1
 UPPER LIVING: 607 SQ. FT.



MAIN FLOOR PLAN

PLAN 1
 MAIN LIVING: 658 SQ. FT.
 TOTAL LIVING: 1296 SQ. FT.
 DECK: 13 SQ. FT.



GROUND FLOOR PLAN

PLAN 1
 GROUND LIVING: 31 SQ. FT.
 GARAGE: 571 SQ. FT.

GENERAL NOTE:
 RECESS WINDOWS FACING
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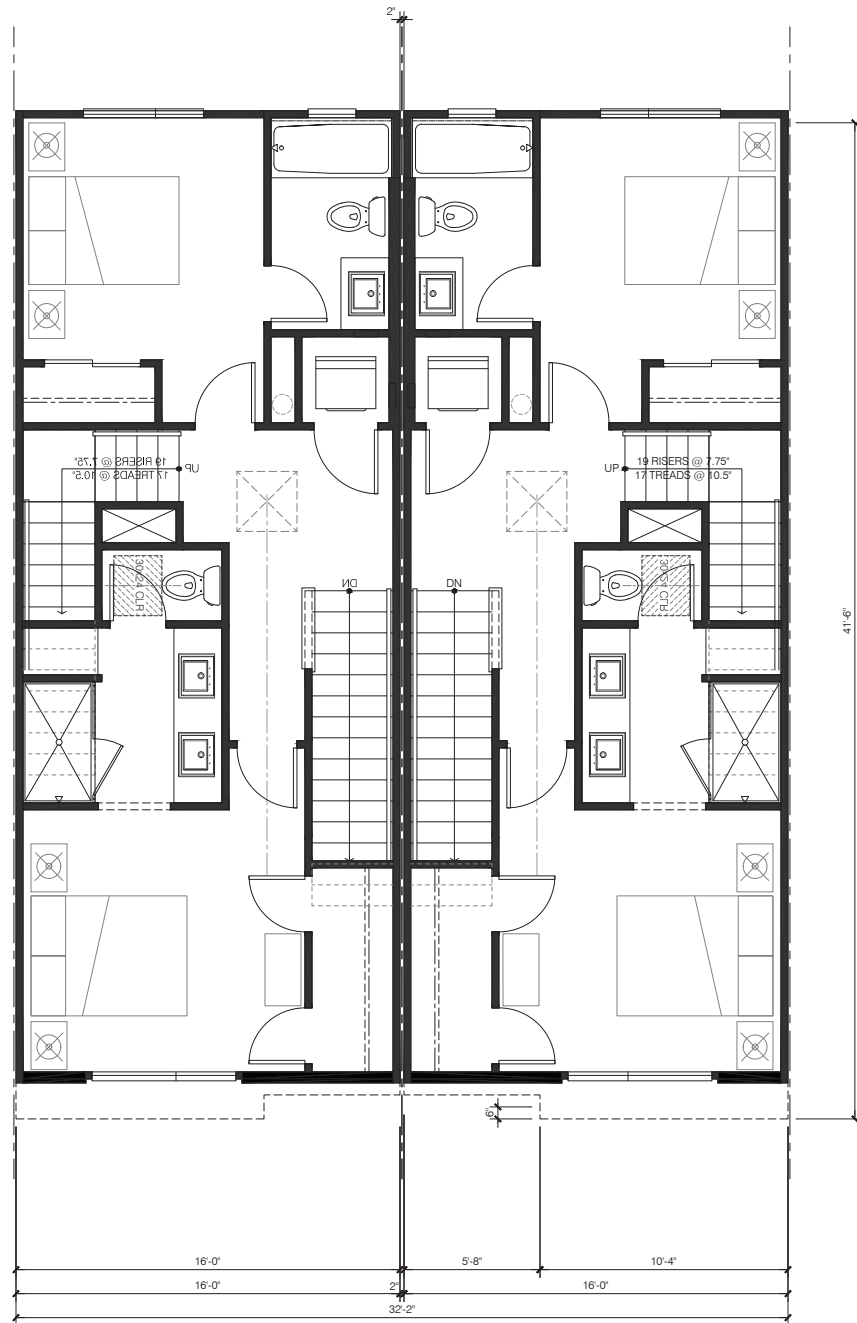
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PLAN 1 W/ ROOF DECK

A6.0

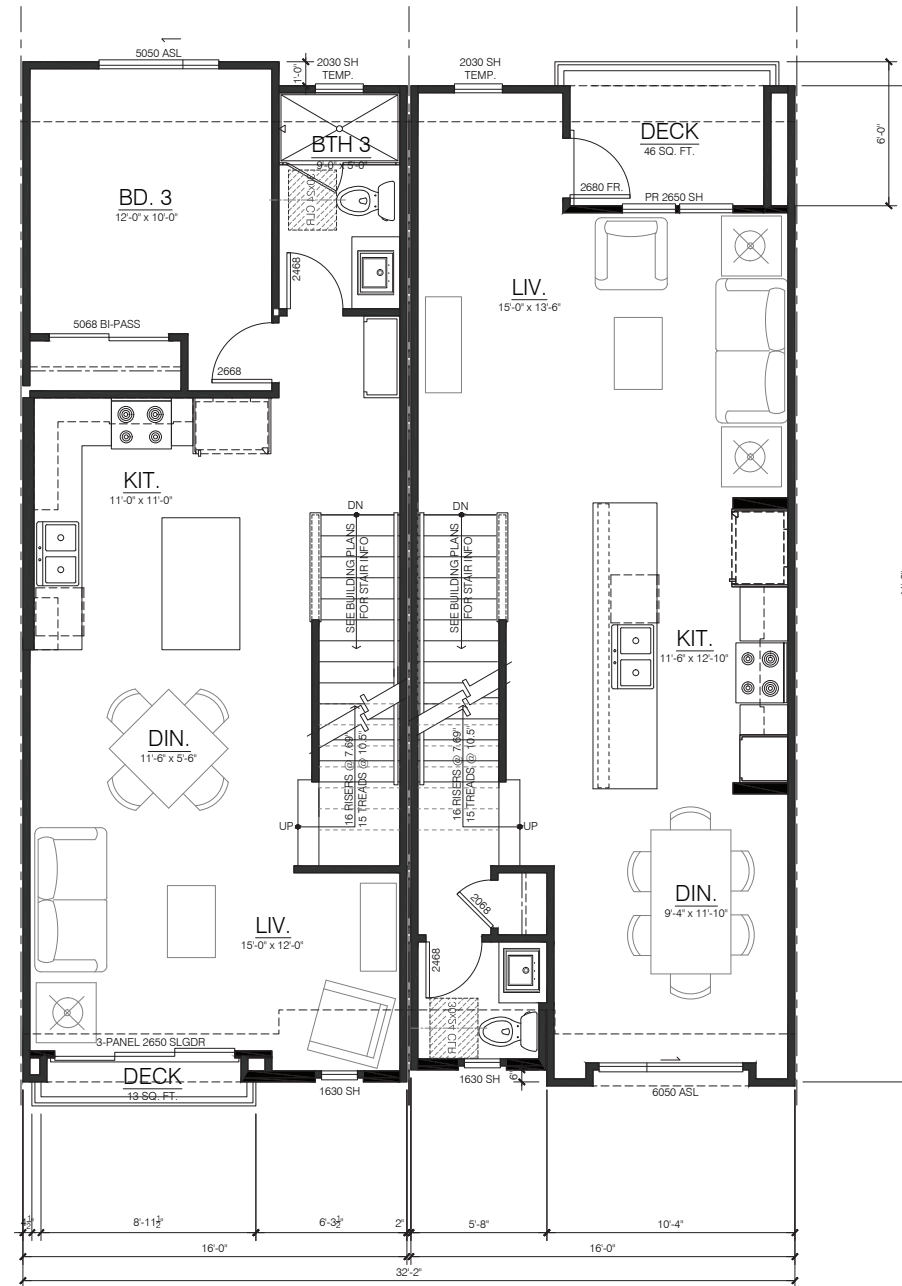
SCALE: 1/4"=1'-0"
 DATE: 06.25.2020
 PROJECT: 348001

PRELIMINARY PROJECT ASSESSMENT APPLICATION
 ORIGINAL SUBMITTAL DATE: MARCH 05, 2019
 RESUBMITTAL DATE: MARCH 09, 2020
 RESUBMITTAL DATE: JUNE 05, 2020
 RESUBMITTAL DATE: JUNE 25, 2020



UPPER FLOOR PLAN

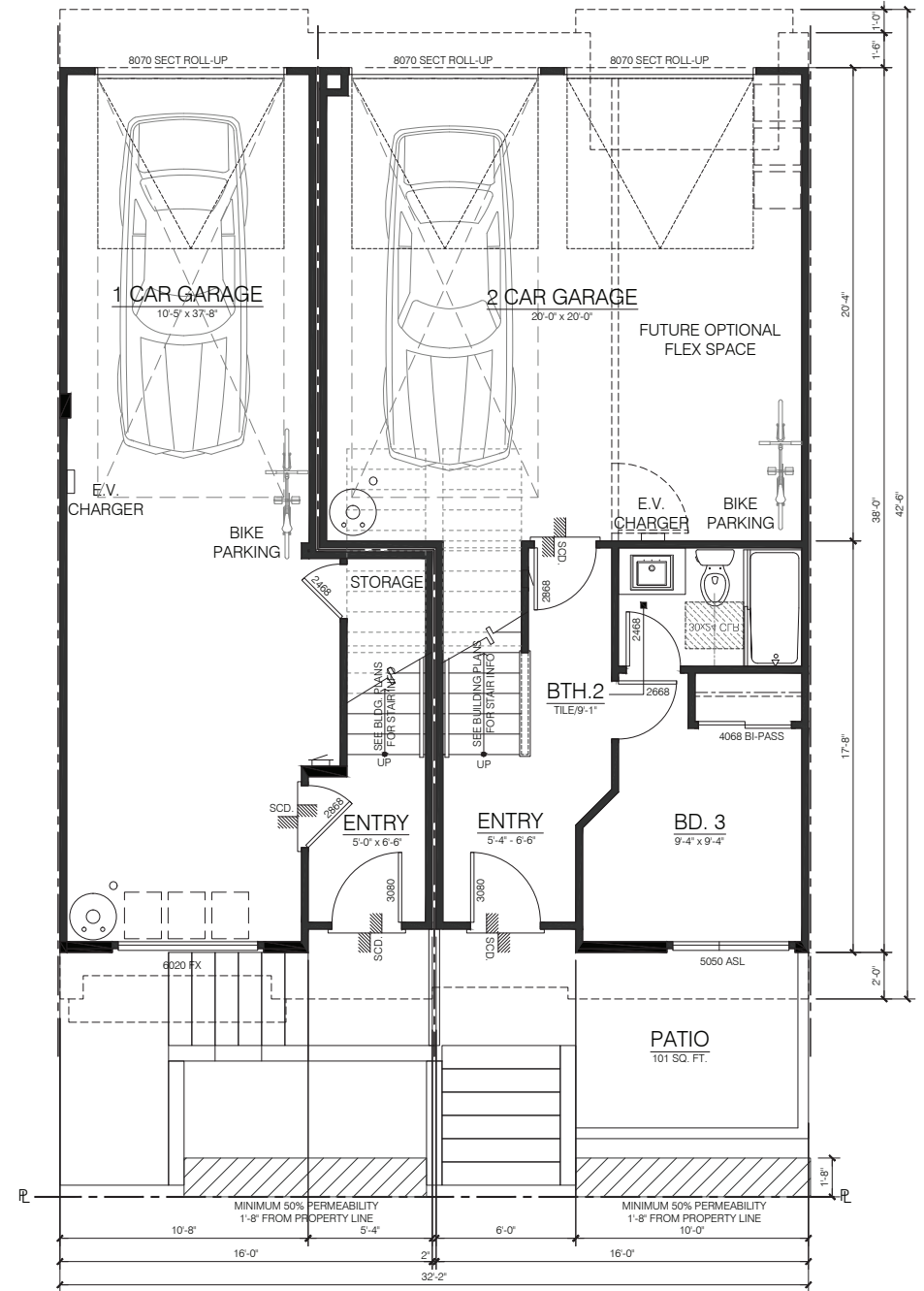
PLAN 2 - 3 INT
 PLAN 2 - UPPER LIVING: 619 SQ. FT. PLAN 3 - UPPER LIVING: 631 SQ. FT.



MAIN FLOOR PLAN

PLAN 2 - 3 INT
 PLAN 2 - MAIN LIVING: 667 SQ. FT. PLAN 3 - MAIN LIVING: 620 SQ. FT.
 TOTAL LIVING: 1324 SQ. FT. TOTAL LIVING: 1527 SQ. FT.
 DECK: 13 SQ. FT. DECK: 46 SQ. FT.

GENERAL NOTE:
 RECESS WINDOWS FACING
 JAMESTOWN @ STUCCO



GROUND FLOOR PLAN

PLAN 2 - 3 - INT
 PLAN 2 - GROUND LIVING: 38 SQ. FT. PLAN 3 - OPT. A - GROUND LIVING: 277 SQ. FT.
 GARAGE: 460 SQ. FT. GARAGE: 428 SQ. FT.
 PATIO: 101 SQ. FT.



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PLAN 2&3 W/ ROOF DECK

A6.1

PRELIMINARY PROJECT ASSESSMENT APPLICATION
 ORIGINAL SUBMITTAL DATE: MARCH 05, 2019
 RESUBMITTAL DATE: MARCH 09, 2020
 RESUBMITTAL DATE: JUNE 05, 2020
 RESUBMITTAL DATE: JUNE 25, 2020

SCALE: 1/4"=1'-0"
 DATE: 06.25.2020
 PROJECT: 348001



ROOF DECK PLAN

PLAN 2 - 3 - END

PLAN 2 - ROOF DECK: 306 SQ. FT.
 TOTAL ROOF: 677 SQ. FT.
 SOLAR: 100 SQ.FT.

PLAN 3 - ROOF DECK: 348 SQ. FT.
 TOTAL ROOF: 753 SQ. FT.
 SOLAR: 100 SQ.FT.



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PLAN 2&3 W/ ROOF DECK

A6.2

SCALE: 1/4"=1'-0"

DATE: 06.25.2020

PROJECT: 348001

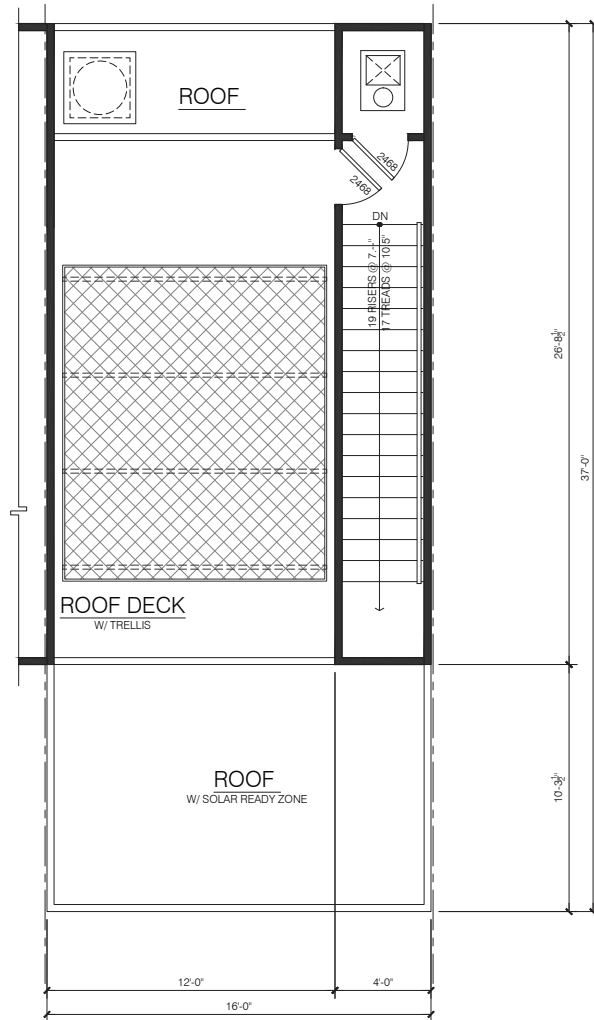
PRELIMINARY PROJECT ASSESSMENT APPLICATION

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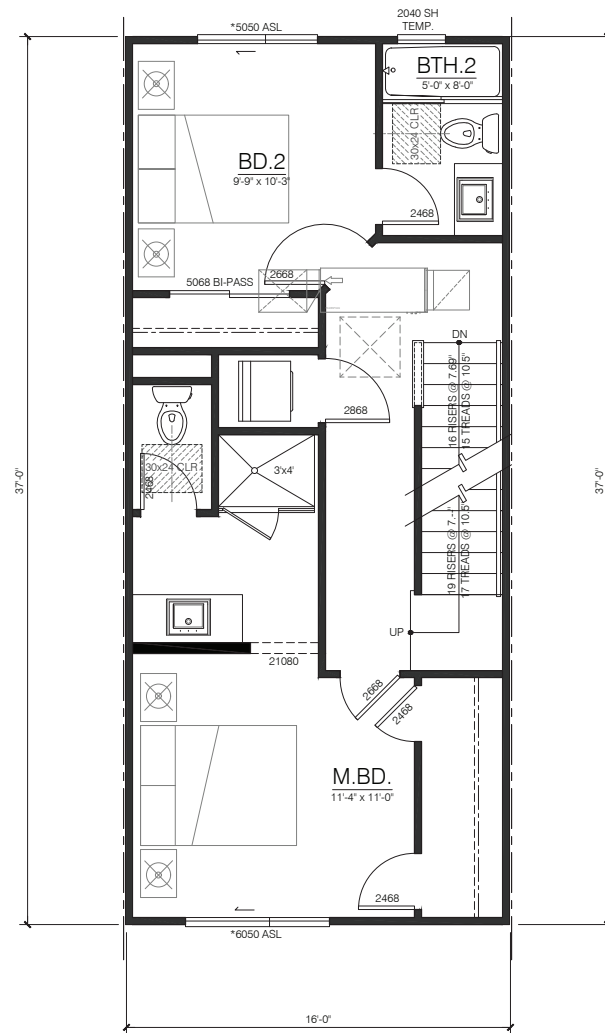
RESUBMITTAL DATE: JUNE 05, 2020

RESUBMITTAL DATE: JUNE 25, 2020



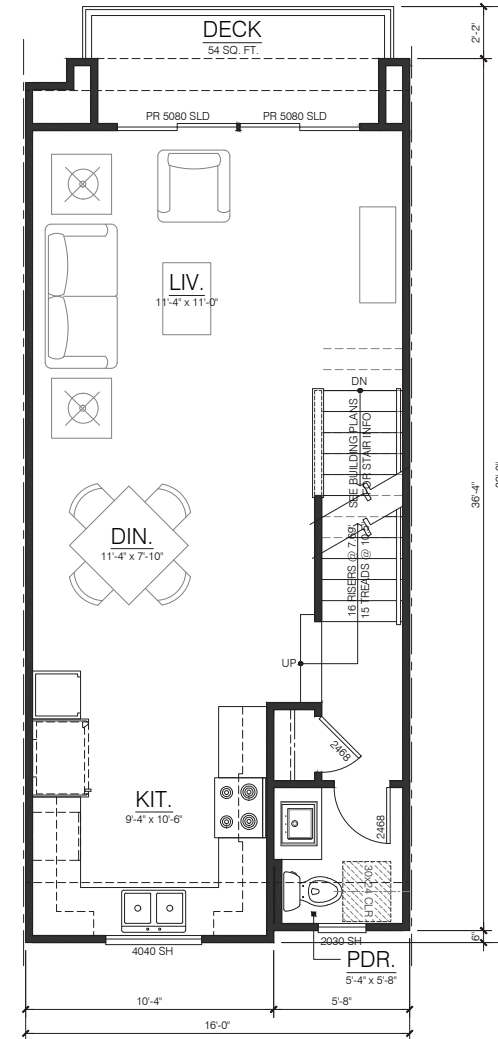
ROOF DECK PLAN

PLAN 4
 ROOF DECK: 250 SQ. FT.
 TOTAL ROOF: 592 SQ. FT.
 SOLAR: 100 SQ. FT.



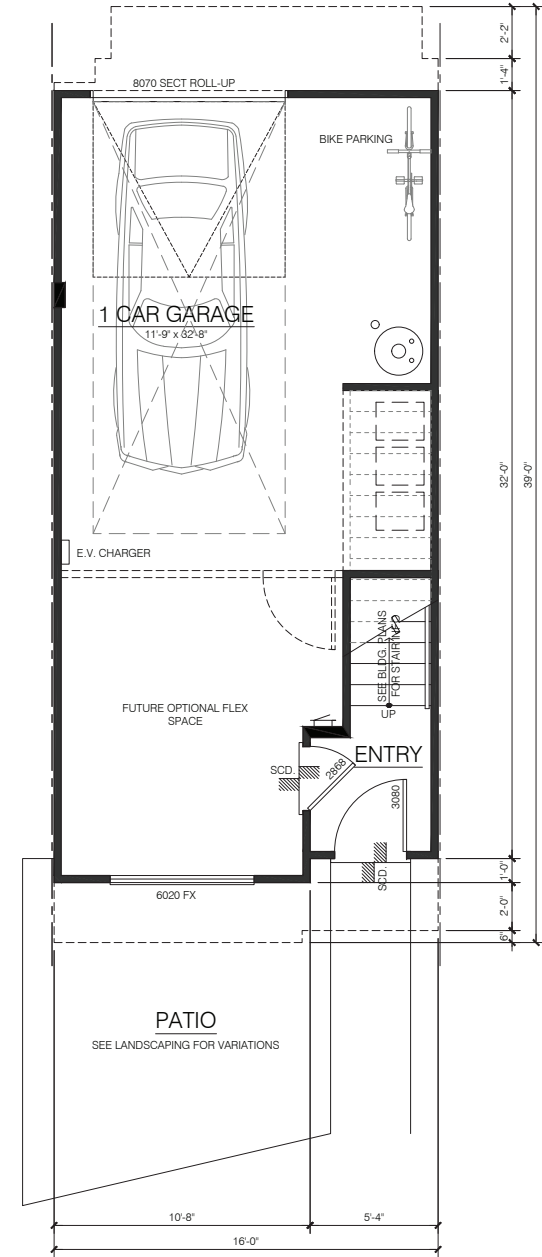
UPPER FLOOR PLAN

PLAN 4
 UPPER LIVING: 537 SQ. FT.



MAIN FLOOR PLAN

PLAN 4
 MAIN LIVING: 539 SQ. FT.
 TOTAL LIVING: 1279 SQ. FT.
 DECK: 54 SQ. FT.



GROUND FLOOR PLAN

PLAN 4
 GROUND LIVING: 203 SQ. FT.
 GARAGE: 320 SQ. FT.
 PATIO: 125 SQ. FT.



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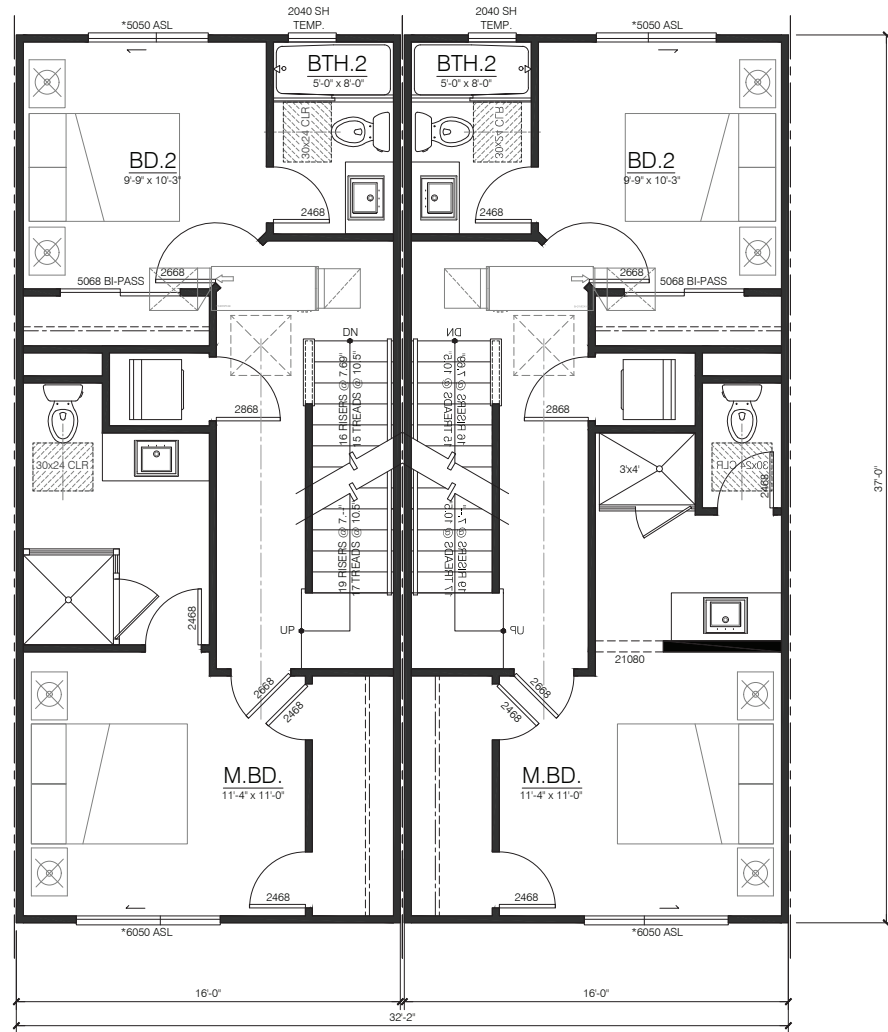
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PLAN 4 W/ ROOF DECK

A6.3

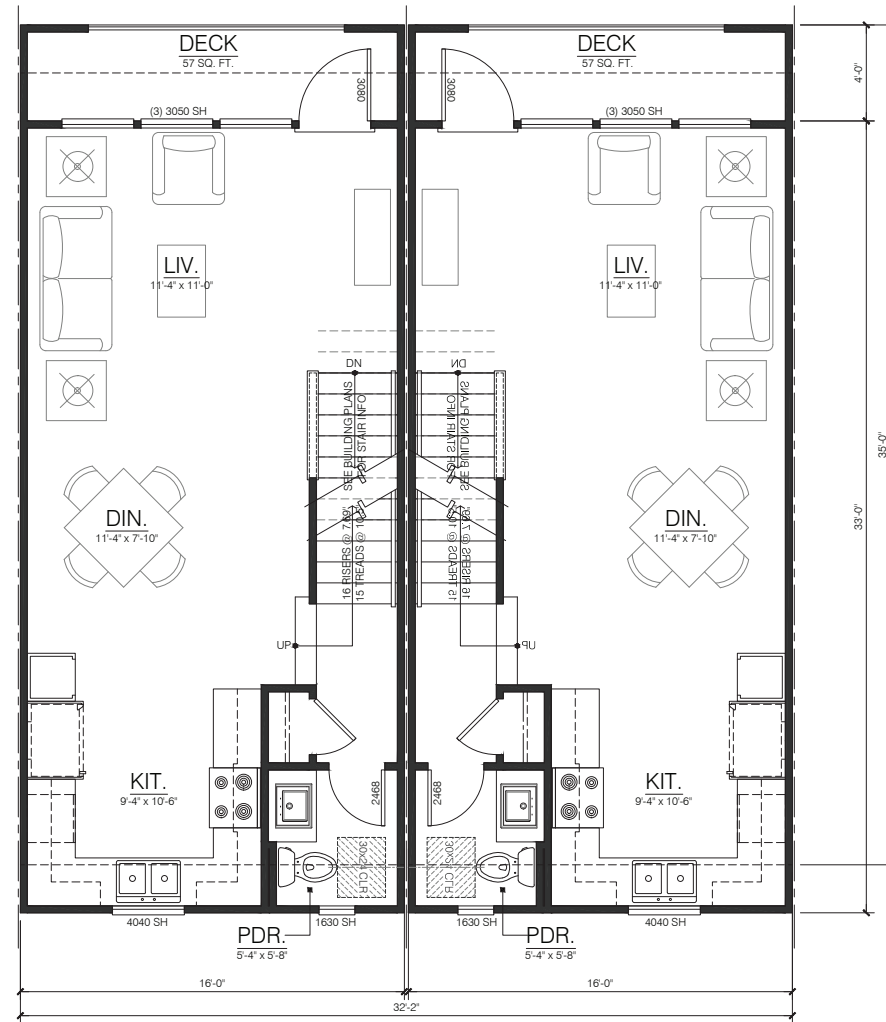
PRELIMINARY PROJECT ASSESSMENT APPLICATION
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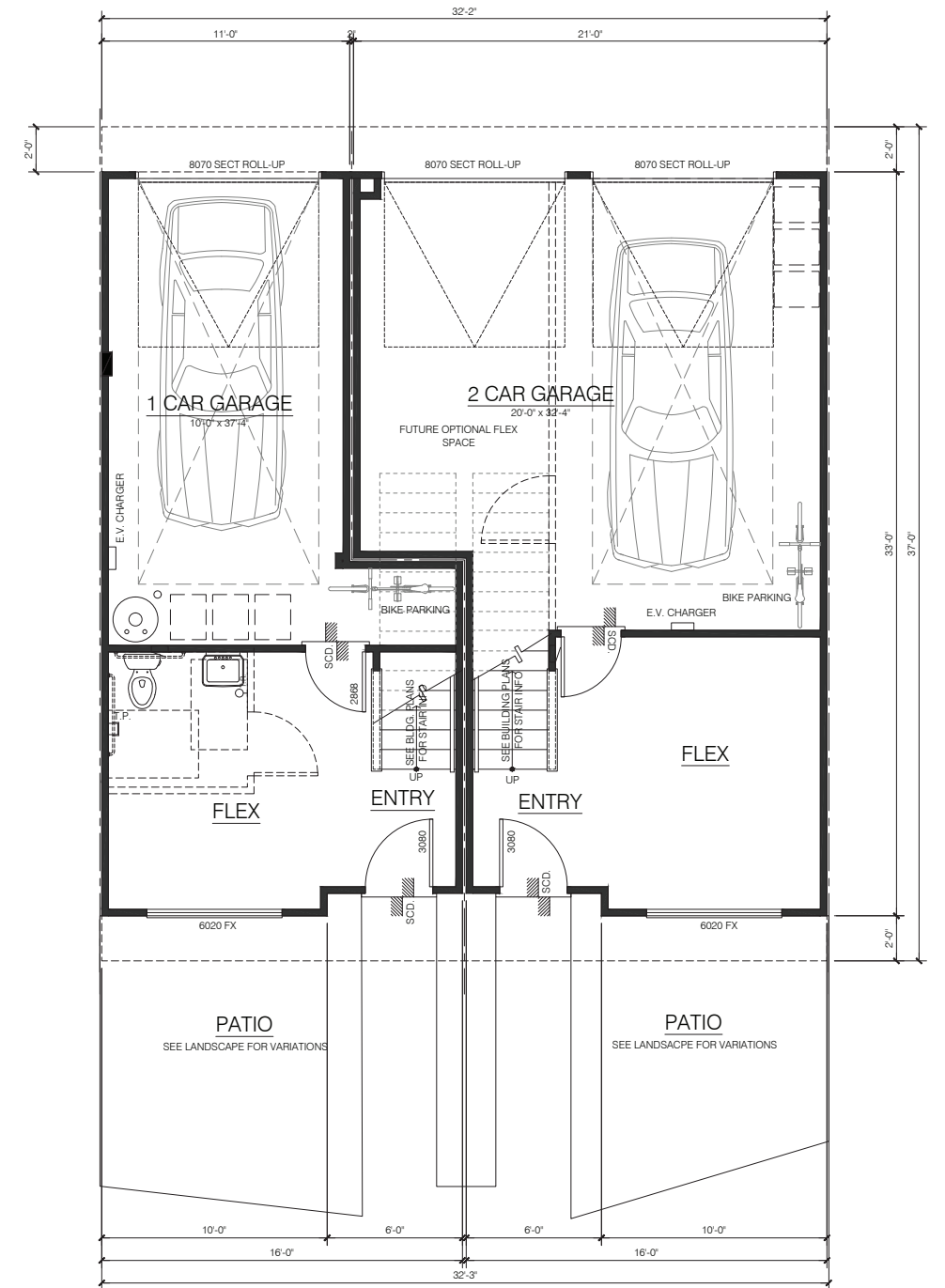
UPPER FLOOR PLAN

PLAN 5-6 - INT
 PLAN 5 - UPPER LIVING: 565 SQ. FT. PLAN 6 - UPPER LIVING: 565 SQ. FT.



MAIN FLOOR PLAN

PLAN 5-6 - INT
 PLAN 5 - MAIN LIVING: 528 SQ. FT. PLAN 6 - MAIN LIVING: 528 SQ. FT.
 TOTAL LIVING: 1279 SQ. FT. TOTAL LIVING: 1289 SQ. FT.
 DECK: 57 SQ. FT. DECK: 57 SQ. FT.



GROUND FLOOR PLAN

PLAN 5-6 - INT
 PLAN 5 - GROUND LIVING: 187 SQ. FT. PLAN 6 - GROUND LIVING: 197 SQ. FT.
 GARAGE: 250 SQ. FT. GARAGE: 411 SQ. FT.
 PATIO: 125 SQ. FT. MIN. PATIO: 125 SQ. FT. MIN.



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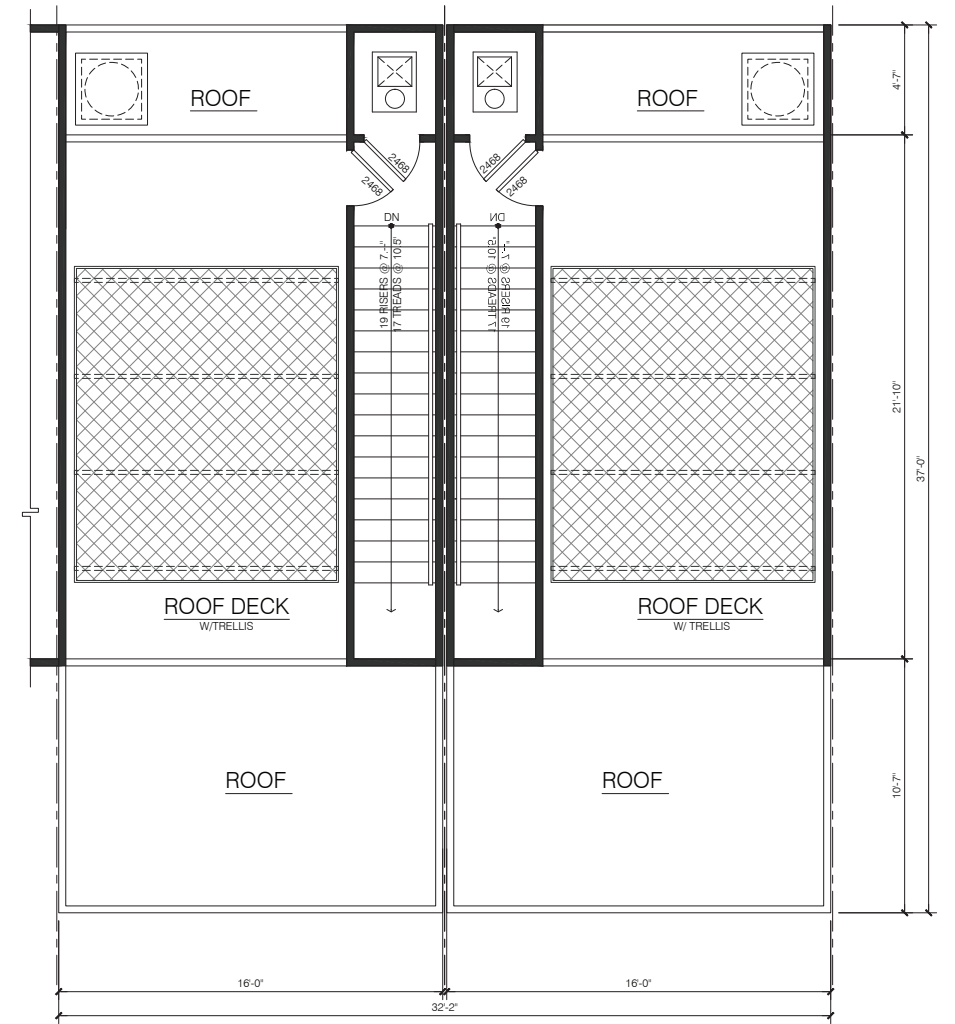
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PLAN 5&6 W/ ROOF DECK

A6.4

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SCALE: 1/4"=1'-0"
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ROOF DECK PLAN

PLAN 5-6 - INT

PLAN 5 - ROOF DECK: 252 SQ. FT.
 TOTAL ROOF: 592 SQ. FT.
 SOLAR: 100 SQ.FT.

PLAN 6 - ROOF DECK: 252 SQ. FT.
 TOTAL ROOF: 592 SQ. FT.
 SOLAR: 100 SQ.FT.



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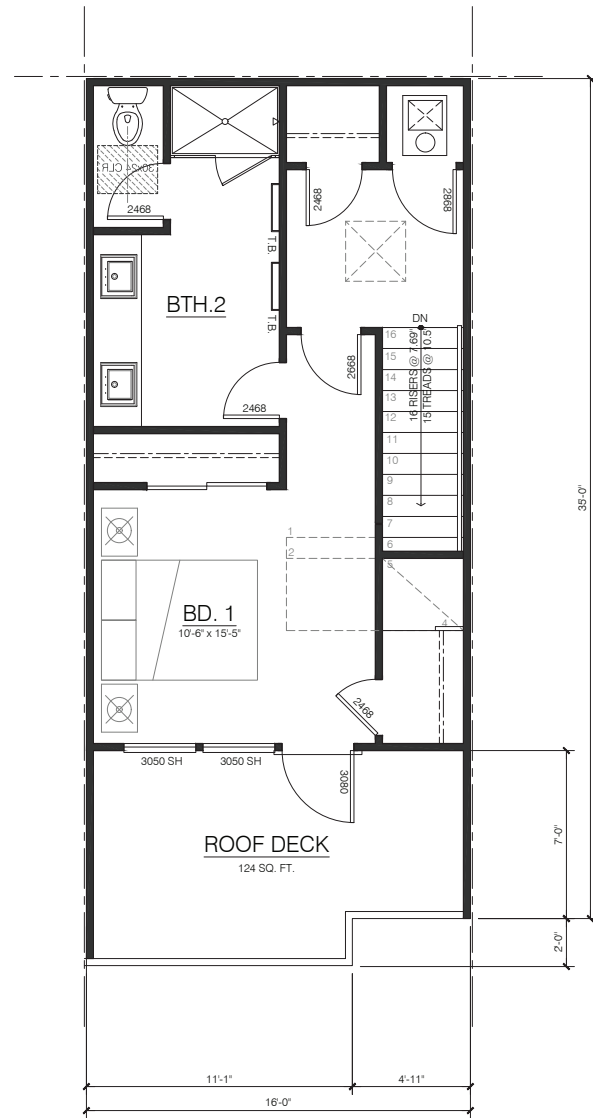
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PLAN 5&6 W/ ROOF DECK

A6.5

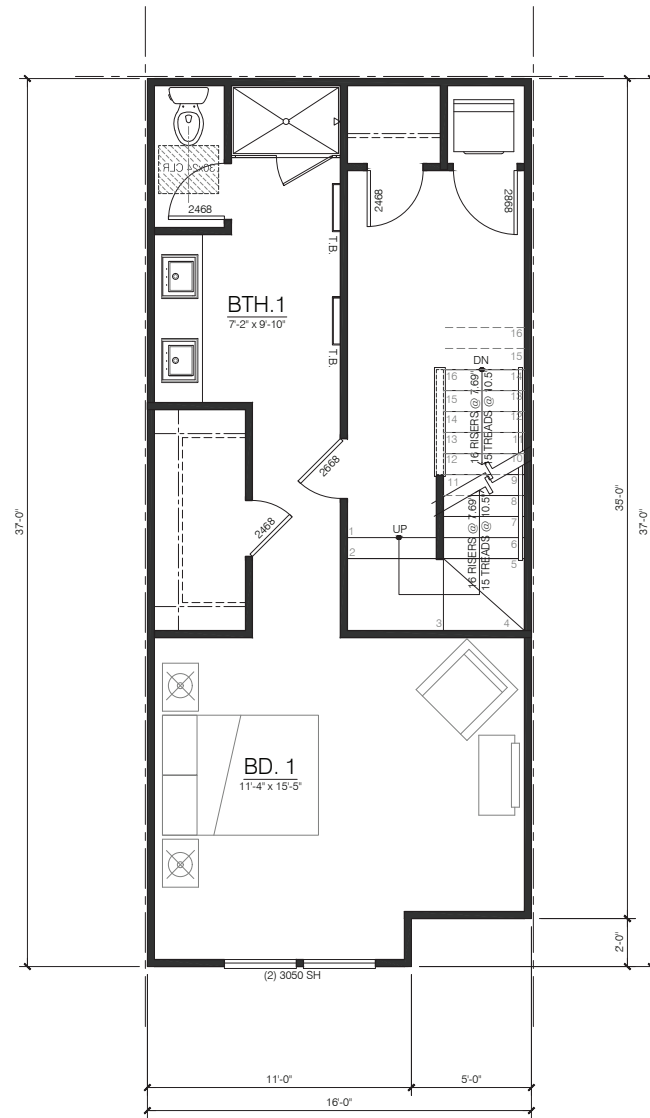
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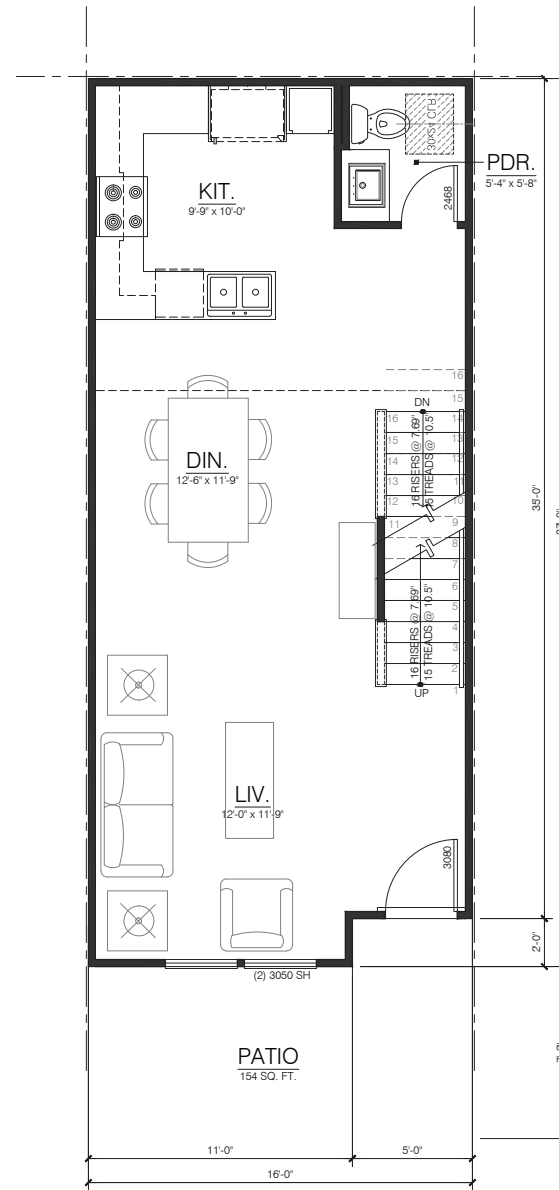
TOP FLOOR PLAN

PLAN 7 TOP FLOOR: 414 SQ. FT.
ROOF DECK: 124 SQ. FT.



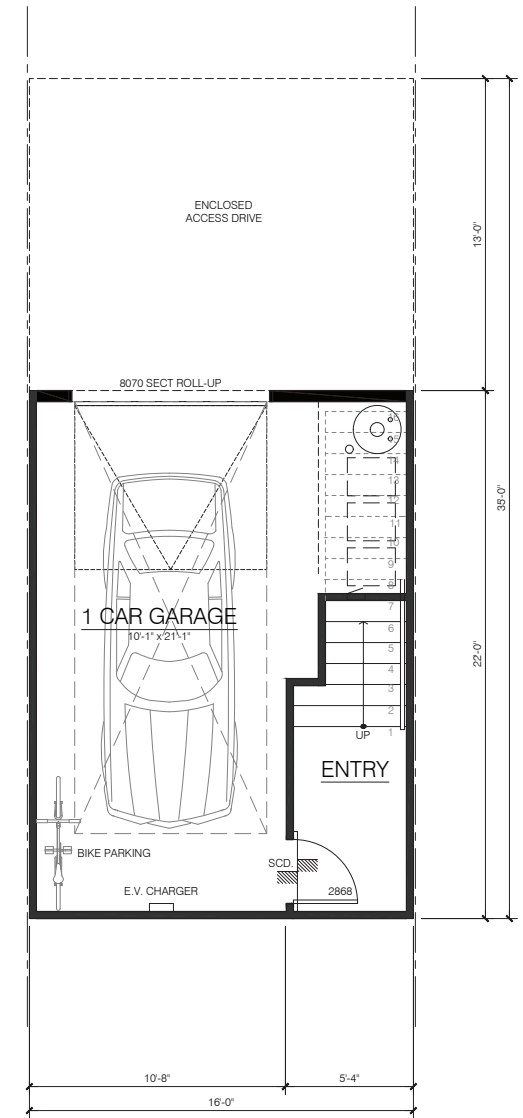
UPPER FLOOR PLAN

PLAN 7 UPPER LIVING: 542 SQ. FT.



MAIN FLOOR PLAN

PLAN 7 MAIN LIVING: 582 SQ. FT.
TOTAL LIVING: 1605 SQ. FT.
PATIO: 156 SQ. FT.



GROUND FLOOR PLAN

PLAN 7 GROUND LIVING: 67 SQ. FT.
GARAGE: 285 SQ. FT.



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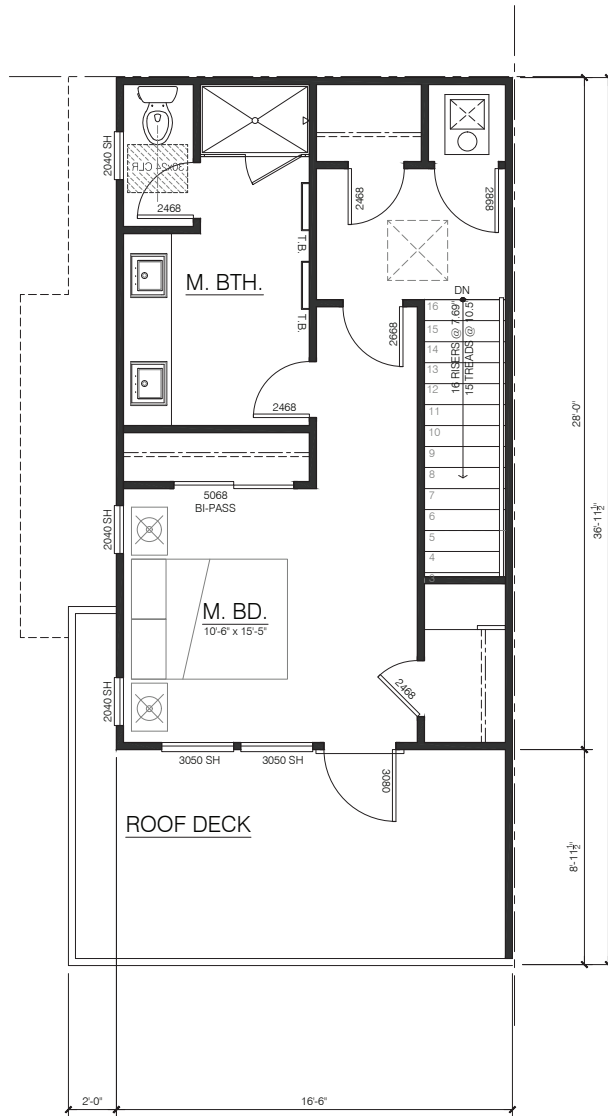
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PLAN 7
A6.6

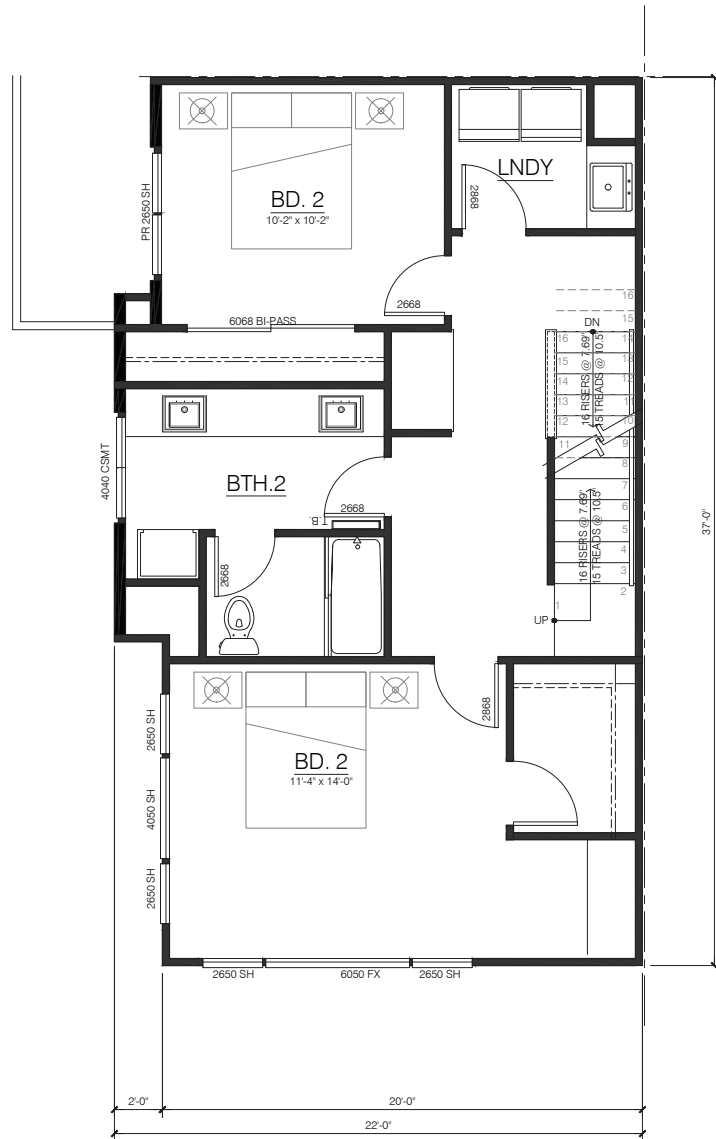
SCALE: 1/4"=1'-0"
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GENERAL NOTE:
RECESS WINDOWS FACING
JAMESTOWN @ STUCCO

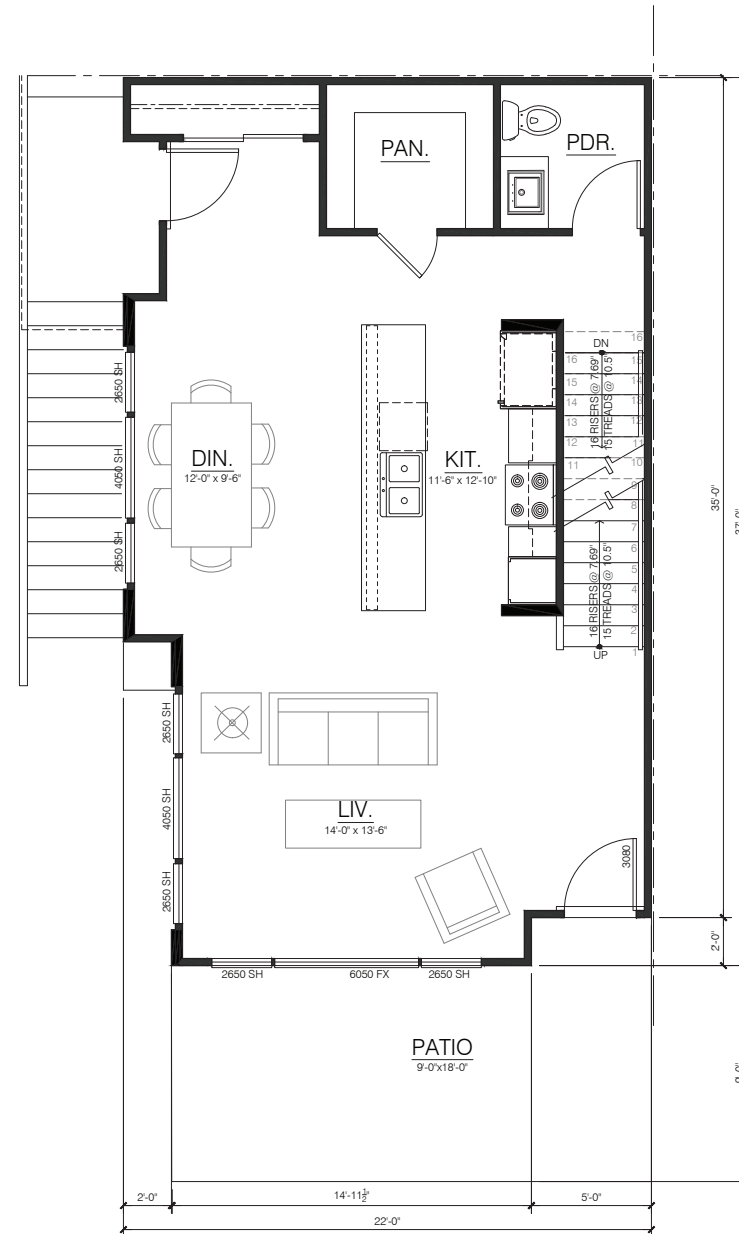
TOP FLOOR PLAN

PLAN 7 - EXT TOP FLOOR: 415 SQ. FT.
ROOF DECK: 165 SQ. FT.



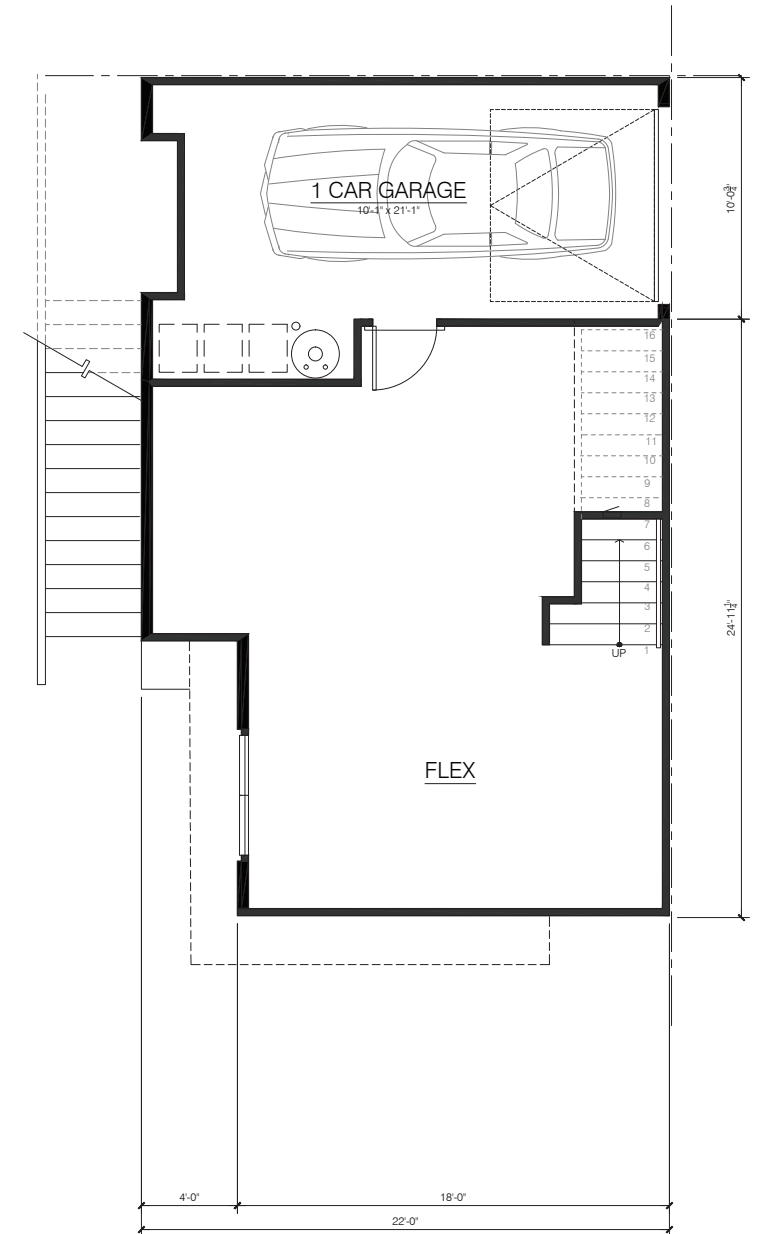
UPPER FLOOR PLAN

PLAN 7 - EXT UPPER LIVING: 774 SQ. FT.



MAIN FLOOR PLAN

PLAN 7 - EXT MAIN LIVING: 768 SQ. FT.
TOTAL LIVING: 2428 SQ. FT.
PATIO: 190 SQ. FT.



GROUND FLOOR PLAN

PLAN 7A GROUND LIVING: 472 SQ. FT.
GARAGE: 241 SQ. FT.



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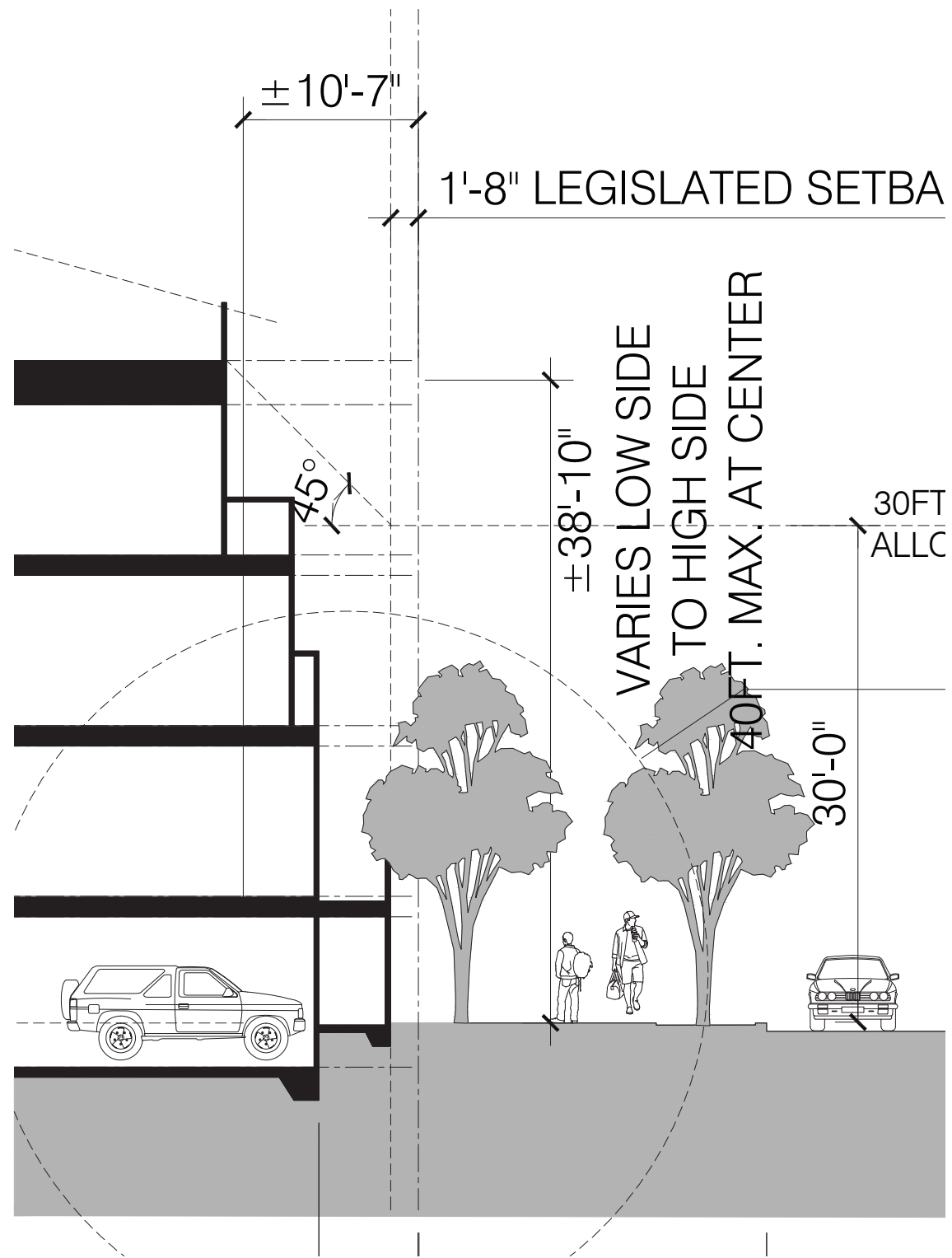
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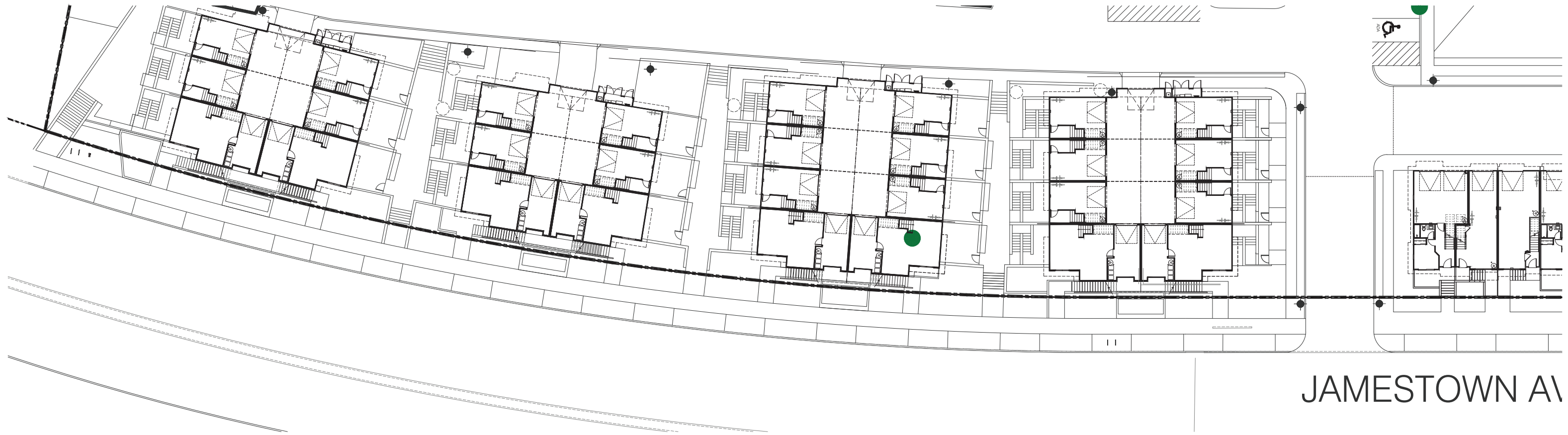
PLAN 7 EXT

A6.7

SCALE: 1/4"=1'-0"
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PART VII
 SITE AND BUILDING SECTIONS
 AND CODE CONFORMANCE



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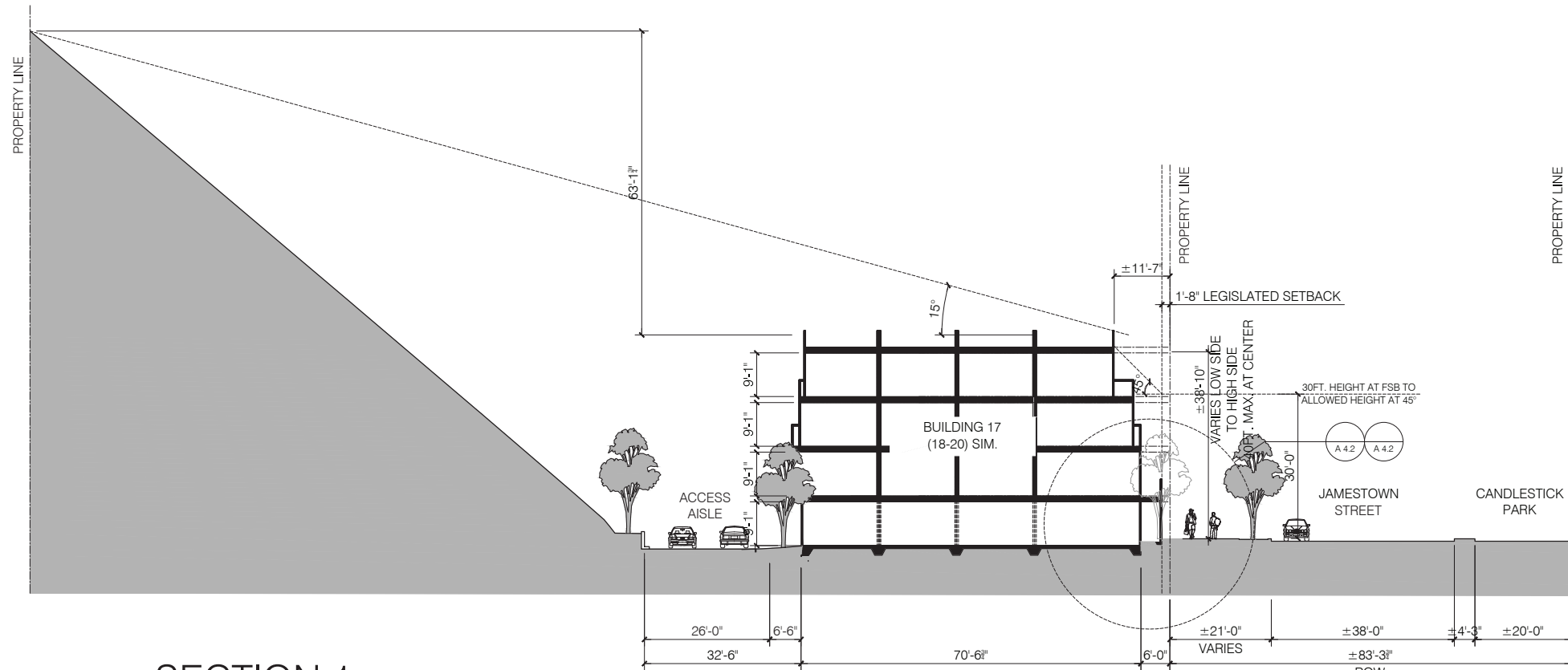
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JAMESTOWN AVE. STREETSCAPE

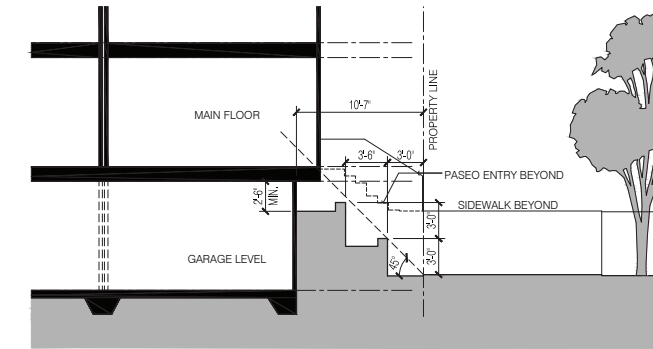
A7.0

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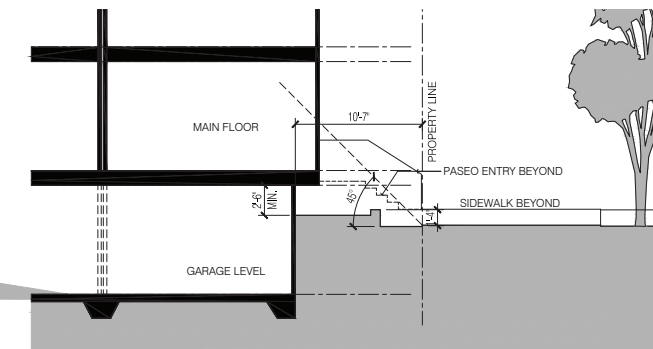
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 PROJECT: 348001



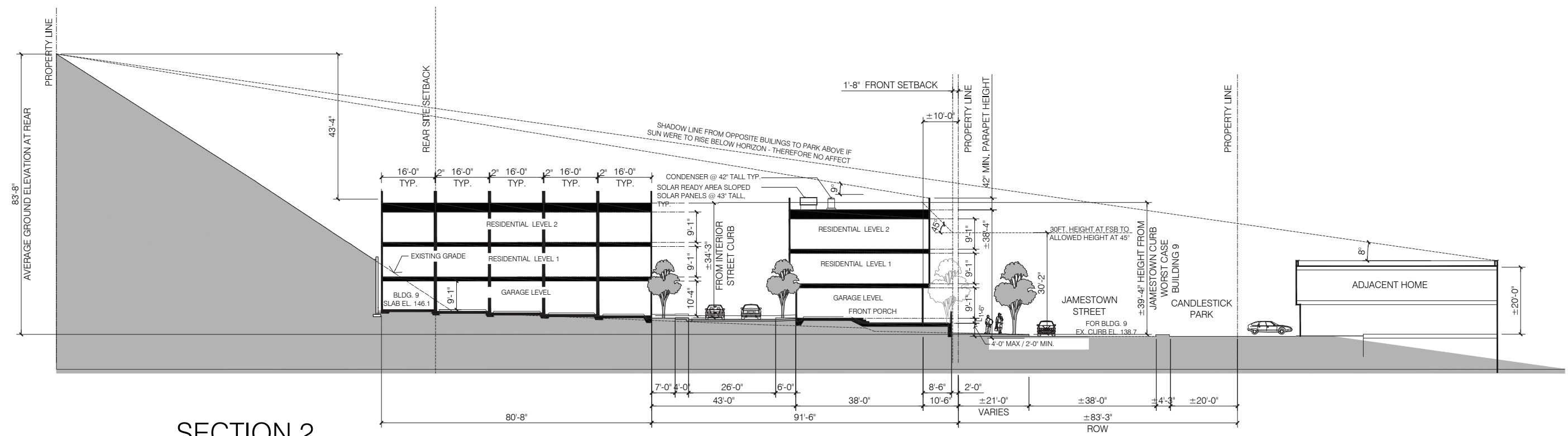
SECTION 1



SECTION 1.2 AT SOUTH DOWNSLOPE



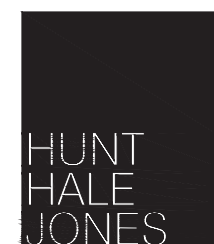
SECTION 1.1 AT NORTH UPSLOPE



SECTION 2



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SITE CROSS SECTIONS

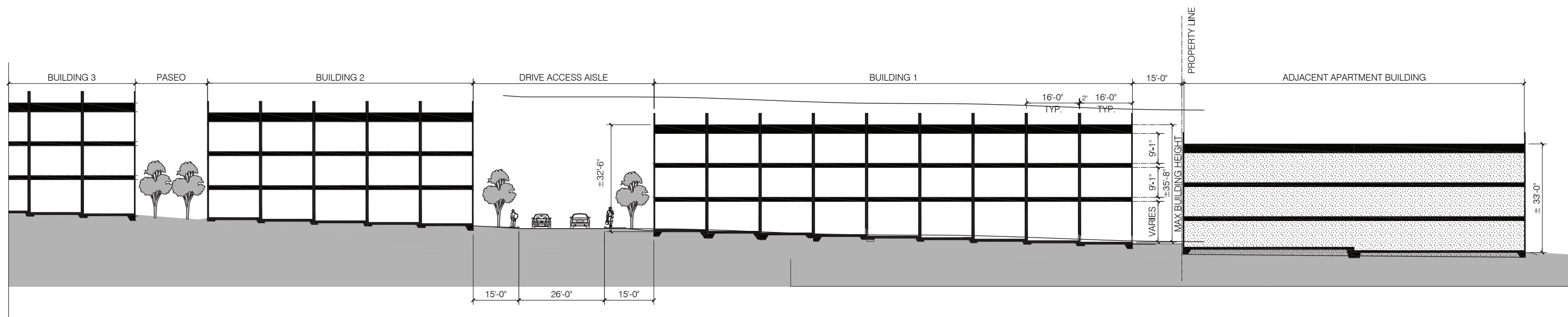
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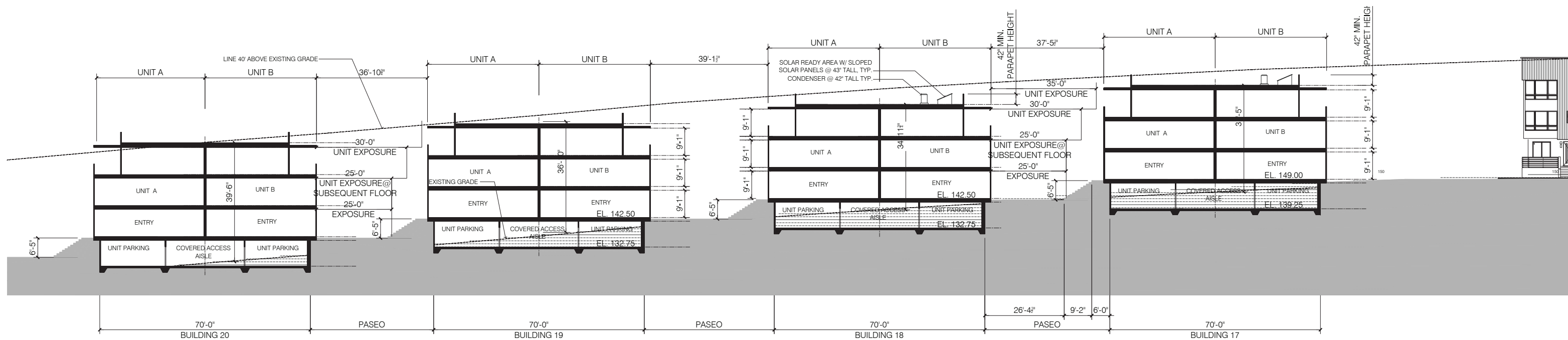
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SECTION 3 - ADJACENT SITE AND BUILDINGS 1-2



SECTION 4 - BUILDINGS 17-20



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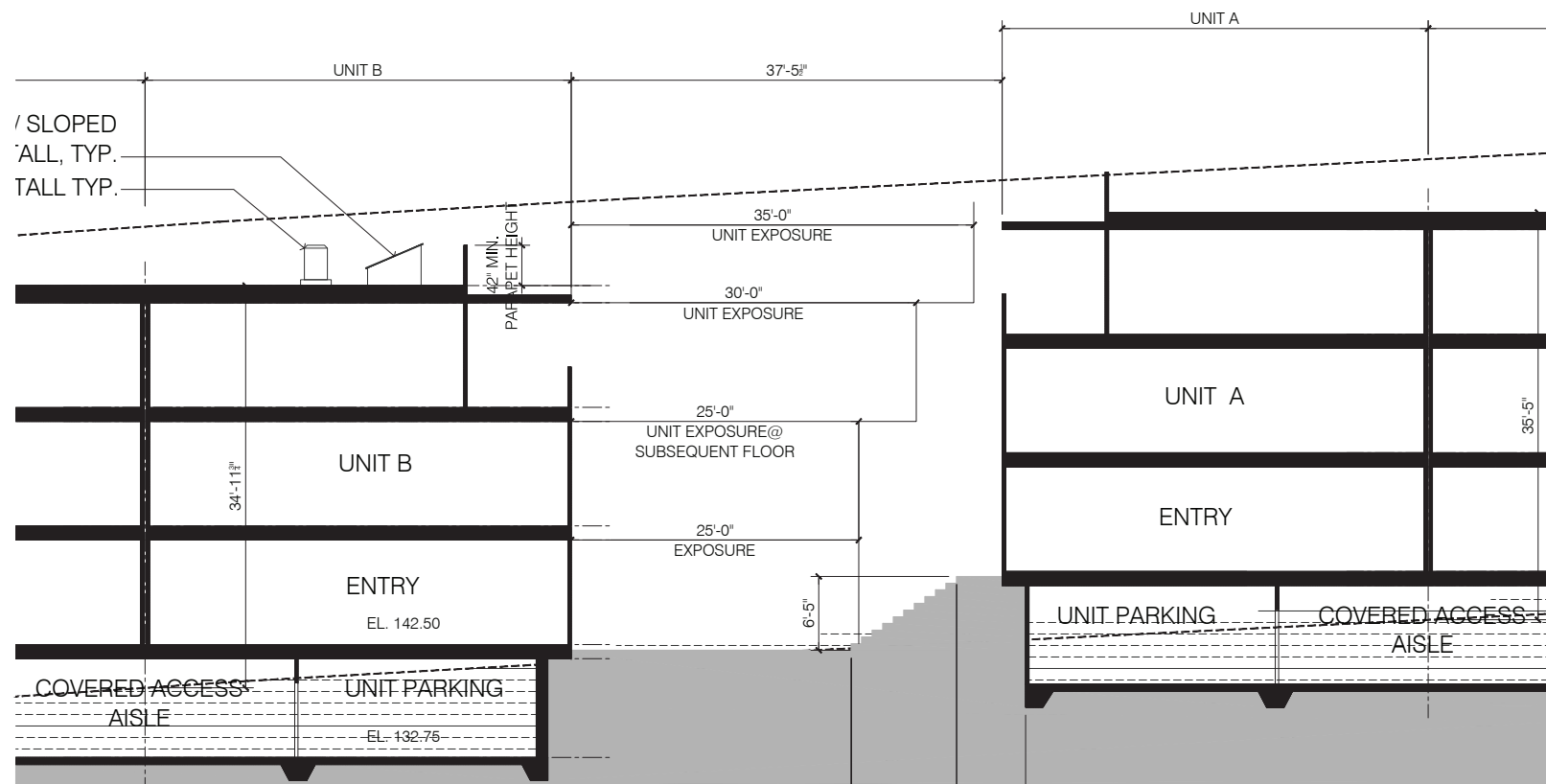
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SITE LONGITUDINAL SECTIONS

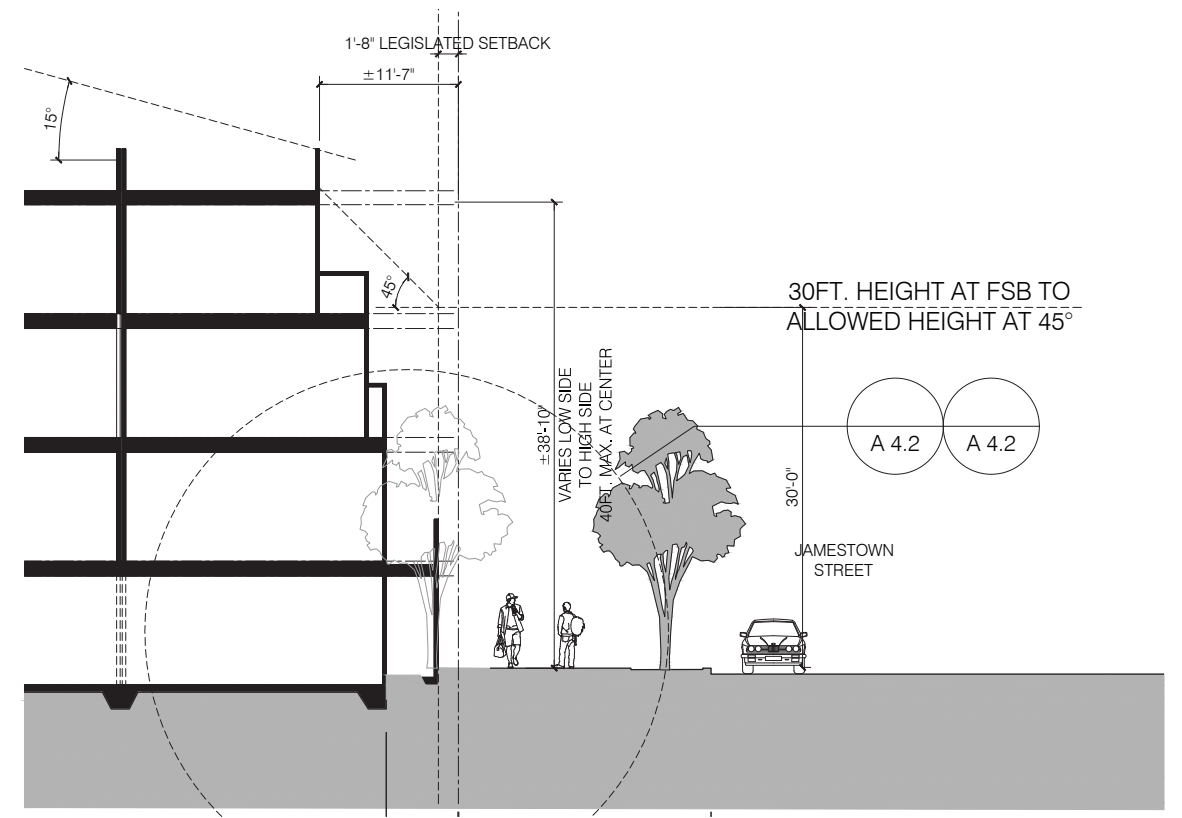
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PROJECT: 348001

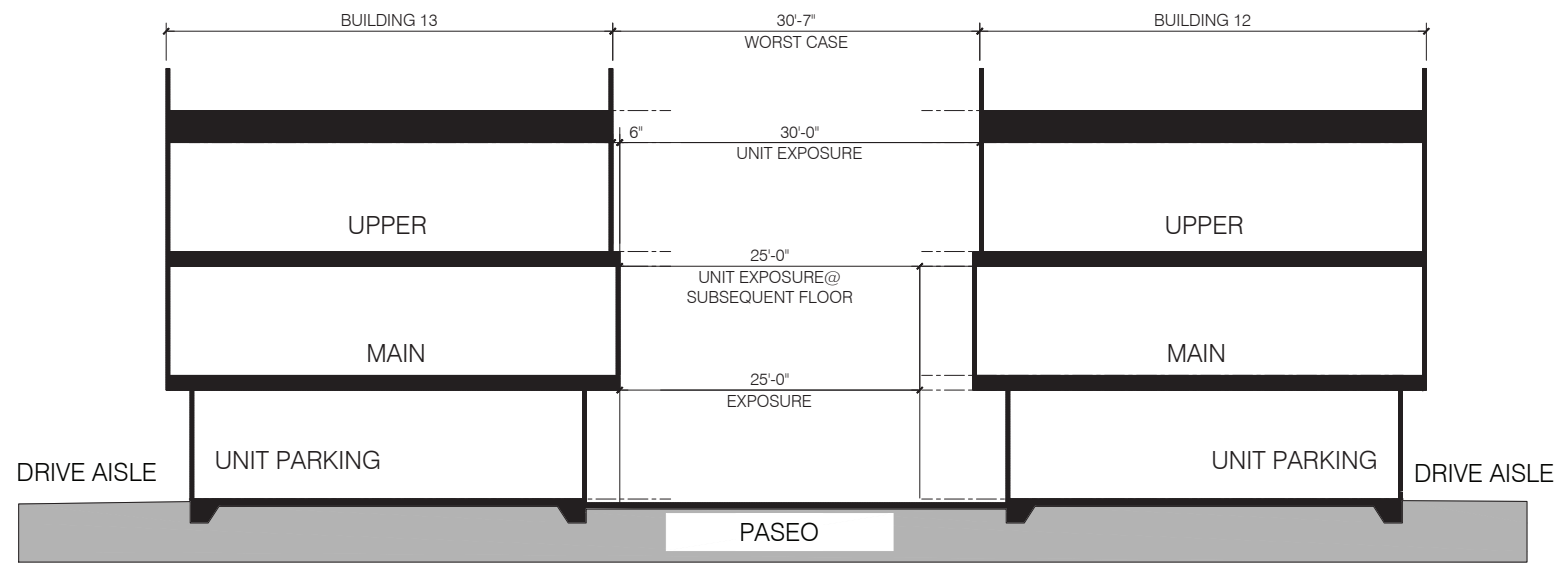
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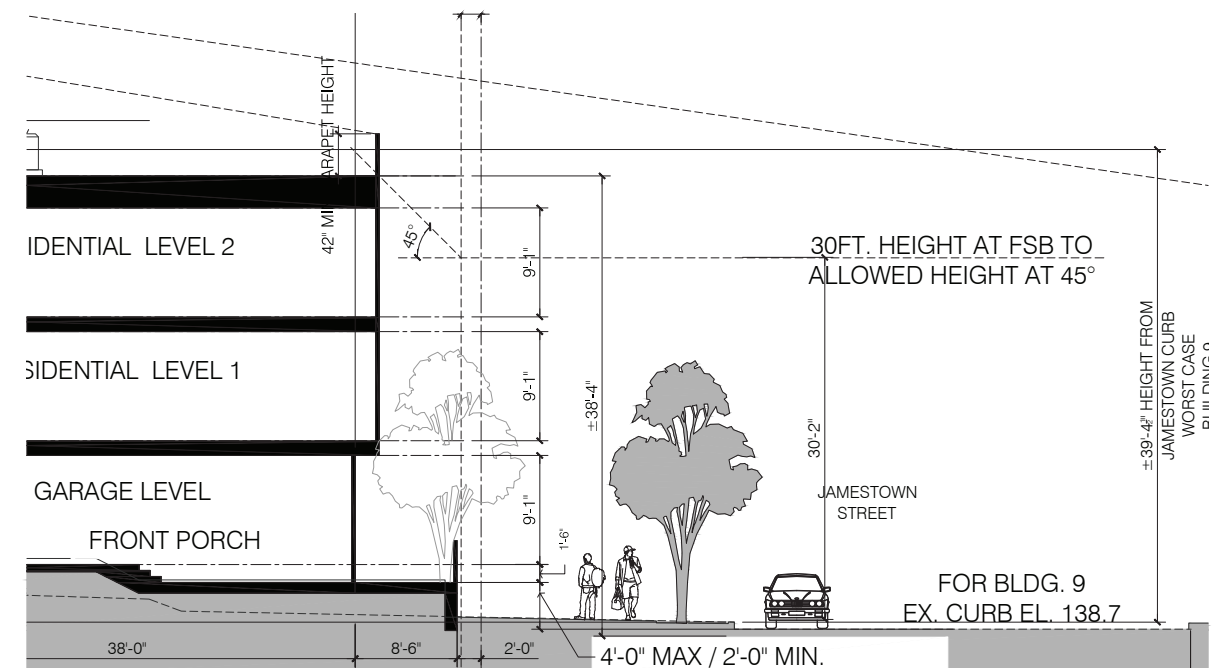
DWELLING UNIT EXPOSURE AT BUILDINGS 17-20



HEIGHT LIMITS FROM FSB AT BUILDINGS 17-20



DWELLING UNIT EXPOSURE AT PASEO OF BUILDINGS 6-16



HEIGHT LIMITS FROM FSB AT BUILDINGS 1-5



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DETAILED SECTIONS

A7.3

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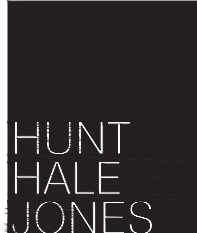


PART VIII
MATERIAL AND COLOR
SELECTIONS

<p>WINDOW @ LAP SIDING</p>	<p>STD. WINDOW RECESS @ STUCCO</p>	<p>12" or 8" WINDOW RECESS STUCCO CONDITION SHOWN</p>
<p>7 VINYL WINDOW HEAD @ SIDING</p>	<p>4 RECESSED VINYL WINDOW HEAD @ STUCCO</p>	<p>1 12" RECESSED VINYL WINDOW HEAD / 8" RECESS SIM.</p>
<p>8 VINYL WINDOW JAMB @ SIDING</p>	<p>5 RECESSED VINYL WINDOW JAMB @ STUCCO</p>	<p>2 12" RECESSED VINYL WINDOW JAMB / 8" RECESS SIM.</p>
<p>9 VINYL WINDOW SILL @ SIDING</p>	<p>6 RECESSED VINYL WINDOW SILL @ STUCCO</p>	<p>3 12" RECESSED VINYL WINDOW SILL / 8" RECESS SIM.</p>



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JAMESTOWN WINDOW DETAILS

A8.0

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FRONT ELEVATION - COLOR SCHEME A

TYPE A - BLDGS. 1-5

BODY COLOR 1 SW 7008 ALABASTER 1	BODY COLOR 2 SW 6001 GRAYISH 2	BODY COLOR 3 SW 9087 SMOKY BEIGE 3	HORIZONTAL SIDING COLOR SW 6001 GRAYISH 4	HORIZONTAL SIDING COLOR SW 9088 UTAUPEIA 5	VERTICAL SIDING SW 6001 GRAYISH 6	VERTICAL SIDING SW 9088 UTAUPEIA 7	METAL TRIM COLOR SW 7066 GRAY MATTERS 8
AWNING AND SIDING COMPOSITION 9	STUCCO REVEALS 10	ENTRY DOOR 11	GARAGE DOOR 12	ADDRESS SIGN W/ LIGHT 13	WOOD DECK SW 9167 POLISHED CONCRETE 14	WOOD TRELLIS 15	



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TYPE A - BLDGS. 1-5 - MATERIAL BOARD - SCHEME A

A8.1

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SCALE: 3/16"=1'-0"
DATE: 06.25.2020
PROJECT: 348001



FRONT ELEVATION - COLOR SCHEME B

TYPE A - BLDGS. 1-5

BODY COLOR 1 SW 7008 ALABASTER 1	BODY COLOR 2 SW 6001 GRAYISH 2	BODY COLOR 3 SW 9087 SMOKY BEIGE 3	HORIZONTAL SIDING COLOR SW 6001 GRAYISH 4	HORIZONTAL SIDING COLOR SW 9088 UTAUPEIA 5	VERTICAL SIDING SW 6001 GRAYISH 6	VERTICAL SIDING SW 9088 UTAUPEIA 7	METAL TRIM COLOR SW 7066 GRAY MATTERS 8
AWNING AND SIDING COMPOSITION 9	STUCCO REVEALS 10	ENTRY DOOR 11	GARAGE DOOR 12	ADDRESS SIGN W/ LIGHT 13	WOOD DECK SW 9167 POLISHED CONCRETE 14	WOOD TRELLIS 15	



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TYPE A - BLDGS. 1-5 - MATERIAL BOARD - SCHEME B

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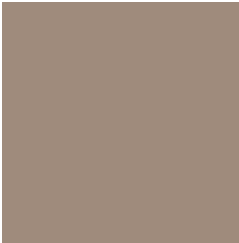


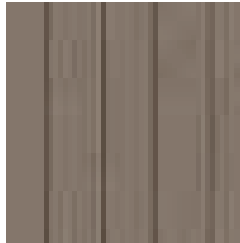


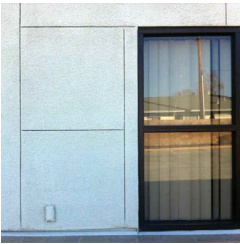
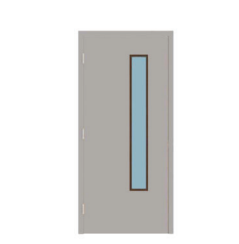




A8.2

SCALE: 3/16"=1'-0"
DATE: 06.25.2020
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FRONT ELEVATION - COLOR SCHEME

TYPE B - BLDGS. 6-16

							
BODY COLOR 1 SW 7008 ALABASTER 1	BODY COLOR 2 SW 6001 GRAYISH 2	BODY COLOR 3 SW 9087 SMOKY BEIGE 3	HORIZONTAL SIDING COLOR SW 6001 GRAYISH 4	HORIZONTAL SIDING COLOR SW 9088 UTAUPEIA 5	VERTICAL SIDING SW 6001 GRAYISH 6	VERTICAL SIDING SW 9088 UTAUPEIA 7	METAL TRIM COLOR SW 7066 GRAY MATTERS 8
							
AWNING AND SIDING COMPOSITION 9	STUCCO REVEALS 10	ENTRY DOOR 11	GARAGE DOOR 12	ADDRESS SIGN W/ LIGHT 13	WOOD DECK SW 9167 POLISHED CONCRETE 14	WOOD TRELLIS 15	



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Architecture | Planning | Interiors TYPE B - BLDGS. 6-16 - MATERIAL BOARD - COLOR SCHEME

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A8.3

SCALE: 3/16"=1'-0"
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PROJECT: 348001



SIDE ELEVATION - COLOR SCHEME A

TYPE C - BLDGS. 17 -20



FRONT ELEVATION - COLOR SCHEME A

TYPE C - BLDGS. 17 -20

BODY COLOR 1 SW 7008 ALABASTER 1	BODY COLOR 2 SW 6001 GRAYISH 2	BODY COLOR 3 SW 9087 SMOKY BEIGE 3	HORIZONTAL SIDING COLOR SW 6001 GRAYISH 4	HORIZONTAL SIDING COLOR SW 9088 UTAUPEIA 5	VERTICAL SIDING SW 6001 GRAYISH 6	VERTICAL SIDING SW 9088 UTAUPEIA 7	METAL TRIM COLOR SW 7066 GRAY MATTERS 8
AWNING AND SIDING COMPOSITION 9	STUCCO REVEALS 10	ENTRY DOOR 11	GARAGE DOOR 12	ADDRESS SIGN W/ LIGHT 13	WOOD DECK SW 9167 POLISHED CONCRETE 14	WOOD TRELLIS 15	



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TYPE C - BLDGS. 17 - 20 - MATERIAL BOARD - SCHEME A

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A8.4

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SIDE ELEVATION - COLOR SCHEME B

TYPE C - BLDGS. 17 -20



FRONT ELEVATION - COLOR SCHEME B

TYPE C - BLDGS. 17 -20

BODY COLOR 1 SW 7008 ALABASTER 1	BODY COLOR 2 SW 6001 GRAYISH 2	BODY COLOR 3 SW 9087 SMOKY BEIGE 3	HORIZONTAL SIDING COLOR SW 6001 GRAYISH 4	HORIZONTAL SIDING COLOR SW 9088 UTAUPEIA 5	VERTICAL SIDING SW 6001 GRAYISH 6	VERTICAL SIDING SW 9088 UTAUPEIA 7	METAL TRIM COLOR SW 7066 GRAY MATTERS 8
AWNING AND SIDING COMPOSITION 9	STUCCO REVEALS 10	ENTRY DOOR 11	GARAGE DOOR 12	ADDRESS SIGN W/ LIGHT 13	WOOD DECK SW 9167 POLISHED CONCRETE 14	WOOD TRELLIS 15	



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TYPE C - BLDGS. 17 - 20 - MATERIAL BOARD - SCHEME B

PRELIMINARY PROJECT ASSESSMENT APPLICATION
ORIGINAL SUBMITTAL DATE: MARCH 05, 2019
RESUBMITTAL DATE: MARCH 09, 2020
RESUBMITTAL DATE: JUNE 05, 2020
RESUBMITTAL DATE: JUNE 25, 2020

A8.5

SCALE: 3/16"=1'-0"
DATE: 06.25.2020
PROJECT: 348001



Addendum 2 to Environmental Impact Report

<i>Case No.:</i>	2019-002743ENV
<i>Project Title:</i>	853 Jamestown Avenue
<i>Zoning:</i>	RH-2 (Residential-House: Two-Family) Zoning District 40-X Height & Bulk District
<i>Block/Lot:</i>	Block 4991, Lot 276
<i>Lot Size:</i>	299,257 square feet (6.87 acres)
<i>Plan Area:</i>	Bayview Hunters Point Area B, Zone 2
<i>Project Sponsor:</i>	Strada Jamestown Venture, LLC c/o Nik Krukowski – Vice President 805.358.9131; nkrukowshi@stradasf.com
<i>Staff Contacts:</i>	Michael Li – 415.575.9107; michael.j.li@sfgov.org Joy Navarrete – 415.575.9040; joy.navarrete@sfgov.org

A. OVERVIEW

The project sponsor, Strada Jamestown Venture, LLC, has submitted to the San Francisco Planning Department Environmental Planning Division (EP) a project description and related materials for proposed revisions to its residential project.

Based on the analysis included herein, it is concluded that the analyses conducted and the conclusions reached in the Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report (BVHP PEIR or PEIR) certified on March 2, 2006, remain valid, and that no Subsequent or Supplemental EIR is required for the proposed project.¹ As described in Section C, Project Setting, pp. 10 to 11, the PEIR analyzed a 200-unit residential development on the project site. The proposed project would not cause new significant impacts that were not identified in the PEIR, would not result in significant impacts that would be substantially more severe than those identified in the PEIR, and would not require new mitigation measures to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has been put forward to demonstrate that the proposed project would cause new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts.

B. PROJECT DESCRIPTION

Project Location and Site Characteristics

The project site consists of a 6.87-acre parcel located at 853 Jamestown Avenue in San Francisco's Bayview-Hunters Point neighborhood (see **Figure 1**). The site is currently occupied by a surface parking lot with perimeter fencing that served Candlestick Park until its demolition in 2014. The site is bordered to the north by

¹ This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 1996.546E, Final EIR certified March 2, 2006.



SOURCE: Esri, 2019; ESA, 2019

853 Jamestown Avenue

Figure 1
Project Location

multifamily residential buildings; Jamestown Avenue to the east; and Bayview Park, which is owned and operated by the San Francisco Recreation and Parks Department, to the west and south.

The project site is approximately 0.5 miles east of the Le Conte stop of the T Muni Metro Rail Line, approximately one mile northeast of the Bayshore Caltrain Station, and 0.75 miles southeast of the Third Street/Jamestown Avenue on-ramp to southbound U.S. 101. The 6.87-acre project site extends approximately 0.25 miles along Jamestown Avenue, and gently slopes upward to the north with a ground surface ranging from an elevation of 100 to 250 feet above sea level. There is a steep incline between the project site and Bayview Park to the west.

Proposed Project

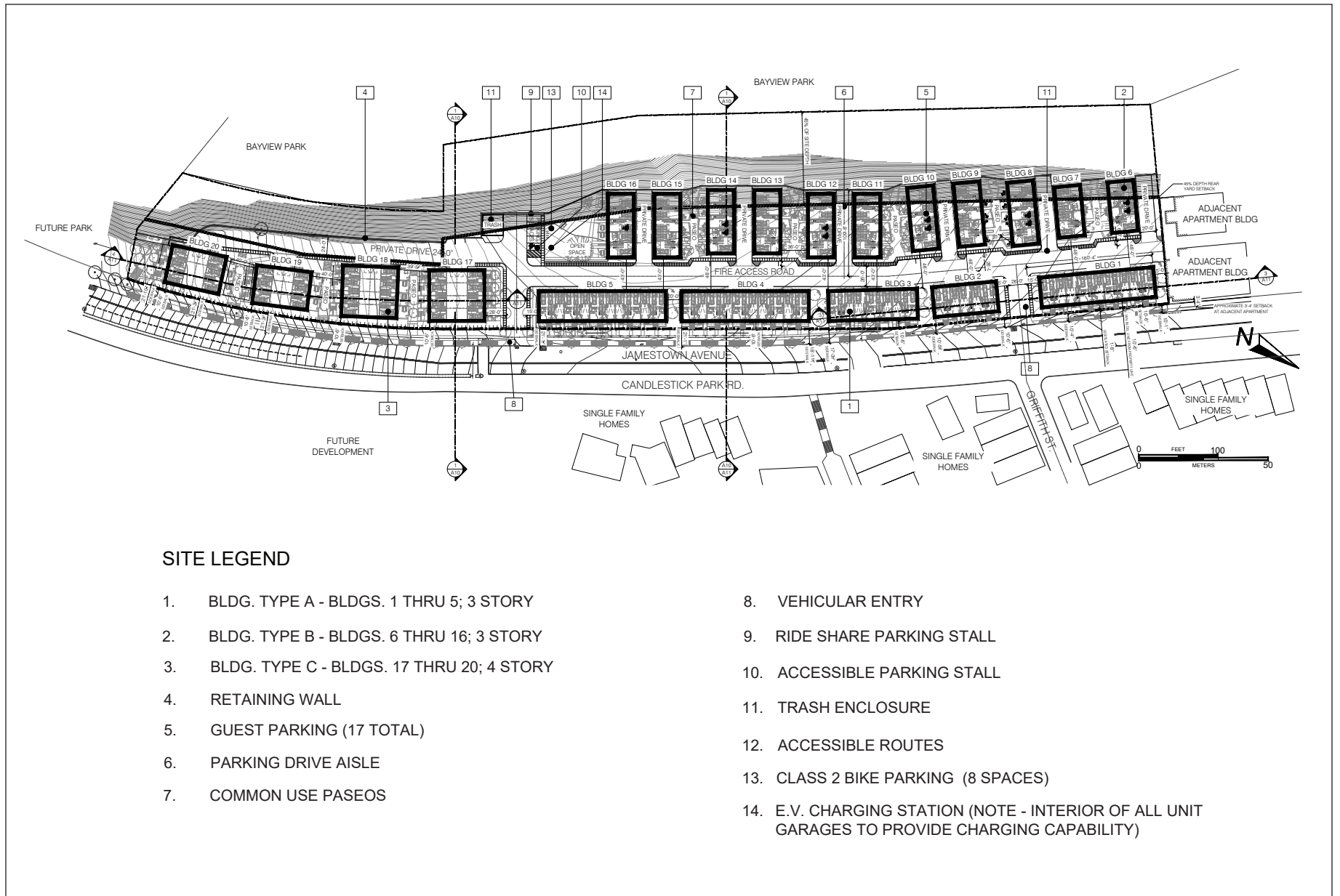
The 853 Jamestown Avenue Project (proposed project) would demolish the existing surface parking lot and construct 122 residential condominiums in 20 buildings on Lot 276, Block 4991 (see **Figure 2**). The 20 buildings would total approximately 67,000 square feet of residential space, and would consist of three-story, townhome-style condominiums similar in size and density to the existing multifamily residences immediately adjacent to the north of the project site. Buildings would be up to 40 feet tall with no subsurface levels. The proposed project would involve excavation to a depth of approximately one to five feet below ground surface (bgs) across the majority of the project site, and to a maximum depth of 25 feet bgs in localized areas in the central portion of the site. The condominiums would range from 1,100 to 1,550 square feet, 82 of which would have two bedrooms and 40 of which would have three bedrooms (see **Table 1**, **Figure 3**, and **Figure 4**).

Table 1 Proposed Project Summary

Land Use	Number / Square Feet (sf)
Residential	122 dwelling units (67,000 sf)
Parking	
Vehicle (Private)	152 spaces
Vehicle (Other)	17 spaces (includes 1 ADA, 2 carshare, 14 guest)
Bicycle (Class 1)	122 spaces (in garages)
Bicycle (Class 2)	8 spaces
Bicycle (Class 2, off-site)	36 spaces
Open Space	
Common (Park and Paseos)	16,600 sf (0.38 acres)
Public (Hillside)	154,700 sf (3.55 acres)
Private (Terraces and Decks)	27,900 sf (0.64 acres)
SOURCE: Strada Investment Group, Project Application, 2019 (July)	

Parking

As shown in Table 1, the proposed project would include a total of 169 vehicle parking spaces, including 152 private residential parking spaces in street-level garages, and 17 other parking spaces. The 17 other parking spaces would include one Americans with Disabilities Act (ADA)-compliant parking space, two carshare



SOURCE: Hunt Hale Jones, 2019

853 Jamestown Avenue

Figure 2
Site Plan



Rendering @ Project Jamestown Entry & Bldg. Type "C"



Rendering @ Project Jamestown Entry & Bldg. Types "A" & "C"



Rendering along Jamestown Looking South



Rendering @ Common Open Space within the Project



Rendering @ Bldg. Type "B" Paseo



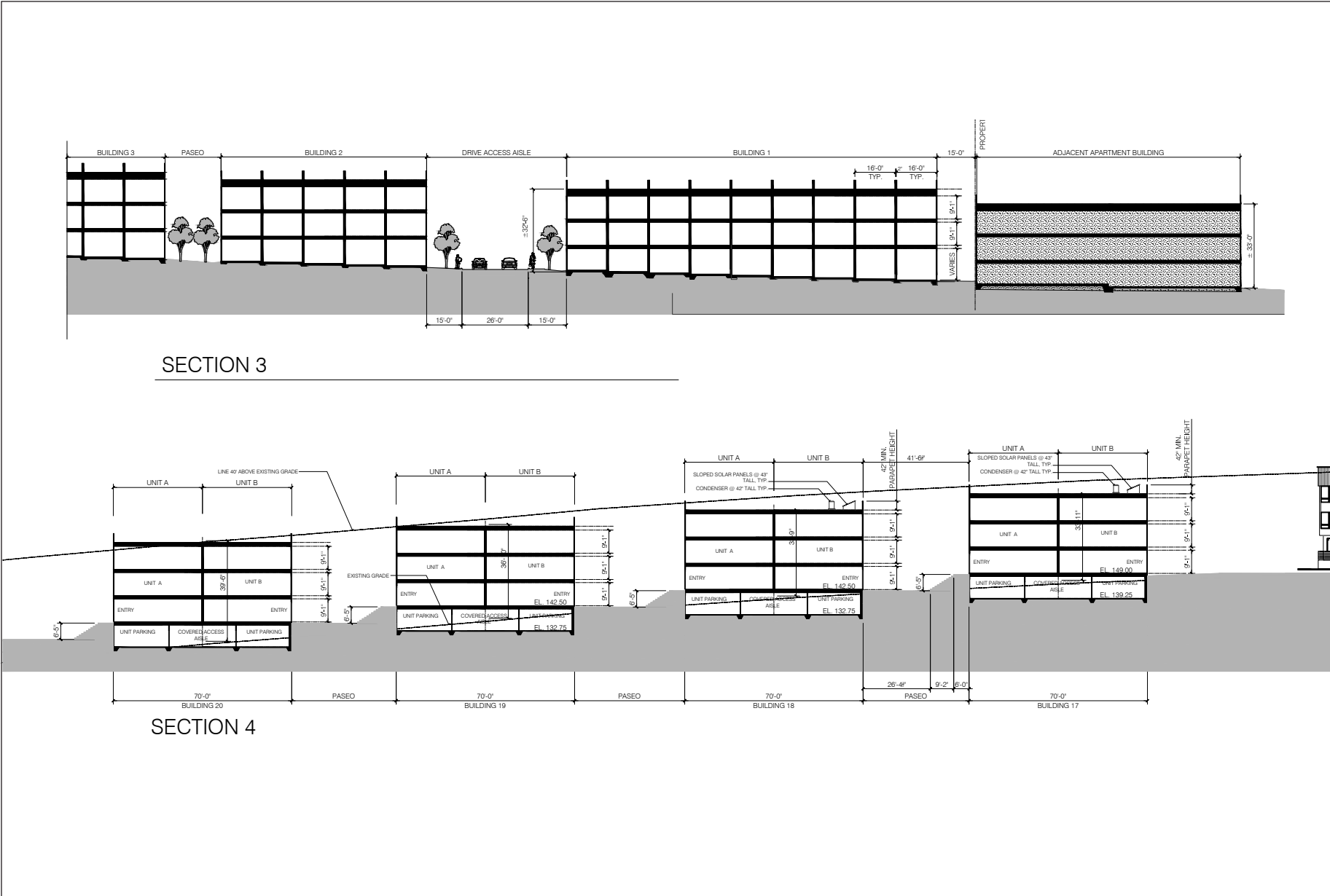
Rendering @ Bldg. Type "B" Paseo



Rendering @ Paseo Entrance to Bldg. Type "C" From Jamestown



Rendering @ Paseo Entrance to Bldg. Type "C" From Jamestown



SOURCE: Hunt Hale Jones, 2019

853 Jamestown Avenue

Figure 4
Cross-Section of Typical Building

spaces, and 14 guest spaces. No subsurface garages are proposed. The vehicle parking area would total approximately 53,000 square feet.

The proposed project would also include 130 on-site bicycle parking spaces, and 36 off-site spaces. The 130 on-site spaces include 122 private class 1 bicycle spaces and eight class 2 spaces adjacent to the proposed park. The 36 off-site class 2 spaces would be located along Jamestown Avenue.²

Streetscape and Circulation

There would be two 34-foot-wide vehicle access points to the project site from Jamestown Avenue (see number “8” on Figure 2). At present, there are no sidewalks on Jamestown Avenue adjacent to the project site, but a median was recently constructed by the San Francisco Department of Public Works along the centerline between the two driving lanes on Jamestown Avenue. The project proposes no changes to this median. The proposed project would construct a 10-foot sidewalk with 4-foot furniture zones³ and 6-foot walkways immediately adjacent to the project site along Jamestown Avenue. The sidewalk dimensions are consistent with the Candlestick Point development to the south of the project site.

Open Space

The proposed project would include approximately 180,000 square feet of open space (see **Figure 5**). The total proposed open space would include approximately 19,300 square feet of common usable open space such as parks and paseos (totaling approximately 16,500 square feet), and private open space such as decks and terraces (totaling approximately 2,900 square feet).⁴ The remaining open space would include approximately 154,700 square feet of unimproved open space on the hillside leading to Bayview Park. The 0.14-acre open space near the middle of the project site would be privately owned and maintained but would be subject to a permanent public access easement.

Construction

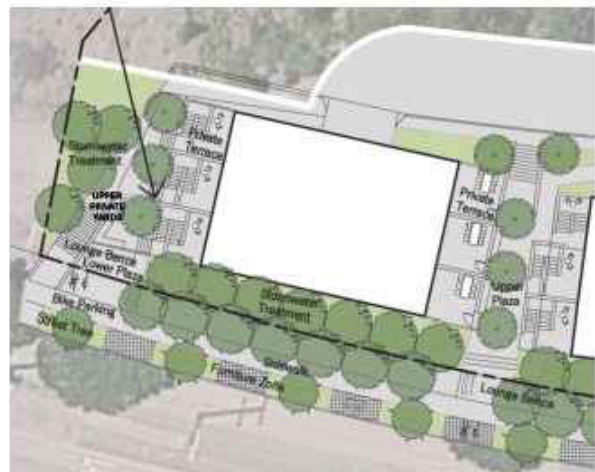
Site Grading and Preparation

Construction of the proposed project, staging for which would occur entirely within the project site, would require approximately 170,000 square feet of demolition of the existing paved surface parking lot. The proposed project would involve excavation to a depth of approximately one to five feet bgs across the majority of the project site, and to a maximum depth of 25 feet bgs in localized areas in the central portion of the site. Grading of the project site would require approximately 7,500 cubic yards of soil to be cut or excavated; however, approximately 3,400 cubic yards of the cut soil would be reused as fill on site. In addition, up to approximately 700 cubic yards of debris may not be able to be reused on site; therefore, the proposed project is anticipated to result in a net export of approximately 4,800 cubic yards of soil and debris.

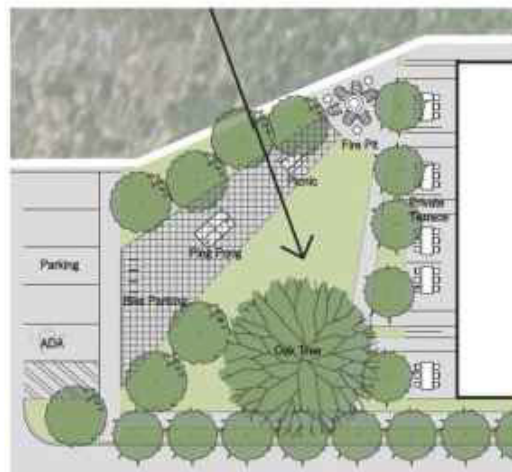
² Class 1 bicycle parking is long-term bicycle parking that is usually more secure than class 2 bicycle parking. Class 2 bicycle parking spaces are considered short-term bicycle parking (two hours or less) and typically include sidewalk bicycle racks, rings, or on-street bicycle corrals.

³ The furniture zone is the section of a sidewalk between the curb and the through area in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree pits, and bicycle parking are provided.

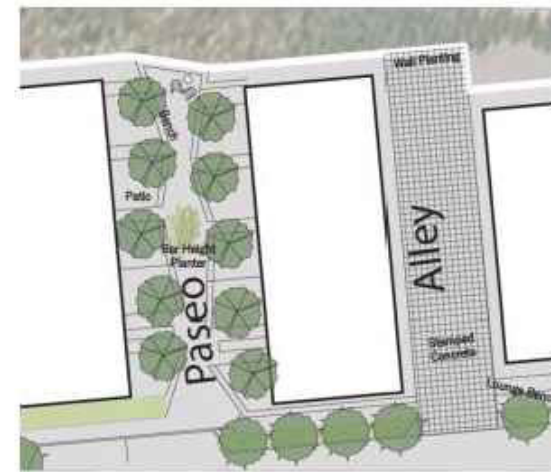
⁴ Square footages may not add up due to rounding.



Overlook Open Space Detail Plan



Park Open Space Detail Plan



Typical Alley and Paseo Detail Plan

SOURCE: Hunt Hale Jones, 2019

853 Jamestown Avenue

Figure 5
Open Space Diagram

Construction Schedule and Equipment

Construction of the proposed project is anticipated to occur in a single phase over a 24-month period. An average of approximately 54 workers per day would be on site during the construction period. Construction equipment required for site demolition, excavation, backfill, and shoring are shown in **Table 2**, below.

Table 2 Construction Equipment

Phase	Equipment Type	Quantity
Site Demolition	Tracked Excavator	2
	Dozer w/ Ripper	1
	Loader	1
Excavation	Tracked Excavator	2
	Tractors/Loaders/Backhoes	1
Backfill	Excavators	2
	Dozer	1
	Roller / Compactor	1
	Tractors/Loaders/Backhoes	1
Shoring	Tieback Rig	1
	Stationary Pump	3
	Generator Sets	1
	Forklift	3
	Air Compressors	1

SOURCE: Strada Investment Group, 2019

Transportation Demand Management

The proposed project would be required to comply with Planning Code section 169, Transportation Demand Management (TDM) Program. The section requires the project sponsor to develop a TDM plan that includes design features, incentives, and tools to reduce vehicle miles traveled (VMT) from the project's residents, tenants, employees, and visitors.

The project sponsor's current TDM Plan includes the following measures:

- Streetscape improvements that comply with the Better Streets Plan and are consistent with any local streetscape plan;
- Bicycle parking;
- One complimentary bike share membership to each dwelling unit annually;
- A bicycle repair station with tools to allow residents to fix their own bicycles;
- Car-share parking;

- Contributions and incentives to residents to encourage transit usage;
- Provide multimodal wayfinding signage to direct persons to transportation services and infrastructure;
- Provide real time transportation information on displays in prominent locations;
- Tailored transportation marketing services to encourage the use of sustainable transportation modes;
- Provide on-site affordable housing; and
- Provide a TDM coordinator.

Project Approvals

The proposed project would require the approvals listed below:

San Francisco Planning Commission

- Approval of an application for Individually Requested State Density Bonus Program and findings under the Housing Accountability Act.

San Francisco Public Works

- Approval of a subdivision map by the Bureau of Streets and Mapping.

San Francisco Department of Building Inspection

- Approval of building permits.

Office of Community Investment and Infrastructure

- Input on the proposed project from the Bayview Hunters Point Project Area Committee (“PAC”) of property owners, occupants, and residents neighboring the BVHP project area.

C. PROJECT SETTING

Project Background

The project site was designated for residential development in 2006 when it was included in the BVHP Plan. In 2010, the BVHP Plan was amended to allow for development of the Candlestick Point component of the Candlestick Point–Hunters Point Shipyard Phase II project, which included the project site. In the Candlestick Point–Hunters Point Shipyard Phase II project, the project site was planned for up to 325 residential units in buildings up to 85 feet tall. In Addendum 5 to the Candlestick Point–Hunters Point Shipyard Phase II project (April 2018), the project site was removed from the Candlestick Point project boundary. When that occurred, the land use controls for the project site reverted back to those identified in the 2006 BVHP Plan and to the density and height limits identified in the San Francisco Planning Code for the site. Based on the maximum density and height limits allowed under the planning code,⁵ the project site could be developed with 200 residential units.

⁵ The project site is zoned RH-2, which has a residential density limit of one dwelling unit for every 1,500 square feet of lot area.

The proposed project would develop 122 residential units at the project site, which would be within the allowable development density for the project site and analyzed in the PEIR.

Cumulative Development

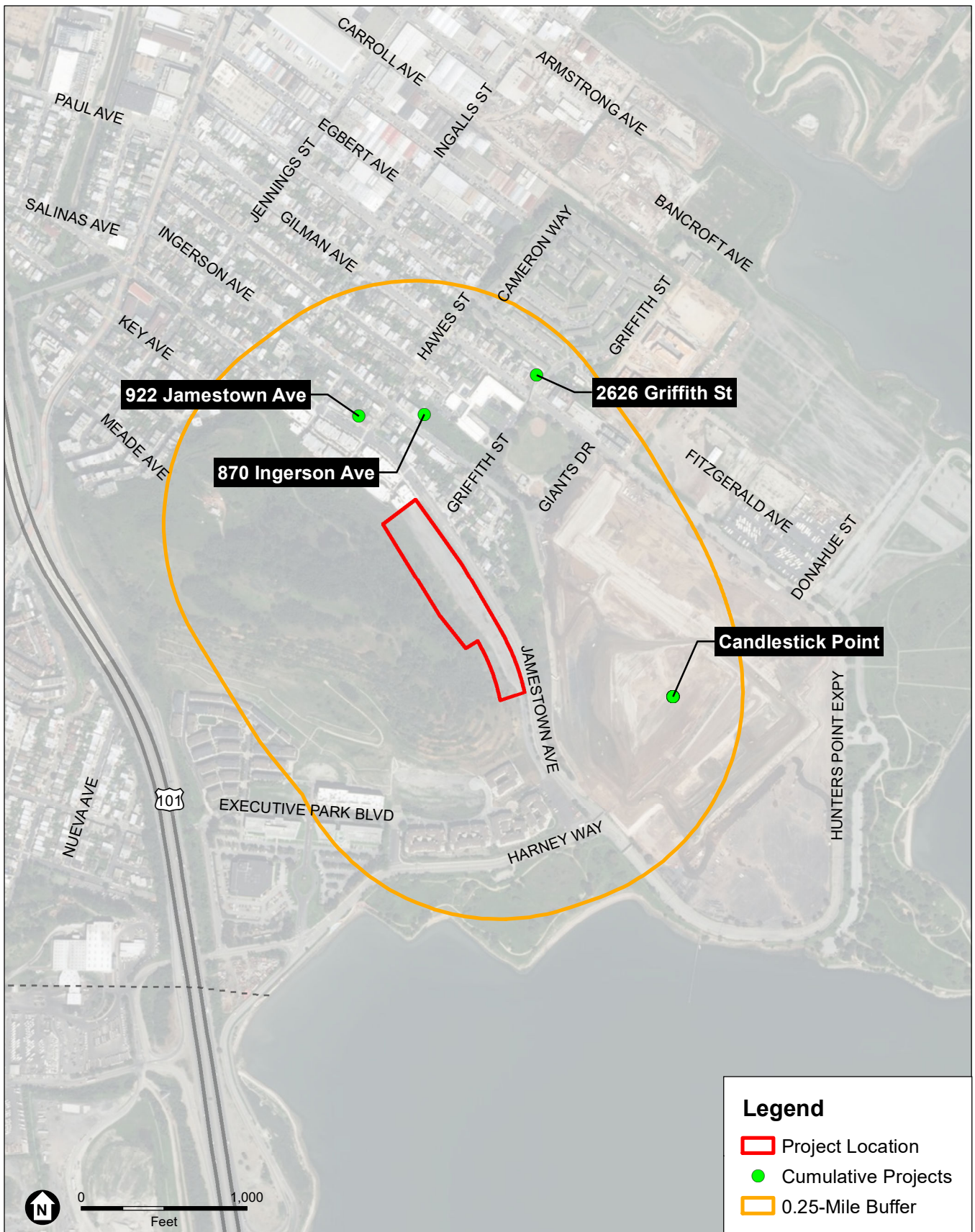
CEQA Guidelines section 15130(b)(1)(A) defines cumulative projects as past, present, and probable future projects producing related or cumulative impacts. CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the “list-based approach” and the “projections-based approach.” The list-based approach uses a list of projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific CEQA analysis employs both the list-based and projections-based approaches to the cumulative impact analysis, depending on which approach best suits the resource topic being analyzed. Below is a list of projects within 0.25 miles of the project site that are included in the analysis of cumulative impacts for topics that utilized the list-based approach (e.g., cumulative shadow and wind impacts).

The following projects were either not specifically analyzed in the cumulative analysis in the PEIR or have substantially changed since publication of the PEIR. The following projects are within 0.25 miles of the project site (see **Figure 6**):

- **Candlestick Point:** This project would build 7,218 residential units, 1,000,000 square feet of commercial space, and 553,500 square feet of community, arts, performance, hotel, and retail space. The project would also include 105.7 acres of parks and open space.
- **2626 Griffith Street:** A building permit was issued in March 2019 to construct a three-story, single-family dwelling.
- **922 Jamestown Avenue:** A building permit was filed in September 2018 to demolish a one-story residential building and construct a three-story, single-family residential building.
- **870 Ingerson Avenue:** A building permit was issued in May 2017 to construct a three-story, single-family residential building.

D. CEQA APPROACH

CEQA Guidelines section 15168 requires that later activities covered in a program EIR be examined in light of the program EIR to determine whether additional environmental documentation must be prepared. In addition, San Francisco Administrative Code section 31.19(c)(1) 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



SOURCE: Esri, 2019; ESA, 2019; SF Development Pipeline, 2019

853 Jamestown Avenue

Figure 6
Cumulative Projects

and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.” CEQA Guidelines section 15164 provides for the use of an addendum to document the basis for a lead agency’s decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency’s decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent or Supplemental EIR, as provided in CEQA Guidelines section 15162, are not present.

This addendum evaluates the potential project-specific environmental impacts of the proposed project described above and incorporates by reference information contained in the PEIR. This addendum also documents the assessment and determination that the proposed project is within the scope of the PEIR and no additional environmental review is required. The following project-specific studies were prepared, or reviews conducted, for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the PEIR: preliminary archeological review, a geotechnical report, and a greenhouse gas compliance checklist.⁶

E. EVALUATION OF ENVIRONMENTAL EFFECTS

This addendum evaluates whether the environmental impacts of the proposed project are addressed in the PEIR that was certified on March 2, 2006.⁷

The PEIR identified the following significant and unavoidable impacts:

- Visual Quality (Aesthetics) (view obstruction and change in visual character by a then-proposed football stadium and retail complex at Candlestick Point); and
- Transportation (degraded level of service [LOS] intersection of Third and Cesar Chavez streets; northbound segment of U.S. 101 south of I-280).

Aesthetics and Parking Impacts for Transit Priority Infill Development

CEQA section 21099(d) states: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.”⁸ Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

⁶ Project specific studies prepared for the proposed project are available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 as part of case file number Case No. 2019-002743ENV.

⁷ San Francisco Planning Department, *Bayview Hunters Point Redevelopment Projects and Rezoning Final Environmental Impact Report EIR*, Case No. 1996.546E, State Clearinghouse No. 2003062094.

⁸ See CEQA section 21099(d)(1).

The proposed project meets each of the above three criteria; thus, this addendum does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁹ Accordingly, Mitigation Measure 7 in the PEIR does not apply to the proposed project.

Land Use and Land Use Planning

BVHP PEIR Findings

The PEIR analyzed land use changes anticipated under the BVHP Redevelopment Plan Area and determined that they would not result in significant adverse impacts related to the physical division of an established community. The PEIR also concluded that the proposed land use changes would not result in a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the PEIR determined that impacts related to land use and land use planning would be less than significant.

Proposed Project Impacts

The division of an established community typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. Implementation of the proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access. The proposed project also would not permanently alter the established street grid or permanently close any streets or sidewalks. Although portions of the sidewalk and parking lanes adjacent to the project site would be closed for periods of time during project construction, these closures would be temporary in nature and access would be restored after construction. Therefore, the proposed project would not physically divide an established community.

With respect to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, the proposed project would be generally consistent with the RH-2 zoning designation, which permits multifamily buildings, and the 40-foot height limit because the proposed project would develop multifamily buildings no taller than 40 feet.

In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.

Cumulative Impacts

The PEIR determined cumulative land use impacts would be less than significant because the types of land uses proposed under cumulative projects would be consistent with the types of land uses proposed under the BVHP. The proposed project would not physically divide an established community and would not conflict with the zoning designations or height and bulk restrictions at the project site. Therefore, development of the proposed project would not combine with other reasonably foreseeable future projects in the project vicinity to result in a significant cumulative land use impact.

⁹ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 853 Jamestown Avenue, March 14, 2019.

Population and Housing

BVHP PEIR Findings

The PEIR estimated that implementation of the BVHP Plan would result in approximately 2.4 million square feet of new commercial space, about 5,523 new jobs, and about 6,146 new housing units. The PEIR determined that economic development and population growth are not adverse impacts; the environmental changes needed to accommodate such development and growth may have physical impacts that are considered under other topics in the PEIR.

Proposed Project Impacts

The proposed project would result in a temporary increase in the employment population due to construction activities. These temporary employees would not create demand for additional housing because construction jobs generated by the proposed project would likely be filled by existing construction employees in the city or the Bay Area. Construction industry jobs generally have no regular place of business and many construction workers are highly specialized (e.g., crane operators, steel workers, masons). Thus, construction workers commute to job sites throughout the region that may change several times a year, as dictated by demand for their specific skills. The work requirements of most construction projects are also highly specialized, and workers are employed on a job site only as long as their skills are needed to complete a particular construction phase. For these reasons, employment opportunities for construction of the proposed project would not likely result in construction worker households relocating to the project vicinity, hence temporary construction employment would not result in unplanned population growth.

As shown in **Table 3**, the proposed project would develop 122 residential units. Based on the average persons per household in San Francisco, the total number of permanent residents at the project site with implementation of the proposed project is estimated to be 293.

Table 3 Population and Housing Estimates for the City and County of San Francisco in 2017 and the Proposed Project at Buildout

Type	Population	Housing Units		Persons Per Household
		Occupied	Total	
City and County of San Francisco	864,263	358,772	390,376	2.4
Proposed Project (estimated)	293	122		2.4

SOURCE: U.S. Census Bureau, 2013–2017; American Community Survey 5-Year Estimates, Tables S2501 and DP05

The Association of Bay Area Governments projects that the number of housing units and total population in the city will grow by 86,660 units and 262,180 people by 2040. Therefore, the proposed project’s housing units and total population would represent an increase of approximately 0.14 and 0.11 percent of the total housing unit and population growth projected to occur in the city by 2040. Because the project site is currently zoned for residential use and has long been designated for residential use as part of the BVHP Plan, the 122 proposed housing units would not represent substantial unplanned growth.

There are no housing units or residents on the project site; therefore, the proposed project would not displace any existing housing units and would not necessitate the construction of replacement housing elsewhere.

Overall, as with the PEIR, the proposed project would result in less-than-significant population and housing impacts, as it would not induce direct or indirect substantial unplanned population growth in an area or displace substantial numbers of existing people or housing units, thereby necessitating the construction of replacement housing.

In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.

Cumulative Impacts

The PEIR did not make an impact determination specific to cumulative population and housing effects. The proposed project would not result in unplanned growth and would not displace any existing housing units. Therefore, the proposed project would not combine with other reasonably foreseeable future projects in the project vicinity to result in a cumulative impact related to population and housing.

Cultural Resources

BVHP PEIR Findings

The PEIR analyzed impacts on cultural resources, including archeological resources and historical architectural resources. The PEIR identified three archeological resources within the BVHP Plan South Basin Activity Node in which the project site is located:

- Resource CA-SFr-10 (Nelson Site No. 387a) is a probable shellmound recorded by Nelson in 1910, but there is no definite information concerning this resource;
- Resource CA-SFr-11 (Nelson Site No. 390), also known as the Thomas-Hawes Mound, is a shellmound situated on the shoreline of the former marshlands in the South Basin Activity Node. The site was identified through deep auger borings and is buried beneath at least 10 feet of fill; and
- CA-SFr-110, also known as the Griffith-Shafter Shellmound, is located in the South Basin Activity Node. Auger borings in 1981 indicate that approximately 4 to 7 feet of the site's midden is buried below 8 to 10 feet of fill. The shellmound originally lay along the South Basin shoreline.

The PEIR determined that development under the BVHP Plan could result in significant adverse impacts related to prehistoric and historic archeological resources but that these impacts could be reduced to a less-than-significant level with implementation of mitigation measures. The mitigation measures identified in the PEIR required, depending on the sensitivity of a particular site, that construction workers be directed to be on the alert for archeological resources (Mitigation Measure 12); that an archeologist be present during soils disturbance to monitor for the discovery of archeological resources (Mitigation Measure 13); or that pre-construction archeological testing be undertaken to determine whether archeological resources are present, and if so, an archeological monitoring program then be undertaken during soils disturbance, and an archeological data recovery plan be prepared, human remains and of associated or unassociated funerary objects be properly treated, and a final archeological resources report be prepared (Mitigation Measure 14).

With regard to historical architectural resources, the PEIR determined that although there are no resources listed on the National Register of Historic Places (NRHP), there are two resources determined eligible for listing on the NRHP, and two San Francisco Landmarks located in the plan area. The PEIR disclosed that construction activities directed toward any of these properties that would result in the material impairment of their historic significance could result in a significant impact, although the impact was determined to be less than significant with mitigation measures. The mitigation measures identified in the PEIR require the project sponsor to prepare a Historic Resource Documentation Report (Mitigation Measure 15) or a Historic Structure Report (Mitigation Measure 16) prior to any physical removal or rehabilitation of a historic resource.

Proposed Project Impacts

Historical Architectural Resources

Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as articles 10 and 11 of the San Francisco Planning Code, or otherwise determined by a local agency to be “historically significant.”

A significant impact would occur if the project caused a substantial adverse change to historic-era architectural resources, including buildings, structures, and objects. A substantial adverse change includes the physical demolition, destruction, relocation, or alteration of the resource. The proposed project would construct 20 buildings on a site previously developed as a surface parking lot. Therefore, the project would not involve demolition of a structure constructed 45 or more years ago, or a structure located within a historic district, and no impact to historic architectural resources would occur.

Archeological Resources

The potential for encountering archeological resources is determined based on several factors including archeological sensitivity criteria and models, local geology, site history, and the extent of potential soils disturbance or modification, as well as any documented information on known archeological resources in the vicinity.

As mentioned above, there are three previously recorded archeological resources in the vicinity of the project site. Two of the three resources are buried at least 8 feet bgs, and the location of one resource is not defined. The proposed project would involve excavation to a depth of approximately one to five feet bgs across the majority of the project site, and to a maximum depth of 25 feet bgs in localized areas in the central portion of the site. Due to excavation, the potential to discover buried archeological resources during construction cannot be entirely discounted. If buried archeological resources are encountered, the proposed project could result in significant impacts on archeological resources, as identified in the PEIR.

The planning department conducted a preliminary archeological review (PAR) for the proposed project.¹⁰ The PAR determined that the project site was previously excavated to depths of up to 19 feet bgs, filled, and graded for use as a road (Jamestown Avenue) and a surface parking lot. Based on this previous construction history, the project site has very low potential to yield prehistoric archeological resources. For these reasons, PEIR

¹⁰ San Francisco Planning Department, *Preliminary Archeological Review*, 853 Jamestown Avenue, February 11, 2020.

Mitigation Measures 12 and 13 (archeological testing and archeological monitoring, respectively) are not warranted. PEIR Mitigation Measure 14, related to the accidental discovery of buried or submerged archeological resources, is applicable to the proposed project. PEIR Mitigation Measure 14 is identified as Project Mitigation Measure 1 and is discussed below.

Project Mitigation Measure 1: Accidental Discovery

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) and (c) and on human remains and associated or unassociated funerary objects. 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, pile driving, 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, pile drivers, 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 an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. 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; an archeological testing program; and an interpretative program. If an archeological monitoring program, archeological testing program, or an interpretative program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs and reviewed and approved by the ERO. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource may be at risk from vandalism, looting, or other damaging actions.

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 Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most

Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.

Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.

The archeological consultant shall submit a Draft 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 testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD 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 public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.

In summary, the development and operation of the proposed project would have no impacts on historic architectural resources because there are no historic resources on the site. In addition, the proposed project would not result in any impacts greater than those disclosed in the PEIR related to archeological resources with

implementation of Project Mitigation Measure 1. In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.

Cumulative Impacts

The PEIR did not make an impact determination specific to cumulative cultural resources effects. However, as there are no historic architectural resources located on the project site, the proposed project could not result in cumulative impacts related to historic architectural resources. Generally, the area for cumulative analysis of archeological resources is the project site where excavation would occur. None of the cumulative projects would overlap with construction activities at the project site, nor are there any known archeological resources on the project site that extend beyond the boundaries of the project site and could be affected by nearby development. Therefore, impacts from the proposed project could not combine with other reasonably foreseeable future projects in the project vicinity to result in a significant cumulative impact on archeological resources or human remains.

Tribal Cultural Resources

BVHP PEIR Findings

The PEIR did not analyze impacts on tribal cultural resources, as this topic was not mandated for inclusion under CEQA until 2016.

Proposed Project Impacts

The proposed project would involve excavation to a depth of approximately one to five feet bgs across the majority of the project site, and to a maximum depth of 25 feet bgs in localized areas near the central portion of the site. Ground improvement activities could damage tribal cultural resources, if present. Accordingly, the proposed project would be subject to Project Mitigation Measure 1, Accidental Discovery, as noted above. Implementation of this mitigation measure would reduce potential impacts on tribal cultural resources to a less-than-significant level.

Cumulative Impacts

The PEIR did not make an impact determination specific to cumulative tribal cultural resource effects. The geographic extent of cumulative tribal cultural resources impacts is typically the project site, where excavation would occur. None of the cumulative projects would overlap with activities at the project site. Therefore, with implementation of Project Mitigation Measure 1, impacts from the proposed project could not combine with other reasonably foreseeable future projects in the project vicinity to result in a significant cumulative impact on tribal cultural resources.

Transportation and Circulation

BVHP PEIR Findings

The PEIR identified significant and unavoidable LOS impacts at five intersections and found that effects at the intersection of Third and Cesar Chavez streets would be significant and unavoidable; seven mitigation measures were identified to improve LOS at the other affected intersections. A significant unavoidable impact was also identified on the northbound U.S. 101 freeway north of Cesar Chavez Street. Subsequent to the PEIR certification, CEQA was amended to prevent lead agencies from considering intersection LOS, also known as automobile delay, in its determination of impacts. Additionally, the planning department adopted the use of VMT in its determination of impacts, which was not analyzed in the PEIR. Therefore, the addendum analysis does not discuss automobile delay impacts, but assesses VMT impacts.

The PEIR also identified a mitigation measure for redevelopment agency participation projects—the implementation of TDM program(s).

The PEIR identified less-than-significant impacts with respect to local and regional transit, conditions for people walking and bicycling, loading and goods movement, and parking. Subsequent to the PEIR certification, the department removed transit capacity from the Transportation Impact Analysis Guidelines for Environmental Review (2019 guidelines). This is consistent with state guidance regarding not treating the addition of new transit users as an adverse impact and to reflect funding sources for and policies that encourage additional ridership. Therefore, while the PEIR analyzed impacts related to transit capacity, that criterion is no longer relevant.¹¹

Project Travel Demand Methodology and Results Proposed

The department estimated the number of trips and ways people would travel to and from the site. The department estimated these trips using data and the methodology outlined in the department’s 2019 guidelines.¹²

Table 4 provides the estimated number of p.m. peak hour and total daily trips by different ways of travel. The “auto” person trip row consists of persons traveling by private vehicle, carpool, and for-hire vehicle (e.g., taxi or transportation network company [TNC]). The vehicle trip row is less than the auto trip row because it accounts for carpooling or the number of people in a vehicle, also known as average vehicle occupancy. As shown in Table 4, the proposed project generates approximately 1,283 daily person trips, of which about 354 are vehicle trips (324 personal automobiles and 30 TNC/taxi trips). In the p.m. peak hour, there are 114 person trips (32 vehicle trips). The project site is currently a paved surface parking lot that is surrounded by fencing and does not generate any travel demand. Therefore, all 1,283 daily person trips would be new trips to and from the project site.

¹¹ San Francisco Planning Department, Transportation Impact Analysis Guidelines Update: Summary of Changes Memorandum, February 14, 2019, last updated in October 2019.

¹² San Francisco Planning Department, San Francisco Travel Demand Tool Results for the 853 Jamestown Avenue Project, November 14, 2019.

Table 4 Person-Trip Generation Estimates by Mode

Mode	Project Weekday P.M. Peak Hour Trips	BVHP PEIR P.M. Peak Hour Trips in South Basin Activity Node ^a	Project Total Daily Trips	BVHP PEIR Total Daily Trips in South Basin Activity Node
Auto	44	102	499	1,703
Taxi/TNC	4	—	45	—
Transit	22	22	244	146
Walk	39	75	440	1,303
Bike	4	0	50	51
Total Person Trips	113	199	1,282	3,203
<i>Vehicle Trips</i>	32	47	352	928

SOURCE: San Francisco County Transportation Authority and San Francisco Planning Department, San Francisco Travel Demand Tool, <https://sftraveldemand.sfcta.org/>, 2019; San Francisco Planning Department, Bayview Hunters Point Redevelopment Projects and Rezoning EIR; Table III.D-3 and Table III.D-4, pp. III.D-17 – III.D-18, March 2006.

NOTES: Numbers may not sum to total due to rounding; TNC = transportation network company

a. Peak hour trips are a sum of p.m. peak hour inbound and outbound trips

Comparison to BVHP PEIR

As shown in Table 4, the proposed project’s estimated trip generation would not exceed the total person and vehicle trip generation estimates outlined in the PEIR.

Proposed Project Impacts

CONSTRUCTION

The 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects. Project construction would last approximately 24 months. During construction, the project may result in temporary closures of the parking lane along the west side of Jamestown Avenue for loading. However, no complete closures of Jamestown Avenue would be required during the construction period. During periods when loading or temporary staging would occur, bicycle traffic would be redirected to the open portions of Jamestown Avenue. The proposed project would involve excavation to a depth of approximately one to five feet bgs across the majority of the project site, and to a maximum depth of 25 feet bgs in localized areas in the central portion of the site. Construction would require approximately 7,300 one-way hauling trips during the construction period, approximately 54 one-way worker trips per day, and approximately five vendor trips per day.

The proposed project’s construction activities would not interfere with people walking and bicycling as there are no existing developed sidewalks or bicycle facilities adjacent to the project site. Additionally, the project would not interfere with transit operations as no transit lines are located on Jamestown Avenue. Given the project site context and construction duration and magnitude, the project meets the screening criteria.

Further, the project would be subject to the San Francisco Regulations for Working in San Francisco Streets (the blue book).¹³ The blue book is prepared and regularly updated by the San Francisco Municipal Transportation Agency, under the authority derived from the San Francisco Transportation Code. It serves as a guide for contractors working in San Francisco streets. The blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrian, bicycle, transit, and vehicular traffic. Therefore, the proposed project would not result in significant construction-related transportation impacts.

Comparison to BVHP PEIR

In the PEIR, construction impacts were determined to be temporary and short-term, and subject to City requirements and procedures for construction projects. The PEIR determined these impacts to be less than significant, and no mitigation measures were required. Construction of the proposed project would have a less-than-significant impact on people walking and bicycling. Therefore, the proposed project would not result in new significant impacts that were not identified in the PEIR and would not require new mitigation measures.

Operation

POTENTIALLY HAZARDOUS CONDITIONS

The project would construct two vehicle access points to the project site from Jamestown Avenue (see number “8” on Figure 2). The project would add 32 p.m. peak hour vehicle trips. These vehicle trips would likely start from or end at the project’s new driveway or convenient loading zones and be dispersed along nearby streets. This number of vehicle trips that would be accessing the driveway and crossing over the sidewalk is not substantial.

Drivers would have adequate visibility of people walking and bicycling and private vehicles. Vehicle speed entering and exiting the driveway would be slow given the width of the driveways serving the project site (each one is approximately 34 feet) to avoid potentially hazardous conditions. In addition, the design of the project’s driveway would be able to accommodate the anticipated number of vehicle trips without blocking access to a substantial number of people walking and bicycling. Further, the project would include several changes to the public right-of-way that would lessen impacts. Those changes include construction of new bicycle lanes and sidewalks. Therefore, the project would result in less-than-significant impacts related to potentially hazardous conditions and accessibility.

Comparison to BVHP PEIR

Bicycle and pedestrian impacts were determined to be less than significant in the PEIR and no mitigation measures were required. The PEIR did not address potentially hazardous conditions as it relates to driving or transit operations. Project operations would result in less-than-significant impacts related to potentially hazardous conditions for people walking, bicycling, or driving and public transit, and no mitigation measures are required. Therefore, the proposed project would not result in new significant impacts that were not identified in the PEIR related to potentially hazardous conditions.

¹³ San Francisco Municipal Transportation Agency, Regulations for Working in San Francisco Streets, September 2012, <https://www.sfmata.com/reports/construction-regulations-blue-book>, accessed September 16, 2019.

GENERAL ACCESSIBILITY AND EMERGENCY ACCESS

As discussed above under “Potentially Hazardous Conditions,” pedestrian and bicycling access would be provided on sidewalks and streets. Immediately adjacent to the project site along Jamestown Avenue, the proposed project would construct a 10-foot sidewalk with 4-foot furniture zones and 6-foot walkways. The proposed project would contribute 1,038 additional trips from people walking, bicycling, and driving to the site, but would promote accessibility for people walking to and through the site by connecting new pathways and bikeways to the existing sidewalk and bicycling networks. The proposed project would not generate activities that would interfere with access or circulation for people walking or bicycling.

The proposed project is designed to allow fire truck access at the two project driveways from Jamestown Avenue, which would allow fire truck access to all 20 buildings in the event of an emergency. The proposed project, which included the various streetscape changes identified in the project description, have been reviewed by the City’s multi-agency street design advisory team (SDAT), which includes the planning department, San Francisco Public Works, San Francisco Municipal Transportation Authority, San Francisco Public Utilities Commission, and the San Francisco Fire Department.¹⁴ The addition of the proposed project’s vehicle trips would not substantially impede emergency vehicle access or disrupt emergency vehicle response times because Jamestown Avenue would remain wide enough for drivers to make way for passing emergency vehicles. Therefore, the project would result in less-than-significant impacts related to general accessibility and emergency access.

Comparison to BVHP PEIR

The PEIR did not identify impacts on people walking and bicycling and the PEIR did not specifically address emergency access. Therefore, the proposed project would not result in new significant impacts that were not identified in the PEIR related to walking/biking, accessibility, and emergency access.

TRANSIT

The 2019 guidelines set forth a screening criterion for projects that would typically not result in significant effects related to public transit delay. The proposed project would generate approximately 32 vehicle trips during the p.m. peak hour, which is less than the screening criterion of 300. Therefore, the project meets the screening criterion, and impacts on transit delay and operations would be less than significant.

Comparison to BVHP PEIR

The PEIR did not analyze impacts related to public transit delay. The proposed project would result in a less-than-significant impact related to public transit delay, and no mitigation measures are required. Therefore, the proposed project would not result in new significant impacts that were not identified in the PEIR.

¹⁴ San Francisco Planning Department, SDAT Review, 853 Jamestown, December 11, 2019.

VMT ASSESSMENT

The existing average daily VMT per capita for the transportation analysis zone (TAZ) in which the project site is located (i.e., TAZ 610), is 11.9 for residential uses, which is below the existing regional VMT per capita minus 15 percent of 14.6.¹⁵

The proposed project is located within an area of the city where the existing VMT is more than 15 percent below the regional VMT thresholds; therefore, the proposed project would not generate a substantial increase in VMT and impacts related to VMT would be less than significant.

Comparison to BVHP PEIR

The PEIR did not analyze VMT or induced automobile travel directly. The proposed project would result in a less-than-significant impact related to additional VMT and induced automobile travel, and no mitigation measures are required. Therefore, the proposed project would not result in new significant impacts that were not identified in the PEIR related to VMT and induced automobile travel impacts.

LOADING

During the average and peak period, the project's freight and delivery loading demand is one space. The project would provide a loading zone on Jamestown Avenue that would accommodate both freight and delivery loading; this loading space may also serve as passenger loading from TNC and taxi use. The proposed project would meet its freight loading demand with the one loading space provided on Jamestown Avenue. In addition, the internal roadways within the project site would be able to accommodate any queuing or double-parked vehicles from passenger or freight loading activities. Furthermore, given the distance (approximately 60 feet) from the external street network (i.e., Jamestown Avenue), no secondary effects on the external street network from internal queuing or double-parked vehicles are anticipated. As a result, impacts related to loading would be less than significant and would not result in secondary effects on people bicycling and public transit delay. No mitigation measures are necessary.

Comparison to BVHP PEIR

The PEIR recommended that the Redevelopment Agency, Planning Department, and Municipal Transportation Agency establish procedures and requirements for detailed operational level analysis as specific development projects advance through the City's review process but did not analyze loading from the BVHP Plan. The proposed project would result in a less-than-significant impact related to loading. Therefore, the proposed project would not result in new significant impacts that were not identified in the PEIR related to loading.

Cumulative Impacts

The PEIR analyzed development at the project site in combination with any reasonably foreseeable projects at that time and did not identify any cumulative impacts regarding transportation and circulation. Subsequent to the PEIR certification, the Candlestick Point–Hunters Point Shipyard Phase II FEIR, as amended in

¹⁵ San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 853 Jamestown Project, March 14, 2019.

Addendum 6,¹⁶ determined that cumulative development (including buildout of the BVHP and the 200 residential units at the project site) would have significant and unavoidable impacts related to construction and transit delay. Therefore, the discussion below considers whether the proposed 853 Jamestown Avenue project would contribute considerably to cumulative construction and transit delay impacts identified in the Candlestick Point–Hunters Point Shipyard Phase II FEIR, as amended in Addendum 6.

The Candlestick Point project is anticipated to be built out over a period of approximately 20 years and would involve multiple road closures and diversions. The proposed 853 Jamestown Avenue project’s construction period would be 24 months, which meets the planning department’s screening criteria for determining less-than-significant construction impacts. Additionally, the 853 Jamestown Avenue project would not involve road closures and would be subject to the San Francisco Regulations for Working in San Francisco Streets; therefore, the project would not contribute considerably to cumulative construction impacts identified in Addendum 6 to the Candlestick Point–Hunters Point Shipyard Phase II FEIR.

The PEIR analyzed development in the South Basin Activity Node of the Redevelopment Project Area, which included up to 200 residential units on the project site. With regard to transit delay, the proposed 853 Jamestown Avenue project would result in 78 fewer residential units at the project site, and generate 1,282 and 576 fewer daily person trips and vehicle trips, respectively, as compared to the development analyzed in the South Basin Activity Node in the PEIR (see Table 4). As described above, the proposed project would generate approximately 32 vehicle trips during the p.m. peak hour, which is less than the screening criterion of 300 vehicles for determining less-than-significant transit delay impacts. For these reasons, the proposed project would not contribute considerably to a cumulative transit delay impact identified in Addendum 6 to the Candlestick Point–Hunters Point Shipyard Phase II FEIR. Furthermore, the proposed 853 Jamestown Avenue project would implement a TDM plan, which would further reduce its vehicle travel demand.

Noise

BVHP PEIR Findings

The PEIR analyzed noise impacts as a result of development proposed under the BVHP Redevelopment Plan Area and determined that compliance with the San Francisco Noise Ordinance (San Francisco Police Code article 29) would reduce construction-related noise impacts to less-than-significant levels. The PEIR also determined that operational noise due to mechanical equipment would also be less than significant, as would traffic noise since project-related traffic would not increase noise levels in the plan area above 2.8 dBA. The PEIR determined that implementation of the BVHP Plan would not have any potentially significant impacts with respect to noise; therefore, no mitigation measures were required.

¹⁶ San Francisco Planning Department, Addendum 6 to the CP-HPS2 2010 FEIR, Candlestick Point–Hunters Point Shipyard Phase II, Case No. 2007.0946E, October 2019.

Proposed Project Impacts

Construction Noise and Vibration

The nearest sensitive receptors are the multifamily residential dwellings adjacent to the project site at 833 Jamestown Avenue, located approximately 15 feet to the north. Construction of the proposed project would generate temporary and intermittent noise at and near the project site. Construction activities would involve building demolition, grading, building construction, and paving, which typically result in the greatest noise levels. The construction period would cause a temporary increase in noise levels at the project site and within the project vicinity. During the approximately 24-month construction period, the amount of construction noise generated at any one time would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment.

The proposed project would be supported on either a rigid mat or a spread footing foundation, neither of which would involve pile driving activities. Other construction activities including demolition, grading, excavating, compacting soil, and comparable activities, would be similar to those described in the PEIR. Heavy construction equipment, including excavators, construction cranes, and dump trucks, may cause temporary increases in vibration levels near the project site. Similar to projects analyzed in the PEIR, construction of the proposed project would be conducted in compliance with the noise ordinance (article 29 of the San Francisco Police Code), which would reduce any impacts to a less-than-significant level.

Operational Noise

Operation of the proposed project would result in truck and vehicle traffic increases along Jamestown Avenue, which would incrementally increase roadside noise levels along this roadway. The PEIR analyzed future traffic volumes with implementation of the BVHP Plan. The PEIR noted that future noise levels could increase by up to 2.8 dBA along Bayshore Boulevard near Paul Avenue, but such an increase would be below what Caltrans considers a “barely perceptible increase” of 3 dBA. As shown in Table 4 under “Transportation and Circulation,” the proposed project vehicle trip generation would be within the trip generation analyzed in the PEIR for the South Basin activity node in which the project site is located. Therefore, the proposed project’s increase in traffic noise would result in a “barely perceptible increase,” which would be too small to make a measurable or noticeable difference; thus, impacts related to traffic noise would be less than significant.

In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.

Cumulative Impacts

Although the PEIR did not specifically analyze cumulative construction-related noise impacts, the proposed project, as well as nearby cumulative projects, would be subject to the noise ordinance (article 29 of the San Francisco Police Code), which would reduce construction-related noise impacts to a less-than-significant level.

The PEIR determined that implementation of the BVHP Plan would have less-than-significant cumulative operational noise impacts. The Candlestick Point–Hunters Point Shipyard Phase II FEIR, as amended in

Addendum 6,¹⁷ did determine that cumulative development (including buildout of the BVHP and the 200 residential units at the project site) would have significant and unavoidable cumulative impacts related to traffic noise levels affecting existing and future residential uses along roads in the vicinity. However, given that the proposed project's vehicle trip generation falls within the amount previously analyzed in the PEIR, which identified less-than-significant cumulative operational noise impacts, the proposed project would not result in new significant cumulative noise impacts beyond those identified in the PEIR or result in a cumulatively considerable contribution to a significant and unavoidable cumulative operational noise impact.

Air Quality

BVHP PEIR Findings

The PEIR analyzed air quality impacts and determined that compliance with the San Francisco Construction Dust Control Ordinance would reduce construction-related air quality impacts to less-than-significant levels. The PEIR also determined that development under the Plan would be consistent with the 2000 Clean Air Plan, and regional contribution to carbon monoxide would not violate federal or state standards. Regarding construction-related activities pertaining to dust control, the PEIR determined that implementation of Mitigation Measure 8 would reduce temporary construction-related air quality impacts to less-than-significant levels. Regarding operational air quality impacts, the PEIR determined that implementation of Mitigation Measure 9 related to toxic air contaminant sources, Mitigation Measure 10 related to dry cleaning facilities, and Mitigation Measure 11 regarding the location of preschool and childcare centers would reduce impacts to less-than-significant levels.

Proposed Project Impacts

Fugitive Dust Evaluation

The proposed project-related soil disturbance and paving activities may cause wind-blown dust that could contribute to particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the air resources board, reducing particulate matter PM_{2.5} concentrations to state and federal standards of 12 µg/m³ in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths.¹⁸ The San Francisco Board of Supervisors approved amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance (ordinance no. 176-08, effective August 29, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and avoid orders to stop work by the building department.

¹⁸ ARB, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, Table 4c, October 24, 2008.

The PEIR determined that implementation of Mitigation Measure 8 would reduce temporary construction-related air quality impacts to less-than-significant levels. However, since certification of the PEIR in 2006, this mitigation measure has been consolidated and superseded by the Construction Dust Control Ordinance (ordinance no. 176-08, effective August 29, 2008), described below. Compliance with this ordinance would reduce the proposed project's impacts on fugitive dust to less-than-significant levels.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the construction contractor would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Department of Building Inspection, the Department of Public Works, and the Department of Public Health. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10-millimeter (0.01-inch) polyethylene plastic (or equivalent) tarp, braced down, or secured using other equivalent soil stabilization techniques. San Francisco ordinance 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission. Non-potable water must be used for soil compaction and dust control activities during project construction and demolition. The San Francisco Public Utilities Commission operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

Compliance with the regulations and procedures set forth by the Construction Dust Control Ordinance would supersede Mitigation Measure 8 from the PEIR and ensure that potential dust-related air quality impacts would not result in any new dust-related air quality impacts that were not identified in the PEIR or substantially increase the severity of a significant impact identified in the PEIR, and no additional mitigation measures would be required.

Criteria Air Pollutants Evaluation

Construction activities (short-term) typically result in emissions of ozone precursors and particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle or equipment tailpipe emissions). Emissions of ozone precursors and particulate matter are primarily a result of the combustion of fuel from on-road and off-road vehicles and other construction equipment. However, reactive organic gases (ROGs) are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. During the proposed 24-month construction period, construction activities would have the potential to result in emissions of ozone precursors, particulate matter, and ROGs, as discussed below.

The BAAQMD developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in significant air quality impacts. The BAAQMD concluded that residential condominium/townhouse-style projects that satisfy the following criteria would result in less-than-significant criteria air pollutant impacts during construction and operation:

- For ROG, fewer than 451 dwelling units for operation, and fewer than 240 dwelling units for construction (the proposed project proposes 122 dwelling units);
- Construction-related activities would not include demolition (the proposed project would not demolish any existing structures);
- Construction would not require simultaneous occurrence of more than two construction phases (construction would involve six months of earthwork followed by 18 months of building construction);
- Construction would not require simultaneous construction of more than one land use type (e.g., project would develop residential uses);
- Construction would not require extensive site preparation (the project site is currently occupied by a surface parking lot); or
- Construction would not require extensive material transport (the proposed project would result in a net export of a maximum of approximately 4,800 cubic yards of soil, which would be less than the threshold of 10,000 cubic yards of soil).

The proposed project meets the screening criteria listed above; therefore, construction and operation of the proposed project would result in less-than-significant criteria air pollutant impacts, and no detailed air quality assessment is required. Overall, the proposed project would not result in any new significant impacts that were not identified in the PEIR or substantially increase the severity of a significant impact identified in the PEIR.

Health Risks and Hazards

With respect to health risks, heavy equipment, including construction equipment, generates emissions of toxic air contaminants such as diesel particulate matter, which has been identified as a carcinogen by the California Air Resources Board.

The project site is not located within an identified air pollutant exposure zone; therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. The closest air pollutant exposure zone is approximately 300 feet from the southern border of the project site, and the closest sensitive receptors within an air pollutant exposure zone are residential receptors located approximately 1,300 feet west of the project site (townhomes at 213 Diamond Cove Terrace); the closest sensitive receptors outside of the air pollutant exposure zone are the multifamily residences adjacent to the project site on the north (833 Jamestown Avenue).

Regarding construction emissions, off-road equipment (which includes construction-related equipment) is a large contributor to diesel particulate matter emissions in California, although since 2007, the air resources board has found the emissions to be substantially lower than previously expected.¹⁹ Newer and more refined emission inventories have substantially lowered the estimates of diesel particulate matter emissions from off-road equipment such that off-road equipment is, as of 2010, considered the sixth largest source of diesel particulate matter emissions in California.²⁰ This reduction in emissions is due, in part, to refined emissions estimation methodologies.

¹⁹ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, p. 1 and p. 13 (Figure 4), October 2010.

²⁰ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

Additionally, a number of federal and state regulations mandate cleaner off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 interim and final emission standards for all new engines were phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers are required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the EPA estimates that by implementing the federal Tier 4 standards, NO_x and particulate matter emissions will be reduced by more than 90 percent.²¹ Overall, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature.

Therefore, project-level analyses of construction activities have a tendency to overestimate assessments of long-term health risks. Although on-road heavy-duty diesel vehicles and off-road equipment would be used during the 24-month construction duration, emissions would be temporary and limited and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, construction vehicle emissions would be required to limit idling to no more than five minutes pursuant to California regulations, which would reduce diesel particulate matter emissions.²² Therefore, construction period toxic air contaminant emissions would not result in a new significant impact that was not identified in the PEIR.

Consistency with the 2017 Clean Air Plan

The proposed project would be consistent with the control measures listed in the 2017 Clean Air Plan, the region's current air quality plan, and would not disrupt, delay, or otherwise hinder implementation of the 2017 Clean Air Plan.

Odors

Typical odor sources of concern include: wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, automobile body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Additionally, the proposed project would not introduce sources of new odors in the vicinity as the project would consist of entirely residential development. Therefore, odor impacts from the proposed project would be less than significant.

As stated above, compliance with the city's Dust Control Ordinance would supersede Mitigation Measure 8 from the PEIR. Moreover, Mitigation Measures 9, 10, and 11 from the PEIR do not apply to the proposed project because the project would not include potential toxic air contaminant emissions, such as backup generators, dry cleaning facilities, or preschool and childcare centers. In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.

²¹USEPA, Clean Air Nonroad Diesel Rule: Fact Sheet, May 2004.

²² California Code of Regulations, Title 13, Division 3, section 2485 (on-road) and section 2449(d)(2) (off-road).

Cumulative Impacts

Regional air pollution is by its very nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.²³ The proposed project would not exceed the project-level thresholds for a detailed quantitative analysis; therefore, per the BAAQMD, the proposed project would have less-than-significant air quality impacts. As such, the proposed project would not result in a cumulatively considerable net increase in air quality nor result in any significant cumulative impacts that were not previously identified in the PEIR.

Greenhouse Gas (GHG) Emissions

BVHP PEIR Findings

GHG impacts were not analyzed in the PEIR.

Proposed Project Impacts

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on the global climate, this analysis is in a cumulative context.

The proposed project would increase the development intensity of use of the site by introducing approximately 122 dwelling units, but would achieve either GreenPoint Rated or LEED Silver certification. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

Compliance with the City's Transportation Sustainability Fee, bicycle parking requirements, low-emission car parking requirements, and car sharing requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy checklist. The proposed project also would be required to comply with the energy efficiency requirements of the City's alternate water sources for non-potable applications; Green Building Code related to energy efficiency; Stormwater Management Ordinance; green building requirements for water use reduction; San Francisco Water Efficient Irrigation Ordinance; and San Francisco's green building requirements for renewable energy, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.²⁴ Additionally, the proposed project would be required to meet the

²³ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 2-1.

²⁴ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions. Features provided to comply with the Green Building Code or otherwise reduce GHG emissions will include the installation of a solar photovoltaic system on at least 15 percent of the overall roof system.

The proposed project's waste-related emissions would be reduced through compliance with the Mandatory Recycling and Composting Ordinance, and the San Francisco Construction and Demolition Debris Recovery Ordinance. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy and reducing the energy required to produce new materials.²⁵

The proposed project would comply with the City's Street Tree Planting requirements by planting 272 trees, which would serve to increase carbon sequestration. Other regulations, including construction site runoff pollution prevention, low-emitting materials, and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds.²⁶ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.²⁷

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations.

In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR and would not require new mitigation measures.

Wind

BVHP PEIR Findings

The PEIR analyzed wind impacts and determined that buildings that are roughly 100 feet or more in height can result in increased wind speeds at the pedestrian level, while buildings surrounded by taller structures are less likely to result in increased wind speeds at the ground level. As such, given that sufficient design information was not available for individual projects, the PEIR determined that wind evaluations would be required for future development projects greater than 100 feet in height that are located within the BVHP Redevelopment Plan Area.

Proposed Project Impacts

The proposed project would develop 20 buildings with a maximum height of 38 feet, which is well below the height at which buildings may result in adverse impacts on pedestrian-level winds. In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR and would not require new mitigation measures.

²⁵ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

²⁶ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

²⁷ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for the Jamestown Candlestick Point Project*, July 3, 2019.

Cumulative Impacts

Development of the Candlestick Point project may include structures over 80 feet tall; however, building-specific wind studies would be required to be prepared for buildings proposed to be over 80 feet tall, which would identify—and mitigate to the greatest extent possible—any adverse wind impacts. In addition, the proposed project would not exceed a height of 40 feet and would have little to no potential to affect ground-level wind conditions on or near the project site. Therefore, the proposed project, in combination with cumulative projects, would have a less-than-significant impact on wind.

Shadow

BVHP PEIR Findings

The PEIR analyzed shadow impacts and determined that buildings proposed over 40 feet in height could potentially shade recreation and open space areas under the jurisdiction of the San Francisco Recreation and Parks Department. As such, the PEIR determined that new projects proposed over 40 feet in height within the BVHP Redevelopment Plan Area would be subject to Planning Code section 295 review. The PEIR determined that projects that complied with section 295 would have less-than-significant impacts under CEQA.

Proposed Project Impacts

The proposed project would include up to 20 buildings, all of which would be less than 40 feet in height. Therefore, the provisions of section 295 are not applicable to the proposed project, and preparation of a shadow analysis is not required. Given the maximum building heights, the proposed project would not result in new significant impacts that were not identified in the PEIR and would not require new mitigation measures.

Cumulative Impacts

A shadow analysis for the proposed project is not required per section 295 of the Planning Code; therefore, the project would not contribute to any cumulative impacts related to shadow.

Biological Resources

BVHP PEIR Findings

The PEIR analyzed impacts on biological resources anticipated under the BVHP Plan and determined that the Plan area is almost entirely built out and supports no known sensitive species, thus, the Plan would not result in impacts related to sensitive species, wildlife movement, or species diversity. With regard to impacts related to wetland habitat, street trees, and nesting birds, the PEIR determined that a site-specific evaluation would be conducted for individual projects. Mitigation measures also were identified to avoid or minimize effects on wetlands and street trees. The PEIR included Mitigation Measures 17, 18, and 19 regarding protection of sensitive wetland habitats, removal of street trees, and protection of nesting birds, respectively. The PEIR determined that implementation of Mitigation Measures 17, 18, and 19 would reduce impacts to less-than-significant levels.

Proposed Project Impacts

The project site contains no riparian or sensitive natural communities or wetlands, nor does it fall within any local, regional, or state habitat conservation plans or natural community conservation plans. Therefore, Mitigation Measure 17 regarding avoiding or minimizing impacts to sensitive wetland habitats would not apply to the proposed project. The majority of the project site is a paved surface parking lot; however, a minor portion of the project site next to Bayview Park would be graded for construction. Six street trees would be removed near the south end of the site to permit construction of the residential buildings. Should any of these trees be determined to be protected trees, as defined in the San Francisco Public Works Code,²⁸ the project sponsor would be required to obtain a permit for tree removal.

Removal of six street trees associated with the proposed project may disturb migratory birds or their nests. Thus, the proposed project would be subject to nesting bird protections consistent with the requirements of the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703–711) and the California Fish and Game Code (CFGC) (sections 3503 and 3503.5), both of which protect birds and their nests. Although adult birds can escape the project site to avoid direct harm during construction, eggs or chicks associated with active nests could still be permanently affected (i.e., abandoned or killed) by project construction activities. The proposed project may result in the displacement of nesting migratory birds and/or the abandonment of active nests should construction and vegetation removal occur during the typical nesting season (January 15 through August 15). However, the proposed project would be required to comply with the requirements of the MBTA and CFGC, which would ensure that there would be no loss of active nests or bird mortality and no significant effects would occur. To comply with the CFGC and the MBTA, the project sponsor would:

- Undertake tree removal during the non-breeding season (i.e., September through February) to avoid nesting birds or conduct preconstruction surveys for work scheduled during the breeding season (March through August);
- Conduct preconstruction surveys by a qualified biologist no more than 15 days prior to the start of work during the nesting season to determine if any birds are nesting in or in the vicinity of the vegetation to be removed or construction to be undertaken;
- Avoid any nests identified and establish (by a qualified biologist) a construction-free buffer zone, to be maintained until nestlings have fledged.

Compliance with existing regulations described above would supersede PEIR Mitigation Measure 19 related to nesting birds. Compliance with the city's Urban Forestry Ordinance, Public Works Code section 806, which

²⁸ Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. A landmark tree is designated by the Board of Supervisors following nomination of a tree by the Urban Forestry Council based on a written request from a property owner or the director of any City agency, or by the Board of Supervisors, Planning Commission, or Landmarks Preservation Advisory Board. Special permits are required to remove a landmark tree on private property or on City- owned property. A significant tree is defined either on property under the jurisdiction of the San Francisco Public Works, or on privately owned property with any portion of its trunk within 10 feet of the public right-of-way and that satisfies at least one of the following criteria: (a) diameter at breast height in excess of 12 inches, (b) a height in excess of 20 feet, or (c) a canopy in excess of 15 feet. The removal of significant trees on privately owned property is subject to the requirements for the removal of street trees. Street trees are trees within the public right-of-way or on land within the jurisdiction of the San Francisco Public Works. Their removal by abutting property owners requires a permit.

requires a permit from the San Francisco Department of Public Works to remove any protected trees, would supersede PEIR Mitigation Measure 18.

In addition, the project site is developed and thus would not interfere with wildlife movement or impede the use of any nursery sites. No migratory birds are expected to be on the project site. Therefore, the proposed project would not result in any significant impacts associated with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors. Therefore, this impact would be less than significant.

The proposed project would be required to comply with Planning Code section 139 (Standards for Bird-Safe Buildings). No wetlands are present on the project site. Accordingly, the proposed project's impacts on biological resources would be less than significant.

In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.

Cumulative Impacts

The PEIR did not make an impact determination specific to cumulative biological resources effects. Generally, the area for cumulative analysis of biological resources is the project site, where excavation and tree removal would occur. None of the cumulative projects would overlap with activities at the project site. In addition, nearby cumulative development projects would also be subject to federal, state, and local regulations related to biological resources. As with the proposed project, compliance with these ordinances would reduce the effects of development projects to less-than-significant levels. Therefore, the proposed project would not combine with other reasonably foreseeable future projects in the project vicinity to result in a significant cumulative impact on biological resources.

Geology and Soils

BVHP PEIR Findings

The PEIR analyzed geology and determined that development under the BVHP Plan would not result in significant adverse impacts related to the geological, soil, or seismic environment of the Plan area. The PEIR also determined that compliance with the San Francisco Building Code would reduce geological impacts to a less-than-significant level. The PEIR did not analyze impacts related to paleontological resources.

Proposed Project Impacts

Geologic Hazards

A geotechnical investigation was performed for the proposed project and is summarized here.²⁹ The area that would be occupied by the proposed project is underlain by late Jurassic to early Cretaceous Franciscan

²⁹ ENGEO Incorporated, Jamestown Avenue Residential Development Geotechnical Exploration, San Francisco, California, November, 20, 2018.

assemblage, colloquially referred to as bedrock. The Franciscan Complex rocks at the site generally comprise greenstone, chert, and interbedded sandstone and shale. The rock quality of the bedrock observed varies from weak to strong, moderately fractured to crushed and highly weathered to slightly weathered. Artificial fill was encountered underneath the existing parking lot as well as on the western portion of the site. All materials above the bedrock was determined to be artificial fill, which extends to a depth of approximately 19 feet bgs at the deepest portion of the site.

Groundwater was not observed during the 2018 site exploration; however, groundwater was observed in 2016 as part of previous geotechnical explorations of the project site. The site is included in the U.S. Geologic Survey Landslide Hazard program as an area of “mostly landslides,” and has been mapped as landslide deposits in previous mapping efforts. Therefore, the site is susceptible to earthquake-induced landsliding. However, the geotechnical exploration stated that potential seismic hazards resulting from a nearby moderate to major earthquake related to subsidence or uplift, soil liquefaction, lateral spreading, tsunamis, flooding, or seiches at the project site is low.

Regarding earthquake-induced landsliding, the preliminary geotechnical investigation concluded that the proposed project would be generally stable and not susceptible to large-scale seismic slope movement, but recommended debris protection, which would support the slope to the west of the project site at Bayview Park. Debris protection would occur via a retaining wall along the western border of the project site abutting the toe of the existing slope.

Based on the initial building design, the geotechnical investigation recommends that the existing artificial fill within the building footprint should be removed to bedrock (approximately 10 feet bgs, but up to 25 feet bgs in the central portion of the site). The buildings should then be constructed on 12- to 16-inch-thick post tension mat slab foundations. The subgrade should be thoroughly soaked and should not be dry prior to concrete placement.

Since the project site is in a landslide hazard zone, the Seismic Hazards Mapping Act (SHMA) requires that (1) the seismic hazard area on the project site be identified and (2) the San Francisco Department of Building Inspection ensures that the geotechnical recommendations to address the seismic hazard issues be made conditions of the building permit.

As noted above, the potential seismic hazards resulting from a nearby moderate to major earthquake related to subsidence or uplift, soil liquefaction, lateral spreading, tsunamis, flooding, or seiches at the project site is low. By following all recommendations in the geotechnical investigation related to standard engineering and design protocols and compliance with the California and San Francisco building codes and the state SHMA, effects related to geology and soils of the proposed project would be less than significant. Therefore, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.

Paleontological Resources

Paleontological resources, or fossils, are the remains, imprints, or traces of mammals, plants, and invertebrates from a previous geological period.³⁰ Such fossil remains as well as the geological formations that contain them

³⁰ Society of Vertebrate Paleontology (SVP), *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*, 2010

are considered a paleontological resource. Together, they can represent a limited, non-renewable scientific and educational resource. The potential to affect fossils varies with the geologic unit, depth of disturbance, construction activities, and previous disturbance.

In determining potential impacts to paleontological resources, the planning department uses guidance issued by the U.S. Bureau of Land Management regarding assessment of the potential for discovery of significant paleontological resources during project construction.³¹

The project site is underlain by fill, then late Jurassic to early Cretaceous Franciscan assemblage. The proposed project would excavate approximately 10 feet bgs across the majority of the site, but up to 25 feet bgs in the central portion of the site. The fill materials would not contain paleontological resources.

A Paleontological Sensitivity Map for geologic units encountered within the city has been prepared for the planning department by qualified paleontologists.³² Based on the mapping and classification system, the Cretaceous Franciscan assemblage has a low potential to yield significant paleontological resources, largely due to the recent and common nature of the fossils within the unit and because it is heavily deformed and metamorphosed in most locations.

Because the proposed project would remove the artificial fill above the Cretaceous Franciscan assemblage and the mat slab foundation would not involve substantial excavation of the Cretaceous Franciscan assemblage beneath the foundation, the proposed project would have a low potential to disturb paleontological resources. Therefore, impacts to paleontological resources would be less than significant. In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR and would not require new mitigation measures.

Cumulative Impacts

The PEIR did not make an impact determination specific to cumulative geology and soils effects. Geology, soils, seismicity, and paleontological impacts are generally site-specific and highly localized. Therefore, the potential for the proposed project to combine with reasonably foreseeable future projects and create a cumulative impact related to geology, soils, and seismicity would be low. The cumulative projects also would be subject to the same building department requirements for geotechnical review and required to comply with the state and local building codes. Compliance with the seismic and unstable geologic unit safety standards and design review procedures would ensure that the effects from nearby cumulative projects would not be significant. Therefore, the proposed project would not combine with other reasonably foreseeable future projects in the project vicinity to result in a significant cumulative impact related to seismic hazards and unstable geologic units.

³¹ Dwyer, Debra, Principal Planner, San Francisco Planning Department, Email to Michael Burns, ESA, October 18, 2019.

³² Paleo Solutions, 2018, CityofSanFrancisco_geology_PFYC.KMZ, spatial data file developed based on surface geology map from U.S. Geological Survey and PFCY – City of San Francisco 2018.

Hydrology and Water Quality

BVHP PEIR Findings

The PEIR determined that development under the BVHP Plan would result in less-than-significant impacts related to water quality and no impacts related to groundwater resources, potable water supplies, and flooding. The PEIR did not identify any mitigation measures.

Proposed Project Impacts

The proposed project would require soil excavation, which may also require dewatering via pumping from sumps. Any groundwater encountered during construction of the proposed project would be subject to the requirements of article 4.1 of the San Francisco Public Works Code (Industrial Waste), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the public utilities commission must be notified of projects necessitating dewatering, and may require water analysis before discharge.

Regarding groundwater supplies, the proposed project would use potable water from the public utilities commission. Groundwater from the Downtown San Francisco Groundwater Basin is not used as drinking water, and the proposed project would not result in additional impervious surfaces to the extent that it would affect groundwater recharge because the site is currently a paved surface parking lot. Given that the project site already comprises impervious surfaces, the proposed project would not result in an increase in impervious surfaces, and it would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. Stormwater flows and drainage would be controlled consistent with San Francisco's Stormwater Management Ordinance, contained in San Francisco Public Works Code article 4.2, and the City's Stormwater Design Guidelines. The project sponsor would comply with the San Francisco Public Utilities Commission Stormwater Design Guidelines using best management practices, thereby ensuring that the proposed project meets performance measures set by the public utilities commission related to stormwater runoff rate and volume. Compliance with San Francisco's Stormwater Design Guidelines would reduce the quantity and rate of stormwater runoff to the city's combined sewer system and improve the water quality of those discharges. In addition, the proposed project would comply with health code article 12C, which requires the on-site reuse of rainwater, graywater, and/or foundation drainage to reduce potable water use, and which would also reduce stormwater runoff rate and volume. The proposed project would also comply with San Francisco Public Works Code sections 146 and 147, which would avoid significant impacts due to runoff during construction and operation, respectively.

For these reasons, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.

Cumulative Impacts

Cumulative projects would be required to comply with the water quality and drainage control requirements discussed above that apply to all land use development projects within the city. Specifically, the cumulative projects would be required to comply with the same water consumption, drainage, groundwater discharge, and water quality regulations as the proposed project during construction and operation. As a result, the proposed

project would not combine with other reasonably foreseeable future projects in the project vicinity to result in a significant cumulative impact related to hydrology and water quality.

Hazards and Hazardous Materials

BVHP PEIR Findings

The PEIR determined that development under the BVHP Plan could expose workers, the public, and the environment to hazardous materials through routine transport, site remediation activities, the disturbance of contaminated soil or groundwater during excavation activities, and the release of hazardous building materials during demolition activities. However, compliance with federal, state, and local regulations would reduce these impacts to less-than-significant levels.

Proposed Project Impacts

The project site was formerly used as a surface parking lot for Candlestick Park. There are no sites listed within 1,000 feet of the proposed project in either the Department of Toxic Substances Control EnviroStor or State Water Resources Control Board GeoTracker databases.

As there are no buildings on the project site, exposure to hazardous building materials as a result of demolition activities would not occur. Additionally, compliance with existing laws and regulations would avoid any significant impacts with respect to hazards and hazardous materials resulting from construction. With regard to operational impacts, the proposed project would not result in the use of hazardous materials other than common household cleaners and similar substances. The proposed project also would comply with all applicable federal, state, and local regulations concerning the handling, transport, and disposal of hazardous materials.

In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.

Cumulative Impacts

Impacts from hazards and hazardous materials are generally site-specific. Nearby cumulative projects would be subject to the same city, regional, state, and federal regulations designed to protect the public and the environment from risks associated with hazards and hazardous materials. For these reasons, the proposed project would not combine with other reasonably foreseeable future projects in the project vicinity to result in a significant cumulative impact related to hazards and hazardous materials.

Other Less-than-Significant Environmental Impacts

The following discussion briefly describes why the proposed project's environmental effects under these topics also would be less than significant, similar to the PEIR findings, and why the proposed project would not result in any new significant impacts.

- **Utilities and Service Systems, Recreation, and Public Services.** The PEIR analyzed these topics together and determined that impacts on these resources would be less than significant, and no mitigation would be required.
 - **Utilities and Service Systems.** The proposed project is in an urban area and would connect to existing utilities including water and wastewater connections, electricity, natural gas, and telecommunications systems. The proposed project would represent a small fraction of the overall demand for utilities and service systems analyzed in the PEIR and, consistent with the findings in the PEIR, utilities and service providers have accounted for the growth in demand, including that of the proposed project, individually and cumulatively. Therefore, the proposed project would not result in any new or substantially more severe impacts than those identified in the PEIR.
 - **Recreation.** The proposed project would include 180,000 square feet of open space, including a 0.14-acre park. Similar to the BVHP Plan, the proposed project would provide public parkland and would compensate for its increased demand for park and recreational facilities. Therefore, the proposed project would not result in any new or substantially more severe impacts than those identified in the PEIR or contribute to a cumulative impact on recreational facilities.
 - **Public Services.** The PEIR determined that, through payment of impact fees and increased revenue from property taxes to the City fund, BVHP Plan implementation would result in a less-than-significant impact on police, fire, schools, and library services. The PEIR determined that San Francisco Unified School District (SFUSD) enrollment is anticipated to decrease in the ten years after publication of the PEIR. However, enrollment forecasts for the SFUSD project that the total enrollment in the SFUSD will increase by 7,000 to 16,000 new students by 2040.³³ According to a 2015 enrollment study, the projected student generation rates for the project area through 2040 are 0.25 kindergarten through 12th grade students per unit for inclusionary affordable housing and 0.05 students per unit for market-rate housing.³⁴ As such, the market-rate units proposed by the project (100) would result in 5 students, and the below-market rate units proposed (22) would result in 6 students, or a total of approximately 11 students in the SFUSD at buildout. The proposed project would be required to pay a school impact fee based on the construction of net new residential square footage to fund district facilities and operations. Fire protection, emergency medical, and police protection resources are regularly assessed and redeployed based on need in order to maintain acceptable service ratios. Moreover, the proposed project would not increase demand for parks, recreation facilities, or other public services such that it would require construction of new or altered facilities for fire and police protection, schools, parks or other services. Therefore, the proposed project would result in a less-than-significant impact on public services and would not result in any new or substantially more severe impacts than those identified in the PEIR. As nearby cumulative projects would be subject to the same impact fees, the proposed project would not combine with other projects to result in a cumulative impact.

³³ Lapkoff & Goblat Demographic Research, Inc., *Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District*, published February 16, 2018, p. 33, Table II-9, <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographic-analyses-enrollment-forecast.pdf>, accessed November 25, 2019.

³⁴ Ibid.

- **Mineral and Energy Resources.** The PEIR identified a less-than-significant impact related to BVHP Plan energy use and did not analyze the Plan's effects on minerals. No mineral resources are located on or near the project site, and as a result, the proposed project would not result in the loss of availability of a locally important mineral resource site. The proposed project would increase the development intensity of the project site by introducing approximately 122 dwelling units, but would achieve either GreenPoint Rated or LEED Silver certification; consequently, the proposed project would not encourage activities that would result in the use of large amounts of energy in a wasteful manner or conflict with a state or local plan for renewable energy or energy efficiency. Therefore, the proposed project would not result in new significant impacts that were not identified in the PEIR, would not result in more severe impacts than those identified in the PEIR, and would not require new mitigation measures.
- **Agriculture and Forest Resources.** The PEIR did not analyze the Plan's effects on agriculture and forest resources. The project site is identified by the Department of Conservation Farmland Mapping and Monitoring Program as Urban and Built-Up Land. Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any important farmland or conflict with a Williamson Act contract. The project site does not contain forest land or timberland as defined in Public Resources Code sections 12220(g) and 4526, respectively. In conclusion, the proposed project would not result in new significant impacts that were not identified in the PEIR and would not require new mitigation measures.
- **Wildfire.** The PEIR did not analyze impacts of the Plan on wildfire risk; however, the project site is not located in a very high fire hazard severity zone in a State or Local Responsibility Area. Therefore, this topic is not applicable to the proposed project.

F. CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the PEIR certified on March 2, 2006, remain valid, and that no Subsequent or Supplemental EIR is required for the proposed project modifications. The proposed project would not cause new significant impacts not identified in the PEIR, would not result in significant impacts that would be substantially more severe than those described in the PEIR, and would not require new mitigation measures to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has been put forward to demonstrate that the proposed project would cause new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts. Therefore, no further environmental review is required beyond this addendum.

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

DATE: 4/16/2020



Lisa Gibson, Environmental Review Officer
for Rich Hillis, Director of Planning

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Staff:	Environmental Review Officer:	Lisa M. Gibson
	Principal Environmental Planner:	Joy Navarrete
	Senior Environmental Planner:	Michael Li
	Principal Transportation Planner:	Wade Wietgreffe
	Senior Transportation Planner:	Elizabeth White

Environmental Consultants

Environmental Science Associates
550 Kearny Street, Suite 800
San Francisco, CA 94108
Project Director: Eryn Brennan
Project Manager: Elliott Schwimmer
Transportation Planner: Shadde Rosenblum

Project Sponsor

Strada Investment Group
101 Mission Street, Suite 420
San Francisco, CA 94105
Nik Krukowski

Project Architect

Hunt Hale Jones Architects
444 Spear Street, Suite 105
San Francisco, CA 94105
Ron Jones

Project Attorney

J. Abrams Law, P.C.
One Maritime Plaza, #1900
San Francisco, CA 94111
Jim Abrams



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: 853 JAMESTOWN AVENUE
RECORD NO.: 2019-002743CRV

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	Vacant parking lot	44,052	44,052
Residential GSF	0	169,332	169,332
Retail/Commercial GSF	N/A	N/A	N/A
Office GSF	N/A	N/A	N/A
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	N/A	N/A	N/A
Medical GSF	N/A	N/A	N/A
Visitor GSF	N/A	N/A	N/A
CIE GSF	N/A	N/A	N/A
Usable Open Space	-	> 13,000	> 13,000
Public Open Space	N/A	N/A	N/A
Other ()	N/A	N/A	N/A
TOTAL GSF	-	169,332	169,332
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	22	22
Dwelling Units - Market Rate	0	100	100
Dwelling Units - Total	0	122	122
Hotel Rooms	N/A	N/A	N/A
Number of Buildings	0	20	20
Number of Stories	0	3	3
Parking Spaces	Vacant parking lot	170	170
Loading Spaces	0	2	2
Bicycle Spaces	0	166	166
Car Share Spaces	0	2	2
Other ()			

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	0	0	0
One Bedroom Units	0	0	0
Two Bedroom Units	0	81	81
Three Bedroom (or +) Units	0	41	41
Group Housing - Rooms	0	0	0
Group Housing - Beds	0	0	0
SRO Units	0	0	0
Micro Units	0	0	0
Accessory Dwelling Units	0	0	0

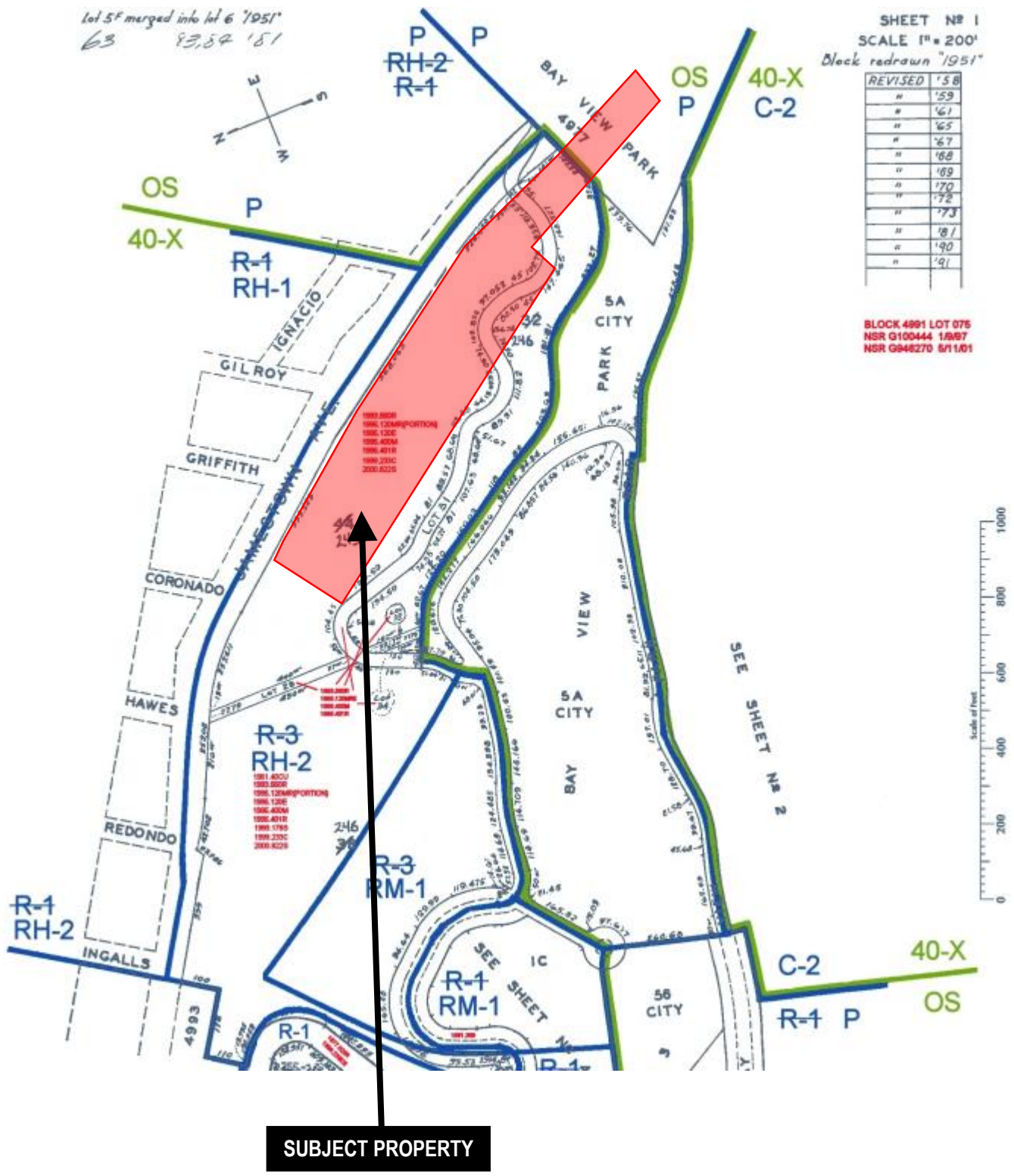
Parcel Map

Lot 5F merged into lot 6 '1951'
63 83,84 151

SHEET № 1
SCALE 1" = 200'
Block redrawn '1951'

REVISED	'58
"	'59
"	'61
"	'65
"	'67
"	'68
"	'69
"	'70
"	'72
"	'73
"	'81
"	'90
"	'91

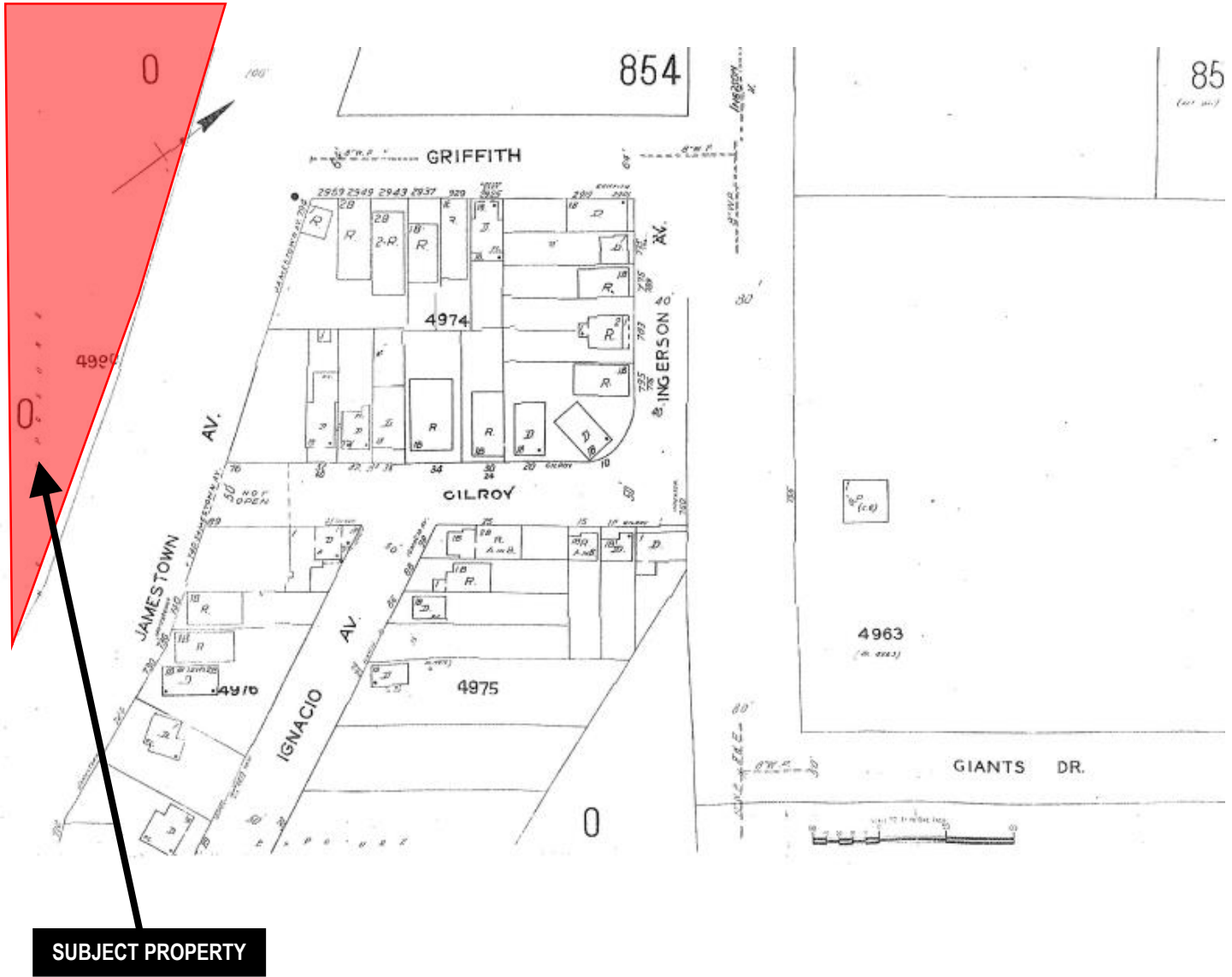
BLOCK 4991 LOT 075
NSR G100444 1/887
NSR G048270 5/1101



Case Number 2019-002743CRV
Block 4991, Lot 276
853 Jamestown Avenue



Sanborn Map*



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



Case Number 2019-002743CRV
Block 4991, Lot 276
853 Jamestown Avenue

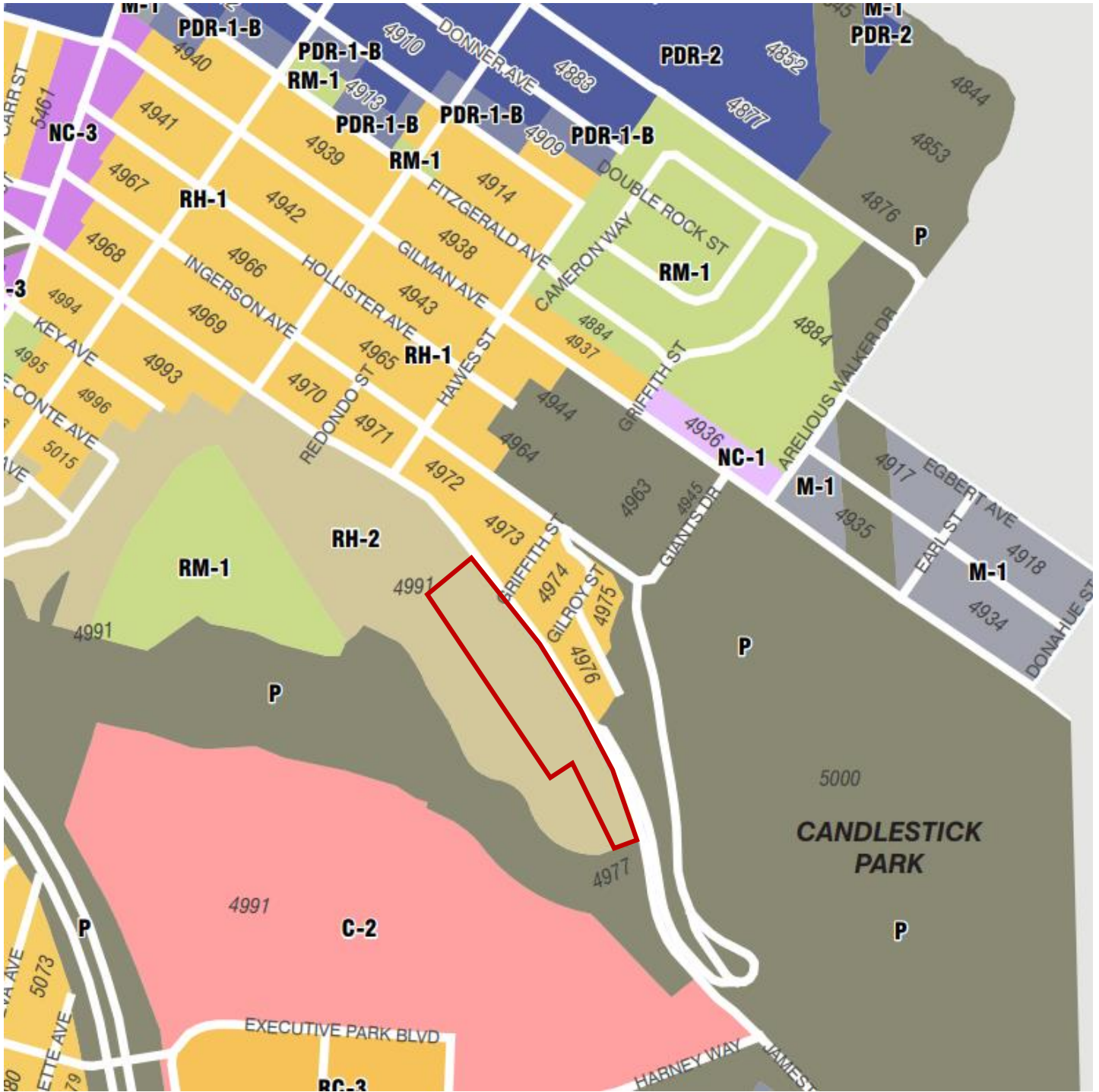
Aerial Photo – View 1



SUBJECT PROPERTY

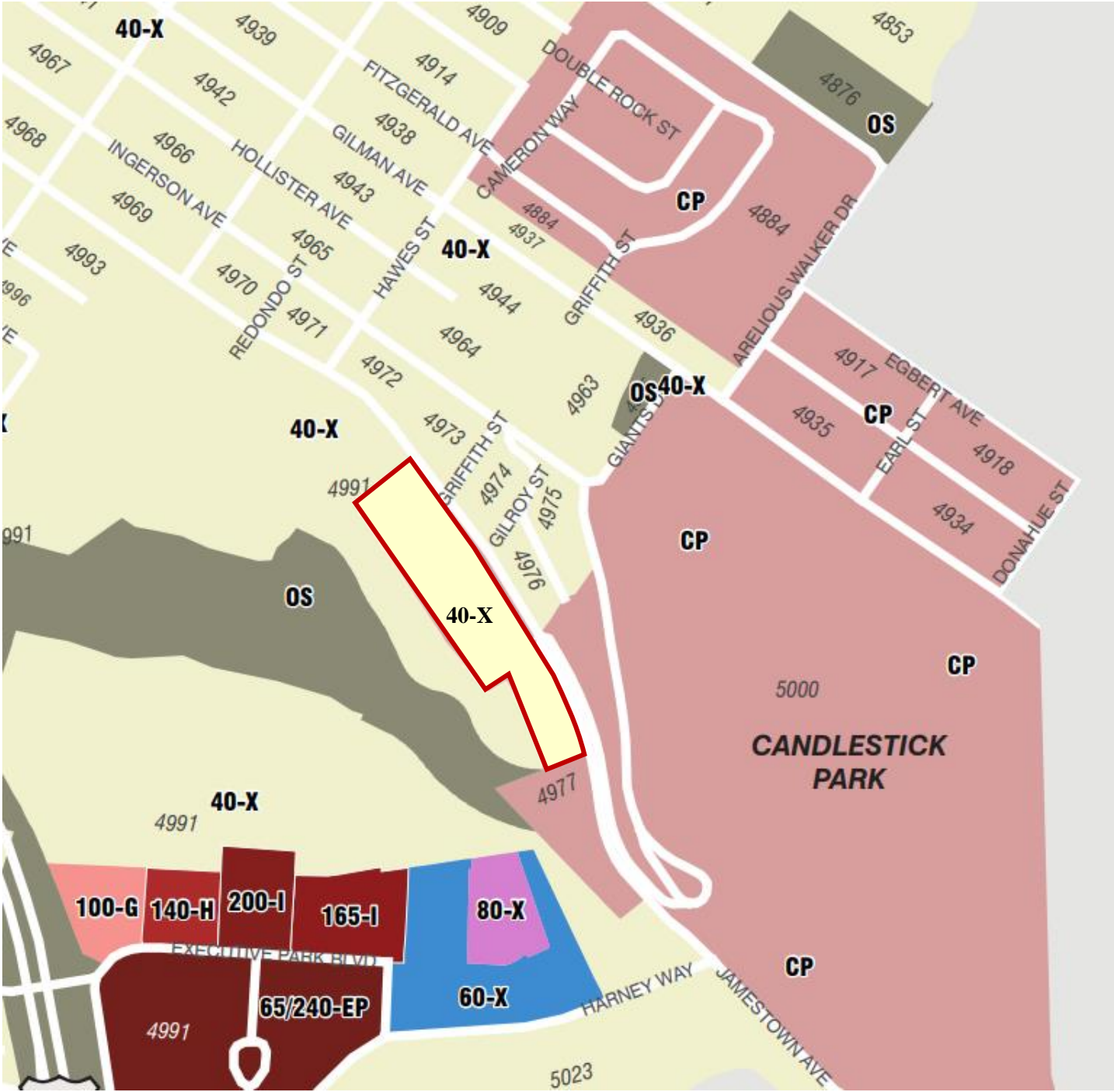


Zoning Map



Case Number 2019-002743CRV
Block 4991, Lot 276
853 Jamestown Avenue

Height District Map



Case Number 2019-002743CRV
Block 4991, Lot 276
853 Jamestown Avenue

Site Photo



Case Number 2019-002743CRV
Block 4991, Lot 276
853 Jamestown Avenue

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419



San Francisco Planning

SAN FRANCISCO PLANNING DEPARTMENT
1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

2/14/2020

Date

I, Jesse Blout,
do hereby declare as follows:

A The subject property is located at (address and block/lot):

725 Jamestown Ave

Address

Block 4991; Lot 276

Block / Lot

The subject property is located within the following Zoning District:

RH-2

Zoning District

CP 40X

Height and Bulk District

N/A

Special Use District, if applicable

Is the subject property located in the SOMA NCT, North of Market Residential SUD, or Mission Area Plan?

Yes No

B The proposed project at the above address is subject to the *Inclusionary Affordable Housing Program*, Planning Code Section 415 and 419 et seq.

The Planning Case Number and/or Building Permit Number is:

2019-002743PRJ

Planning Case Number

201912179780-F through 201912179799-F

Building Permit Number

This project requires the following approval:

- Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization) **Conformance to State Density Bonus**
- Zoning Administrator approval (e.g. Variance)
- This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

Xinyu Liang (Current); Esmeralda Jardines (Former)

Planner Name

A complete Environmental Evaluation Application or Project Application was accepted on:

7/18/2019 - PRJ Submitted

Date

The project contains 122 DU total dwelling units and/or group housing rooms.

This project is exempt from the *Inclusionary Affordable Housing Program* because:

- This project is 100% affordable.
- This project is 100% student housing.

Is this project in an UMU Zoning District within the Eastern Neighborhoods Plan Area?

Yes No

(If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?

Yes No

(If yes, please indicate HOME-SF Tier)

Is this project an Analyzed or Individually Requested State Density Bonus Project?

Yes No

C Please indicate the tenure of the project.

- Ownership.** If affordable housing units are provided on-site or off-site, all affordable units will be sold as ownership units and will remain as ownership units for the life of the project. The applicable fee rate is the ownership fee rate.
- Rental.** If affordable housing units are provided on-site or off-site, all affordable units will be rental units and will remain rental units for the life of the project. The applicable fee rate is the rental fee rate.

D This project will comply with the Inclusionary Affordable Housing Program by:

- Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5)
- On-site Affordable Housing Alternative (Planning Code Sections 415.6)
- Off-site Affordable Housing Alternative (Planning Code Sections 415.7)
- Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Planning Code Section 415.5 - required for Individually Requested State Density Bonus Projects)
- Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)
- Land Dedication (Planning Code Section 419)

The applicable inclusionary rate is:

22% onsite; 33% offsite (ownership units)

On-site, off-site or fee rate as a percentage

If the method of compliance is the payment of the Affordable Housing Fee pursuant to Planning Code Section 415.5, please indicate the total residential gross floor area in the project.

169,332sf

Residential Gross Floor Area

E The Project Sponsor acknowledges that any change which results in the reduction of the number of on-site affordable units following the project approval shall require public notice for a hearing and approval by the Planning Commission.

F The Project Sponsor acknowledges that failure to sell or rent the affordable units or to eliminate the on-site or off-site affordable units at any time will require the Project Sponsor to:

- (1) Inform the Planning Department and the Mayor's Office of Housing and Community Development and, if applicable, fill out a new affidavit;
- (2) Record a new Notice of Special Restrictions; and
- (3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

G The Project Sponsor acknowledges that in the event that one or more rental units in the principal project become ownership units, the Project Sponsor shall notify the Planning Department of the conversion, and shall either reimburse the City the proportional amount of the Inclusionary Affordable Housing Fee equivalent to the then-current requirement for ownership units, or provide additional on-site or off-site affordable units equivalent to the then-current requirements for ownership units.

I For projects with over 25 units and with EEA's accepted between January 1, 2013 and January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project before December 7, 2018, rental projects will be subject to the on-site rate in effect for the Zoning District in 2017, generally 18% or 20%.

J For projects with EEA's/PRJ's accepted on or after January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project within 30 months of the Project's approval, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor is issued a site or building permit.

K If a Project Sponsor elects to completely or partially satisfy their Inclusionary Housing requirement by paying the Affordable Housing Fee, the Sponsor must pay the fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:

TOTAL UNITS: 122 DU	SRO / Group Housing: N/A	Studios: N/A	One-Bedroom Units: N/A	Two-Bedroom Units: 81	Three (or more) Bedroom Units: 41
-------------------------------	-----------------------------	-----------------	---------------------------	--------------------------	--------------------------------------

If you selected the On-site, Off-Site, or Combination Alternative, please fill out the applicable section below. The On-Site Affordable Housing Alternative is required for HOME-SF Projects pursuant to Planning Code Section 206.4. State Density Bonus Projects that have submitted an Environmental Evaluation Application prior to January 12, 2016 must select the On-Site Affordable Housing Alternative. State Density Bonus Projects that have submitted an Environmental Evaluation Application on or after to January 12, 2016 must select the Combination Affordable Housing Alternative to record the required fee on the density bonus pursuant to Planning Code Section 415.3. If the Project includes the demolition, conversion, or removal of any qualifying affordable units, please complete the Affordable Unit Replacement Section.

On-site Affordable Housing Alternative (Planning Code Section 415.6, 419.3, or 206.4): % of the unit total.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
---------------------	----------------------	----------	--------------------	--------------------	--------------------------------

LOW-INCOME	Number of Affordable Units	% of Total Units	AMI Level
MODERATE-INCOME	Number of Affordable Units	% of Total Units	AMI Level
MIDDLE-INCOME	Number of Affordable Units	% of Total Units	AMI Level

Off-site Affordable Housing Alternative (Planning Code Section 415.7 or 419.3): % of the unit total.

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
---------------------	----------------------	----------	--------------------	--------------------	--------------------------------

Area of Dwellings in Principal Project (in sq. feet):	Off-Site Project Address:	
Area of Dwellings in Off-Site Project (in sq. feet):		
Off-Site Block/Lot(s):	Motion No. for Off-Site Project (if applicable):	Number of Market-Rate Units in the Off-site Project:

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level

UNIT MIX TABLES: CONTINUED

Combination of payment of a **fee, on-site affordable units, or off-site affordable units** with the following distribution:
 Indicate what percent of each option will be implemented (from 0% to 100%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. On-Site % of affordable housing requirement. **STATE DENSITY BONUS PROJECT**

If the project is a State Density Bonus Project, please enter "100%" for the on-site requirement field and complete the Density Bonus section below.

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS: 22	SRO / Group Housing: N/A	Studios: N/A	One-Bedroom Units: N/A	Two-Bedroom Units: 14	Three (or more) Bedroom Units: 8

Unit mix of onsite affordable units will be equally distributed amongst all unit types.

2. Off-Site % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Income Levels for On-Site or Off-Site Units in Combination Projects:

AMI LEVELS: 80%	Number of Affordable Units 12	% of Total Units 12%	AMI Level 80%
AMI LEVELS: 105%	5	% of Total Units 5.0%	AMI Level 105%
AMI LEVELS: 130%	5	% of Total Units 5.0%	AMI Level 130%

3. Fee % of affordable housing requirement.

Is this Project a State Density Bonus Project? Yes No **22.0% Bonus Requested (122 / 100= 1.22);**

If yes, please indicate the bonus percentage, up to 35% _____, and the number of bonus units and the bonus amount of residential gross floor area (if applicable) 100 units principally permitted by the Zoning District; 122 units in the proposed project

I acknowledge that Planning Code Section 415.4 requires that the Inclusionary Fee be charged on the bonus units or the bonus residential floor area.

Affordable Unit Replacement: Existing Number of Affordable Units to be Demolished, Converted, or Removed for the Project

TOTAL UNITS: N/A	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
----------------------------	----------------------	----------	--------------------	--------------------	--------------------------------

This project will replace the affordable units to be demolished, converted, or removed using the following method:

- On-site Affordable Housing Alternative
- Payment of the Affordable Housing Fee prior to the first construction document issuance
- Off-site Affordable Housing Alternative (Section 415.7)
- Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Section 415.5)

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

Strada Jamestown Venture LLC

Company Name

Jesse Blout

Name (Print) of Contact Person

101 Mission St, Suite 420

Address

San Francisco, CA, 94105

City, State, Zip

jblout@stradasf.com

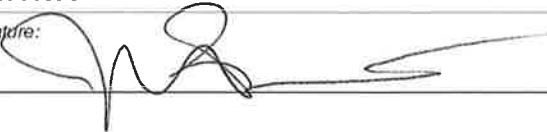
Email

Phone / Fax

I am a duly authorized agent or owner of the subject property. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:



Name (Print), Title:

Jesse Blout

Executed on this day in:

Location:

San Francisco, CA

Date:

3/10/20

Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (If Different)

Strada Investment Group

Company Name

Jesse Blout

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:

Name (Print), Title:



SAN FRANCISCO
PLANNING
DEPARTMENT

SUPPLEMENTAL INFORMATION PACKET FOR Anti-Discriminatory Housing Policy

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

T: 415.558.6378
F: 415.558.6409

Pursuant to Administrative Code Section 1.61, certain housing projects must complete and submit a completed Anti-Discriminatory Housing Policy form as part of any entitlement or building permit application that proposes an increase of ten (10) dwelling units or more.

Planning Department staff is available to advise you in the preparation of this application. Call (415)558-6377 for further information.

WHEN IS THE SUPPLEMENTAL INFORMATION FORM NECESSARY?

Administrative Code Section 1.61 requires the Planning Department to collect an application/form with information about an applicant's internal anti-discriminatory policies for projects proposing an increase of ten (10) dwelling units or more.

WHAT IF THE PROJECT SPONSOR OR PERMITTEE CHANGE PRIOR TO THE FIRST ISSUANCE OF CERTIFICATE OF OCCUPANCY?

If the permittee and/or sponsor should change, they shall notify the Planning Department and file a new supplemental information form with the updated information.

HOW IS THIS INFORMATION USED?

The Planning Department is not to review the responses other than to confirm that all questions have been answered. Upon confirmation, the information is routed to the Human Rights Commission.

For questions about the Human Rights Commission (HRC) and/or the Anti-Discriminatory Housing Policy, please call (415) 252-2500 or email hrc.info@sfgov.org.

All building permit applications and/or entitlements related to a project proposing 10 dwelling units or more will not be considered complete until all responses are provided.

WHAT PART OF THE POLICY IS BEING REVIEWED?

The Human Rights Commission will review the policy to verify whether it addresses discrimination based on sexual orientation and gender identity. The policy will be considered incomplete if it lacks such protections.

WILL THE ANSWERS TO THE QUESTIONS EFFECT THE REVIEW OF MY PROJECT?

The Planning Department's and Planning Commission's processing of and recommendations or determinations regarding an application shall be unaffected by the applicant's answers to the questions.

INSTRUCTIONS:

The attached supplemental information form is to be submitted as part of the required entitlement application and/or Building Permit Application. This application does not require an additional fee.

Answer all questions fully and type or print in ink. Attach additional pages if necessary.

Please see the primary entitlement application or Building Permit Application instructions for a list of necessary materials required.

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**SAN FRANCISCO
PLANNING
DEPARTMENT**

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

Central Reception

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

TEL: **415.558.6378**

FAX: **415 558-6409**

WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)

1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**

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

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME: Strada Jamestown Venture LLC	
PROPERTY OWNER'S ADDRESS: 101 Mission St, Suite 420 San Francisco, CA 94105	TELEPHONE: (415) 263-9151
	EMAIL: nkrukowski@stradasf.com

APPLICANT'S NAME: Owner Same as Above <input checked="" type="checkbox"/>	
APPLICANT'S ADDRESS: See above.	TELEPHONE: ()
	EMAIL:

CONTACT FOR PROJECT INFORMATION: Same as Above <input checked="" type="checkbox"/>	
ADDRESS:	TELEPHONE: ()
	EMAIL:

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR): Same as Above <input checked="" type="checkbox"/>	
ADDRESS:	TELEPHONE: ()
	EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT: 725 Jamestown Ave		ZIP CODE: 94124
CROSS STREETS: Harney Way		
ASSESSORS BLOCK/LOT: Block 4991; Lot 276 /	ZONING DISTRICT: RH2	HEIGHT/BULK DISTRICT: CP 40X

PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
<input checked="" type="checkbox"/> New Construction <input type="checkbox"/> Demolition <input type="checkbox"/> Alteration <input type="checkbox"/> Other: _____	NA - Zero	122 DU	122 DU

Compliance with the Anti-Discriminatory Housing Policy

1. Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California? YES NO

1a. If yes, in which States? _____

- 1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest? YES NO

- 1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property? YES NO

If the answer to 1b and/or 1c is yes, please provide a copy of that policy or policies as part of the supplemental information packet to the Planning Department.

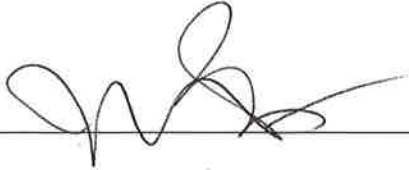
Human Rights Commission contact information
hrc.info@sfgov.org or (415)252-2500

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.
- b: The information presented is true and correct to the best of my knowledge.
- c: Other information or applications may be required.

Signature: _____



Date: _____

3/10/20

Print name, and indicate whether owner, or authorized agent:

Jesse Blout, Authorized Agent

Owner / Authorized Agent (circle one)

PLANNING DEPARTMENT USE ONLY

PLANNING DEPARTMENT VERIFICATION:

- Anti-Discriminatory Housing Policy Form is **Complete**
- Anti-Discriminatory Housing Policy Form is **Incomplete**

Notification of Incomplete Information made:

To: _____ Date: _____

BUILDING PERMIT NUMBER(S):		DATE FILED:
RECORD NUMBER:		DATE FILED:
VERIFIED BY PLANNER:		
Signature: _____		Date: _____
Printed Name: _____		Phone: _____
ROUTED TO HRC:		DATE:
<input type="checkbox"/> Emailed to: _____		



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • <http://www.sfplanning.org>

Section 1: Project Information

PROJECT ADDRESS		BLOCK/LOT(S)	
725 Jamestown Ave		Block 4991; Lot 276	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
PRJ Only			
PROJECT SPONSOR	MAIN CONTACT	PHONE	
Strada Jamestown Venture LLC	Nik Krukowski	(805) 358-9031	
ADDRESS			
101 Mission St, Suite 420			
CITY, STATE, ZIP		EMAIL	
San Francisco, CA, 94105		nkrukowski@stradasf.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
122DU	NA	3-4	TBD
ANTICIPATED START DATE			

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input checked="" type="checkbox"/>	Project is wholly Residential
<input type="checkbox"/>	Project is wholly Commercial
<input type="checkbox"/>	Project is Mixed Use
<input checked="" type="checkbox"/>	A: The project consists of ten (10) or more residential units;
<input type="checkbox"/>	B: The project consists of 25,000 square feet or more gross commercial floor area.
<input type="checkbox"/>	C: Neither 1A nor 1B apply.
NOTES:	
<ul style="list-style-type: none"> If you checked C, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department. If you checked A or B, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83. For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.org If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection. 	

Continued...

Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer's responsibility to complete the following information to the best of their knowledge.

Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

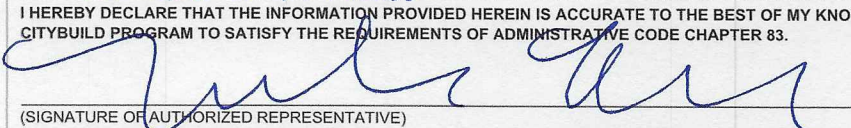
Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer				Laborer			
Boilermaker				Operating Engineer			
Bricklayer				Painter			
Carpenter				Pile Driver			
Cement Mason				Plasterer			
Drywaller/Latherer				Plumber and Pipefitter			
Electrician				Roofer/Water proofer			
Elevator Constructor				Sheet Metal Worker			
Floor Coverer				Sprinkler Fitter			
Glazier				Taper			
Heat & Frost Insulator				Tile Layer/ Finisher			
Ironworker				Other:			
TOTAL:				TOTAL:			

UNKNOWN

- Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? YES NO / UNKNOWN
- Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? YES NO
- Will hiring and retention goals for apprentices be established? YES NO
- What is the estimated number of local residents to be hired? UNKNOWN

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Nikolas Krzakowski MANAGING DIRECTOR	NKRZAKOWSKI@STRADASF.COM	(805) 356 5031
I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.		
 (SIGNATURE OF AUTHORIZED REPRESENTATIVE)		4/13/20 (DATE)

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Cc: Office of Economic and Workforce Development, CityBuild
 Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848
 Website: www.workforcedevelopmentsf.org Email: CityBuild@sfgov.org



BAYVIEW HILL NEIGHBORHOOD ASSOCIATION

Mailing Address: 803 Meade Avenue, San Francisco, CA 94124 Phone: 415-468-9168

June 22, 2020

The Honorable Myrna Melgar
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear President Melgar and Commissioners:

On behalf of the Bayview Hill Neighborhood Association (the Association) we are writing to express our strong support for Strada's proposed residential development at 853 Jamestown Avenue.

As a community group, active since 1984 and incorporated as a California 501(c)3 non-profit organization in 1990, we are residents of the Southeast sector of San Francisco and represent residents/homeowners who live and work in the area from Williams/Van Dyke Avenues to the San Francisco County line and from the Bayshore Freeway to Candlestick Point. We are a growing community with relatively new development over the past ten years at the southernmost section of the City along northern slope of Candlestick Hill. We are all committed to making our neighborhood a safe, clean, and well-maintained place to live and raise our children. Our all-volunteer Association meets monthly to discuss neighborhood concerns and we provide an opportunity for city and other government agents, developers and other interested parties to meet directly with residents. Our mission is to combat neighborhood deterioration by being a concerned, informed and watchful group of residents that protect the wellbeing of our community through our united voice and actions.

As San Francisco and the Bay Area deal with an extreme jobs/housing imbalance, the proposed project at 853 Jamestown offers a small-scale solution to a systemic problem. Unlike many new projects that are only building smaller studio and 1-bedroom rental apartments, this project consists of 122 for-sale townhomes all with 2 and 3-bedroom layouts. This new development will transform a vacant parking lot into much needed, family-friendly housing for our community.

Almost eighteen months ago, Strada representatives presented their project to the Association membership and fielded all of the questions we had about the project. We covered a wide range of topics including noise, parking, designing with neighborhood context, addressing the need for family style units, affordable housing, street scape, public access to open space and construction timing and impacts, among others. The Strada project team was proactive in its outreach to our group and satisfactorily addressed our inquiries and concerns. We are most excited about the following elements of 853 Jamestown:

- **Neighborhood Context.** With a thoughtful mix of materials, colors and appropriate building height, the design and scale of project is respectful and complementary of the surrounding Bayview Hills community. Additionally, we are excited about how these townhome units front Jamestown Avenue and engage the street with stoops, thereby promoting active engagement with the neighborhood.
- **Family Style Units.** Consisting of entirely 2 and 3 bedroom for-sale townhomes, and an average unit size of nearly 1,400 SF, this mix of unit types ensures a diversified resident mix geared towards families.
- **Affordable Housing.** This is one of few projects that offers affordable housing ownership opportunities by building 22 permanently affordable units onsite. With a range of affordability from 80% of AMI to 130% of AMI, the average asking price of these units is approximately \$430,000. Additionally, Strada will pay \$1.9 million in additional affordable fees to support affordable housing in our community.
- **Streetscape.** The project will improve approximately 1,300 linear feet of thoughtfully designed streetscape and landscape improvements, replacing the dirt path that currently fronts the vacant parking lot, thereby greatly enhancing the public realm. This will fill in a critical missing link to connect the existing neighborhood to the future improvements at Candlestick Park and the 300 acres of planned public open space improvements.
- **Privately Owned Publicly Accessible Open Space.** In addition to the extensive streetscape improvements, the project's publicly accessible central park will be a welcoming place for existing neighbors and new community members to gather which will be privately maintained by the development.
- **Parking.** Strada has been receptive to our feedback that parking continues to be a challenge in the neighborhood and has designed townhome style units with dedicated direct access garages for each unit. With each unit having its own private garage, like other homes in the area, this will ensure that our streets aren't overflowed with resident parking.

Moreover, representatives provided the Association with a contact person who can address any and all future concerns we may have about the project.

853 Jamestown will have a profound positive impact on our city and is a welcome addition to our neighborhood. As President of the Bayview Hills Neighborhood Association, I look forward to welcoming the future residents of Jamestown. I respectfully ask the City of San Francisco Planning Commission to approve Strada's development proposal so the community can begin to enjoy its many benefits.

Respectfully,



Marsha Pendergrass
President

Liang, Xinyu (CPC)

From: Brendan McDevitt <bmcdevitt@mckinc.net>
Sent: Friday, June 26, 2020 9:31 PM
To: Liang, Xinyu (CPC)
Subject: Fwd: Building Permit Application 201912179780 - 799 853 Jamestown Ave

Follow Up Flag: Follow up
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please have the Planning Commission perform a Discretionary Review of this critical matter. Please note that parking and traffic studies paid for by the developer are not reliable. I advise the City to do its own study and assess this untenable situation. I arrive home after 10 PM most nights and must park about 1/4 mile away from which it is unsafe to walk and there are numerous car breakins. This project will add to a problem that screams for resolution already.

Thank you.

----- Forwarded message -----

Date: Fri, Jun 26, 2020 at 9:23 PM
Subject: Building Permit Application 201912179780 - 799 853 Jamestown Ave
To: <jabrams@jabramslaw.com>

Mr. Abrams:

Congratulations on the project which seems to be coming along. My concern as a nearby resident is parking. Prior to the new development immediately to the West of your project, Jamestown had plentiful parking and virtually no one parked on the South side of Jamestown. That development touted its on site parking capacity. However, now each night, if you get home after 8 PM you have to park farther East than the furthest extent of your proposed project. Its virtually untenable and a very dark, uncomfortable walk; quite unsafe for a female in particular. And as you may have noticed the few cross streets are too steep to venture down if even

able to find an open spot down there. To make matters worse, the City began ticketing cars in the driveway that poked out at all into the sidewalk due to ADA issues. (They could have widened the sidewalk, but instead put in a dysfunctional frontage/boulevard situation.)

I see that you have proposed 179 spaces for 122 units. While that may sound like plenty, there will be many units that have multiple folks with multiple cars plus their guests. One couple in a bedroom will have two cars, so a 3-bedroom these days could have 6 people driving cars. Public Transportation that far from 3rd street is not convenient so everyone drives. I know you can't plan for the worst case for each unit, but in order to not add to the problem you really need at least 250 spaces. And that won't begin to solve the problem that exists currently, thus the quality of life will be affected in a significant way for your new residents and make things worse for the rest of us who already live there. Carports or uncovered spaces are best as they don't get used for storage. If your architects could creatively gain another 70 to 90 spaces of uncovered off-street parking it would be much appreciated and increase your sales price significantly.

Thank you.

Liang, Xinyu (CPC)

From: Linda D <cutiediep@gmail.com>
Sent: Wednesday, June 17, 2020 11:16 AM
To: Liang, Xinyu (CPC)
Subject: Building Permit Application | #201912179780 - 201912179799

Follow Up Flag: Follow up
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Hello Xinyu,

You were listed as the contact for the project #201912179780 - 201912179799. My family and I received the notice of building permit application. After reviewing the plans for the project - 853 Jamestown, I have concerns about this project. The biggest project is parking. Right now, there is insufficient parking for the neighborhood. With this project, this problem will make it worse. Cars are often double parked on the street, in front of fire hydrants, blocking intersections, etc. If this project were to proceed as planned, there will not be enough parking for everyone. I understand that the city has an emphasis on housing for people, and not parking for cars. However, if you look at the address and location, there are very limited public transportation options, making it a must for people to own cars.

Please call me at 415-515-9693 when you have a moment to discuss.