



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Motion No. XXXXX

HEARING DATE: March 7, 2013

*Hearing Date:* March 7, 2013  
*Case No.:* **2004.0093E**  
*Project Name:* **San Francisco Overlook Development Residential Project**  
*Zoning:* RM-1 (Residential, Mixed, Low Density) District  
40-X Height and Bulk District  
*Block/Lot:* 2636/025 and 2636/028  
*Project Sponsor:* Adam Phillips, San Francisco Overlook Development, LLC  
(415) 878-3740  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Lisa Gibson, Senior Environmental Planner  
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ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED PROJECT THAT INVOLVES THE CONSTRUCTION OF 12 TWO-UNIT BUILDINGS AND ONE TEN-UNIT TOWNHOUSE BUILDING, FOR A TOTAL OF 34 DWELLING UNITS (65,750 TOTAL GROSS SQUARE FEET), 68 PARKING SPACES, AND A NEW PAVED, APPROXIMATELY 700-FOOT-LONG PRIVATE STREET, ON AN APPROXIMATELY 63,890-SQUARE-FOOT, STEEPLY-SLOPED SITE LOCATED WEST AND NORTH OF CRESTMONT DRIVE ON THE NORTHWEST SLOPE OF MOUNT SUTRO. THE PROPOSED HEIGHTS OF THE BUILDINGS WOULD RANGE BETWEEN APPROXIMATELY 16 TO 40 FEET HIGH ABOVE THE NEW STREET GRADE.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2004.0093E, San Francisco Overlook Development Residential Project (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
  - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required, published a Notice of Preparation and Initial Study (hereinafter "NOP/IS"), and provided public notice of the availability of the NOP/IS in a newspaper of general circulation on May 27, 2006. The NOP/IS was distributed to governmental agencies, neighborhood and Citywide organizations, and interested parties on May 27, 2006.
  - B. On May 2, 2012, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public

hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

- C. Notices of availability of the DEIR and of the date and time of the public hearing were posted at the project site on May 3, 2012.
  - D. On May 2, 2012, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
  - E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on May 2, 2012.
2. The Commission held a duly advertised public hearing on said DEIR on June 14, 2012 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on June 19, 2012.
  3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 48-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on February 21, 2013, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
  4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document, all as required by law.
  5. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.
  6. On March 7, 2013, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
  7. The Planning Commission hereby does find that the FEIR concerning Case No. 2004.0093E – San Francisco Overlook Development Residential Project reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines.

8. The Commission, in certifying the completion of said FEIR, hereby finds that the project described in the EIR would not have a project-specific significant, adverse effect on the environment, with implementation of recommended mitigation measures.
9. The Planning Commission reviewed and considered the information contained in the FEIR prior to approving the Project.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of March 7, 2013.

Jonas Ionin  
Acting Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: March 7, 2013



## RESPONSES TO COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT

# San Francisco Overlook Development Residential Project

CITY AND COUNTY OF SAN FRANCISCO

PLANNING DEPARTMENT

CASE NO. 2004.0093E

STATE CLEARINGHOUSE NO. 2003122131

Draft EIR Publication Date:	MAY 2, 2012
Draft EIR Public Hearing Date:	JUNE 14, 2012
Draft EIR Public Comment Period:	MAY 2 – JUNE 19, 2012
Final EIR Certification Hearing Date:	MARCH 7, 2013



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# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

DATE: February 21, 2013  
TO: Members of the Planning Commission and Interested Parties  
FROM: Bill Wycko, Environmental Review Officer  
Re: **Attached Responses to Comments on Draft Environmental Impact Report**  
**Case No. 2004.0093E, San Francisco Overlook Development Residential Project**

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Attached for your review please find a copy of the Responses to Comments on the Draft Environmental Impact Report (EIR) for the above-referenced project. **This document, along with the Draft EIR, will be before the Planning Commission for Final EIR certification on March 7, 2013.** Please note that the public review period ended on June 19, 2012.

The Planning Commission does not conduct a hearing to receive comments on the Responses to Comments document, and no such hearing is required by the California Environmental Quality Act. Interested parties, however, may always write to Commission members or to the President of the Commission at 1650 Mission Street and express an opinion on the Comments and Responses document, or the Commission's decision to certify the completion of the Final EIR for this project.

Please note that if you receive the Responses to Comments document in addition to the Draft EIR, you technically have the Final EIR. If you have any questions concerning the Responses to Comments document or the environmental review process, please contact Lisa Gibson at (415) 575-9032.

Thank you for your interest in this project and your consideration of this matter.

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City and County of San Francisco  
Planning Department

# **SAN FRANCISCO OVERLOOK DEVELOPMENT RESIDENTIAL PROJECT**

RESPONSES TO COMMENTS ON DRAFT  
ENVIRONMENTAL IMPACT REPORT

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**Planning Department Case No. 2004.0093E**

State Clearinghouse No. 2003122131

Draft EIR Publication Date: May 2, 2012

Draft EIR Public Hearing Date: June 14, 2012

Draft EIR Public Comment Period: May 2 to June 19, 2012

Final EIR Certification Hearing Date: March 7, 2012



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Attachment A	DEIR Comment Letters and Emails
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### *Attachment Tables*

Table A-1	DEIR Comment Letters and Emails
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# I. INTRODUCTION

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## A. PURPOSE OF THE RESPONSES TO COMMENTS DOCUMENT

This document has been prepared to respond to comments received on the Draft Environmental Impact Report (DEIR) for the San Francisco Overlook Development Residential Project (project). The DEIR identifies the likely environmental consequences associated with the implementation of the proposed project and recommends mitigation measures to reduce significant impacts. This Responses to Comments document provides a response to each comment received, and revises the DEIR, as necessary, to correct or clarify information.

None of the comments received provide new information that warrants recirculation of the DEIR. The comments do not identify new impacts that would result in a substantial increase in the severity of impacts and do not include feasible project alternatives or mitigation measures that are considerably different from those analyzed in the DEIR and/or that the project sponsor has refused to implement.

This Responses to Comments document, together with the DEIR, constitutes the Final EIR for the proposed San Francisco Overlook Development Residential Project.

## B. ENVIRONMENTAL REVIEW PROCESS

An environmental evaluation application (EE application) was submitted to the Planning Department on January 27, 2004.<sup>1</sup> The filing of the EE application initiated the environmental review process as outlined below.

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<sup>1</sup> At the time the EE application was filed, the project was owned by Crestmont Hills, LLC. San Francisco Family Homes acquired the property on April 30, 2007 by way of a trustee's sale after a default by Crestmont Hills, LLC. In turn, San Francisco Family Homes, LLC sold the project to the current owner and sponsor, San Francisco Overlook Development, LLC on November 12, 2010.

## NOTICE OF PREPARATION AND PUBLIC SCOPING

As described in the DEIR, the San Francisco Planning Department sent a Notice of Project Receiving Environmental Review on June 23, 2004 for a variation of the proposed project (then known as “Crestmont Hills”) to property owners within 300 feet of the San Francisco Overlook Development project site, tenants adjacent to the site, and other potentially interested parties. The originally proposed project consisted of 34 dwelling units in 17 buildings of up to 33 feet high, along with 55 parking spaces. Based on the comments received from a number of private groups and individuals on the Notice of Project Receiving Environmental Review and the Planning Department’s initial assessment, the Planning Department determined that an EIR was required. On May 27, 2006, the Planning Department distributed a Notice of Preparation and Initial Study (NOP/IS) to governmental agencies, neighborhood and City-wide organizations, Mt. Sutro residents, and persons interested in the proposed project. A copy of the NOP/IS is included in Appendix A of the DEIR.

After the NOP/IS was distributed, the project was acquired by its current owner, San Francisco Overlook Development, LLC (the project sponsor), which submitted a slightly revised project design to the Planning Department on December 9, 2010. The revision involved a new architectural design, with 13 residential buildings instead of 17, and retained a similar building footprint. The number of off-street parking spaces increased from 55 to 68 spaces, but the revised project did not change the proposed number of dwelling units or other fundamental project characteristics. Therefore, the evaluation of impacts prepared for the original project in the NOP/IS on population, noise, utilities/public services, biology, water, energy/natural resources, hazards, and cultural resources remains valid for the currently proposed project. The NOP/IS distributed on May 27, 2006 identified several environmental issues that would be analyzed in an EIR for the project, including aesthetics, transportation and circulation, and geology and soils. Additionally, while the NOP/IS found that the project would have no impact related to the environmental topics of hydrology and air quality and greenhouse gases, the EIR included a further discussion of these topics, including a combined analysis of stormwater, wastewater, and site drainage as it relates to the stormwater planning ordinance and air quality and greenhouse gases to meet the new CEQA requirements for the evaluation of air quality and greenhouse gas emissions. Further, the City provided an analysis in the EIR of the project’s impact on land use planning for informational purposes and the impact of the project on emergency access based on public comments that arose during the NOP/IS public comment period.

## DRAFT EIR PUBLIC REVIEW

The DEIR was made available for a 48-day public review period on May 2, 2012 to solicit public comment from agencies and individuals on the adequacy and accuracy of the DEIR. The document was distributed to applicable local and State agencies, other interested parties, concerned property owners, individuals likely to be interested in the potential impacts of the proposed project, people who submitted comments during the NOP/IS public review comment period, and those individuals who requested a copy of the DEIR. Copies of the DEIR were also available for public review during normal business hours at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California and at the Planning Information Center at 1660 Mission, First Floor, San Francisco, CA 94105. The DEIR was also posted for public review at <http://tinyurl.com/sfceqadocs>. A Notice of Availability (NOA) of the DEIR was posted on the Planning Department website, sent to interested and nearby property owners, and posted at the project site and in the project site vicinity. Copies of the NOA were mailed to all individuals previously requesting to be notified of the DEIR, in addition to those agencies and individuals who received a copy of the NOP/IS.

The public comment period for the DEIR ended on June 19, 2012. The San Francisco Planning Commission held a public hearing on June 14, 2012 to accept comments on the DEIR. Copies of all written comments received during the comment period are included in Attachment A, DEIR Comment Letters and Emails and Attachment B, DEIR Form Comment Letters. A transcript of oral comments provided by Planning Commission members and members of the public during the public hearing is included in Attachment C, DEIR Public Hearing Transcript.

## RESPONSES TO COMMENTS DOCUMENT AND FINAL EIR

The comments received during the public review period are the subject of this Responses to Comments document, which addresses all substantive written and oral comments on the DEIR. Under *CEQA Guidelines* Section 15201, members of the public may comment on any aspect of the proposed project. Further, the *CEQA Guidelines* Section 15204(a), states that the focus of public review should be “on the sufficiency of the DEIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.” In addition, “when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.” *CEQA Guidelines* Section 15088 specifies that the lead agency is required to respond to the comments on the major environmental issues raised in the comments received during the public

review period. Therefore, this Responses to Comments document is focused on the sufficiency of the DEIR regarding the significance of the environmental impacts of the proposed project.

The San Francisco Planning Department distributed this Responses to Comments document for review to the San Francisco Planning Commission as well as to the agencies, neighborhood organizations, and persons who commented on the DEIR. The Planning Commission will consider the adequacy of the Final EIR—consisting of the DEIR and the Responses to Comments document—in complying with the requirements of CEQA. If the Planning Commission finds that the Final EIR complies with CEQA requirements, it will certify the Final EIR and will then consider the associated Mitigation, Monitoring, and Reporting Program (MMRP), and the Conditional Use Authorization for the proposed project.

Consistent with *CEQA Guidelines* Section 15097, the MMRP is designed to ensure implementation of the mitigation measures identified in the Final EIR and adopted by decision-makers to mitigate or avoid the project's significant environmental effects. CEQA also requires the adoption of findings prior to approval of a project for which a certified EIR identifies significant environmental effects (*CEQA Guidelines* Sections 15091 and 15092). If the EIR identifies significant adverse impacts that cannot be mitigated to less-than-significant levels, the findings must include a Statement of Overriding Considerations for those impacts (*CEQA Guidelines* Section 15093[b]) if the project is approved. There are no impacts of the proposed project that cannot be mitigated to less than significant levels; therefore this will not be applicable for this project. The project sponsor will be required to implement the mitigation measures as conditions of project approval.

## C. DOCUMENT ORGANIZATION

This Responses to Comments document consists of the following chapters:

- **Chapter I: Introduction.** This chapter discusses the purpose and organization of this Responses to Comments document and summarizes the environmental review process for the project.
- **Chapter II: List of Persons Commenting.** This chapter contains a list of agencies, organizations, and individuals who submitted written comments on the DEIR during the public review period or oral comments at the public hearing.
- **Chapter III: Comments and Responses.** This chapter contains responses to all substantive written and oral comments received on the DEIR. The responses have been organized by topic in the order of topics presented in the DEIR. Reproductions of the comment letters are available in Attachment

A and B of this Responses to Comments document; a transcript of oral comments provided during the public hearing is included in Attachment C.

- **Chapter IV: DEIR Revisions.** Corrections to the DEIR necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the DEIR, are contained in this chapter. Text with double underline represents language that has been added to the DEIR; text with ~~striethrough~~ has been deleted from the DEIR. These changes have not resulted in significant new information with respect to the proposed project, including any new significant environmental impacts or new mitigation measures. Therefore, recirculation of the DEIR is not required.



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## II. LIST OF PERSONS COMMENTING

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This chapter presents a list of letters and comments received during the public review period and describes the organization of the letters, emails, and transcript that are included in Chapter III, Comments and Responses, of this document. Commenters are grouped in tables by category: Table II-1 Commissions, Table II-2 Organizations; Table II-3 Individuals Commenting on the DEIR via Email or Letter; Table II-4 Individuals Commenting on the DEIR via Form Letter; and Table II-5 Individuals Commenting at the Public Hearing held June 14, 2012.

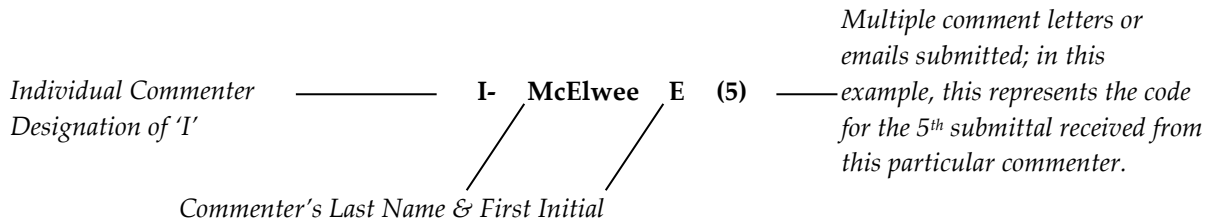
### A. ORGANIZATION OF COMMENTS

Comments received on the DEIR include written comments submitted by letter, form letter, or email, and via oral comments presented at the June 14, 2012 public hearing conducted by the San Francisco Planning Commission. This chapter lists all persons who commented during the comment period, grouped according to whether they represent a commission, organization, or individual and the format in which their comment was received (see Tables II-1, II-2, II-3, II-4, and II-5). Each comment within each of these categories has been assigned a unique comment code for ease of identification; the codes are also listed in the tables referenced previously.

Each unique comment code includes a prefix that indicates whether the commenter represents a neighborhood organization (O), is an individual (I), or submitted comments orally at the public hearing (PH). The prefix for organizations (O) is followed by a hyphen and the acronym of the agency or organization and the commenter's last name. The prefix for individual commenters (I) is followed by a hyphen and the individual's last name. In the event of multiple commenters with the same last name, the last name is followed by the commenter's first initial. When multiple comments were received from a particular individual, a number in parentheses indicates the order in which comments (including letter, email, form letter, or public hearing comment) were received from that individual. (See example on next page.) The complete set of written and oral comments received on the DEIR is provided in Attachment A, DEIR Comment Letters and Emails; Attachment B, DEIR Form Comment Letters; and Attachment C,

DEIR Public Hearing Transcript. The name of the commenter or organization and the format of the comment (letter, email, form, public hearing transcript), and comment date are indicated within these attachments.

The example below has been constructed in order to show comment code component definition for code *I-McElwee E (5)*. In this example, the commenter submitted multiple comments and has the same last name (McElwee) as several other individuals who also submitted comments.



## B. LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

The following comment letters and emails were submitted to the City during the public review period. Of the written comments submitted, 74 were submitted via a form letter provided by the Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition (MSWOA) (see Table II-3), 27 were submitted via email, and 23 via a letter (see Table II-4). Many commenters who submitted comments on the DEIR via the form also submitted comments via email, letter, and provided comments in person at the public hearing; they are thus listed multiple times in the tables below. See Section A, Organization of Comment Letters, for a detailed description of the coding for each comment received.

**Table II-1 List of Commissions Commenting on the DEIR at the Public Hearing on June 14, 2012**

Commenter Code	Name of Commissioner and Commission
PH-Antonini	Michael J. Antonini, Planning Commissioner
PH-Miguel	Ron Miguel, Planning Commissioner
PH-Moore	Kathrin Moore, Planning Commissioner
PH-Wu	Cindy Wu, Planning Commissioner

**Table II-2 List of Organizations Commenting on the DEIR**

Commenter Code	Name of Person	Non-Governmental Agency	Via
O-MSWOA-Gorman (2)	Paul J. Gorman, Ph.D.	Mt. Sutro Woods Owners Association	Letter dated June 14, 2012

**Table II-3 List of Individuals Commenting on the DEIR via Email or Letter**

Commenter Code	Name of Individual	Via	Date
I-Ajoudani	Tony and Andrea Ajoudani	Letter	May 24, 2012
I-Anastas	Sheila Anastas	Email	June 12, 2012
I-Boston	Larry Boston	Email	June 12, 2012
I-Callan	John C. Callan, Jr.	Letter	June 19, 2012
I-Doherty (1)	Jack & Sally Doherty	Email	June 14, 2012
I-Doherty (2)	Jack & Sally Doherty	Email	June 18, 2012
I-Doherty (4)	Jack & Sally Doherty	Letter	June 13, 2012
I-Eade (1)	Jeffrey Eade	Letter	June 18, 2012
I-Eisman	Maria Eisman	Letter	June 8, 2012
I-Furman	John Furman, MD, JD	Email	June 15, 2012
I-Gallagher (1)	Claire Gallagher	Letter	June 10, 2012
I-Gallagher (2)	Claire Gallagher	Email	June 18, 2012
I-Greggains	Raymond Greggains	Letter	June 13, 2012
I-Hou	Craig Hou	Email	May 21, 2012
I-Jorgensen	James Jorgensen	Letter	June 4, 2012
I-Kan (1)	Jennifer Kan	Email	June 14, 2012
I-Kan (3)	Jennifer Kan	Letter	June 12, 2012
I-Kan (4)	Jennifer Kan	Email	June 15, 2012
I-Kan (5)	Jennifer Kan	Email	June 15, 2012
I-Kane	Leslie Kane	Email	May 21, 2012
I-Lee K (2)	Kerry Lee	Letter	June 12, 2012
I-Lee M (2)	Mark Lee	Letter	June 12, 2012
I-Leonhardt (1)	Lesley Leonhardt	Email	May 18, 2012
I-Leonhardt (2)	Lesley Leonhardt	Email	May 18, 2012
I-Leonhardt (3)	Lesley Leonhardt	Email	May 18, 2012
I-Leonhardt (4)	Lesley Leonhardt	Letter	June 6, 2012
I-Marks	Pam Marks	Email	June 2, 2012
I-McAleece	Erin Jean McAleece	Email	May 5, 2012

**Table II-3 List of Individuals Commenting on the DEIR via Email or Letter**

<b>Commenter Code</b>	<b>Name of Individual</b>	<b>Via</b>	<b>Date</b>
I-McElwee C (1)	Charles McElwee	Letter	June 2, 2012
I-McElwee C (2)	Charles McElwee	Letter	No date
I-McElwee E (1)	Ellen Schultz McElwee	Email	June 1, 2012
I-McElwee E (2)	Ellen McElwee	Email	June 14, 2012
I-McElwee E (5)	Ellen Schultz McElwee	Letter	June 1, 2012
I-McElwee E (6)	Ellen McElwee	Email	June 14, 2012
I-Miller F	Fred Miller	Letter	June 3, 2012
I-Miller L	Lawrence D. Miller, Attorney	Letter	May 25, 2012
I-Rector (1)	Clark Rector	Letter	May 30, 2012
I-Rector (2)	Clark Rector	Email	June 5, 2012
I-Ritenour	Lourena G. Ritenour	Letter	June 8, 2012
I-Rockwell	Paul Rockwell	Letter	June 17, 2012
I-Saks	Michael Saks	Email	June 19, 2012
I-Seeley	Emily Seeley	Email	June 4, 2012
I-Sobol J	Jillian Sobol	Letter	June 18, 2012
I-Sobol S (1)	Samuel M. Sobol, MD	Email	June 15, 2012
I-Sobol S (2)	Samuel M. Sobol, MD	Email	June 19, 2012
I-Thayer	Nick Thayer	Email	June 8, 2012
I-Vaillancourt (1)	John A. Vaillancourt	Letter	June 11, 2012
I-Wiss	Mary E. Wiss	Letter	June 18, 2012
I-Wohlers (1)	Peter Wohlers	Email	June 12, 2012
I-Wong (2)	Susan Wong	Email	June 14, 2012

**Table II-4 List of Individuals Commenting on the DEIR via Form Letter**

<b>Commenter Code</b>	<b>Name of Individual</b>	<b>Via</b>	<b>Date</b>
I-Aiken/Robison	Karen Aiken & Matt Robison	Form	May 30, 2012
I-Allen I	Ioan Allen	Form	June 11, 2012
I-Allen M	Mary Allen	Form	May 30, 2012
I-Anderson	Lori Anderson	Form	June 5, 2012
I-Avittal	Anna Avittal	Form	May 29, 2012
I-Barsotti	Gene and Patricia Barsotti	Form	May 30, 2012
I-Boutros	Isabella Boutros	Form	June 4, 2012

**Table II-4 List of Individuals Commenting on the DEIR via Form Letter**

<b>Commenter Code</b>	<b>Name of Individual</b>	<b>Via</b>	<b>Date</b>
I-Branch	Jacob Branch	Form	No date
I-Byrne	Brian Byrne	Form	May 31, 2012
I-Campbell	Todd Campbell	Form	May 29, 2012
I-Carpe	Nanci Carpe	Form	June 5, 2012
I-Carpenter	Dr. W. M. and Beverly Carpenter	Form	June 11, 2012
I-Carr	Lee Carr	Form	May 31, 2012
I-Chan	Creighton Chan	Form	June 4, 2012
I-Chang	Robert Chang	Form	May 24, 2012
I-Chermak	J. F. Chermak	Form	June 15, 2012
I-Chiao	Linmei Chiao	Form	June 11, 2012
I-Chu	Felix Chu	Form	June 12, 2012
I-Cleland	Wallace B. Cleland	Form	May 30, 2012
I-D'Alessandro	Lisa D'Alessandro	Form	June 11, 2012
I-Drennan	David P. Drennan	Form	May 30, 2012
I-Garret	Ann Garrett	Form	May 29, 2012
I-Given	Craig Given	Form	May 31, 2012
I-Grafenberg (1)	Hanne Grafenberg	Form	May 24, 2012
I-Grafenberg (2)	Hanne Grafenberg	Form	June 15, 2012
I-Gray	John and Carol Gray	Form	May 29, 2012
I-Henriquez	Rudy Henriquez	Form	June 5, 2012
I-Huey	David S. Huey	Form	June 5, 2012
I-Jacobson LB	Lester B. Jacobson, MD	Form	June 5, 2012
I-Jacobson LT	Lidia T. Jacobson	Form	June 5, 2012
I-Jones A	Audrey E. Jones	Form	May 30, 2012
I-Jones JR	Janet and Robert Jones	Form	May 24, 2012
I-Kan (2)	Jennifer Kan	Form	June 15, 2012
I-Koehler	Carl Koehler	Form	May 30, 2012
I-Larson	Mark Larson	Form	May 30, 2012
I-Lau	Ronald Lau	Form	May 29, 2012
I-Lee K (1)	Kerry Lee	Form	June 15, 2012
I-Lee M (1)	Mark Lee	Form	June 15, 2012
I-Lei	Bento and Shui H. Lei	Form	June 15, 2012
I-Leigh	Dr. and Mrs. Hoyle Leigh	Form	June 15, 2012

**Table II-4 List of Individuals Commenting on the DEIR via Form Letter**

<b>Commenter Code</b>	<b>Name of Individual</b>	<b>Via</b>	<b>Date</b>
I-Litwin	Jill Litwin	Form	May 24, 2012
I-Lyda	James and Angela Lyda	Form	May 24, 2012
I-Mattox	Patricia Mattox	Form	May 31, 2012
I-May	Brad May	Form	June 4, 2012
I-McElwee E (3)	Ellen S. McElwee	Form	May 17, 2012
I-McElwee E (4)	Ellen McElwee	Form	June 4, 2012
I-McElwee L	Lily McElwee	Form	May 17, 2012
I-McElwee M	M. McElwee	Form	May 17, 2012
I-Minuth E (1)	Erin Minuth	Form	May 24, 2012
I-Minuth E (2)	Erin Minuth	Form	May 17, 2012
I-Minuth R (1)	Reed Minuth	Form	May 17, 2012
I-Minuth S (1)	Seana Minuth	Form	May 24, 2012
I-Minuth S (2)	Seana Minuth	Form	May 24, 2012
I-Nicholas	Frank Nicholas	Form	May 29, 2012
I-Nolen	Raymond A. Nolen	Form	May 30, 2012
I-O'Donnell/Schindhelm	Martin O'Donnell & Bonnie Schindhelm	Form	No date
I-Ooms/Palmer	Sally Ooms & Keith Palmer	Form	May 30, 2012
I-Popp	Roland Popp	Form	May 24, 2012
I-Ruth-Lee	Nola Ruth-Lee	Form	June 15, 2012
I-Schenk	Robert E. Schenk	Form	May 31, 2012
I-Scully M	Megan Scully MD	Form	May 24, 2012
I-Scully N	Niall M. Scully M.D.	Form	June 5, 2012
I-Scully P	Pegi Scully	Form	June 6, 2012
I-Sirivansanti	Veera Sirivansanti	Form	June 8, 2012
I-Smith J	Julia Smith	Form	May 31, 2012
I-Smith S	Suzanne Smith	Form	May 31, 2012
I-Sung	Jim Sung	Form	May 30, 2012
I-Tsui-YunLiu	Jane Tsui-Yun Liu	Form	May 30, 2012
I-Tsuyuki	Kay Tsuyuki	Form	June 4, 2012
I-Vaillancourt (2)	John A. Vaillancourt	Form	June 13, 2012
I-Wong (1)	Susan Wong	Form	June 18, 2012
I-Yi	Patrick Yi	Form	May 31, 2012

**Table II-4 List of Individuals Commenting on the DEIR via Form Letter**

Commenter Code	Name of Individual	Via	Date
I-Young	M. Young	Form	May 24, 2012
I-Zaback	Kristine Zaback	Form	May 29, 2012

**Table II-5 List of Individuals Commenting at the Public Hearing Held June 14, 2012**

Commenter Code	Name of Individual
PH-SFHAC-Colen	Tim Colen
PH-Doherty (3)	Jack Doherty
PH-Drago	John Drago
PH-Eade (2)	Jeffrey Eade
PH-Hoekstra	Dick Hoekstra
PH-Hofmann	Pamela Hofman
PH-Kan (6)	Jennifer Kan
PH-Minuth R (2)	Reed Minuth
PH-MSWOA-Gorman (1)	Paul J. Gorman, Ph.D.
PH-Sieper	William Sieper
PH-Sobol S (3)	Samuel Sobol, M.D.
PH-Wohlers (2)	Peter Wohlers

Note: Planning Commissioners who commented at the public hearing are listed in Table II-1.



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# III. COMMENTS AND RESPONSES

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This chapter summarizes the substantive comments received on the Draft Environmental Impact Report (DEIR) and presents the responses to those comments.

## A. ORGANIZATION OF RESPONSES TO COMMENTS

To facilitate the preparation of responses, comments were assigned unique comment codes, and they are generally organized by subject and presented in the same order as in the DEIR, ending with general comments on the EIR or the proposed project. Comments related to the project description or those on a specific analysis or mitigation measure are included under the relevant topical section. The order of the comments and responses in this chapter is shown below, along with the prefix assigned to each topic code.

Project Description .....	PD	Recreation.....	RE
Land Use & Land Use Planning .....	LU	Utilities & Service Systems.....	UT
Aesthetics.....	AE	Public Services .....	PS
Transportation & Circulation.....	TR	Biological Resources .....	BI
Air Quality.....	AQ	Wind.....	WS
Geology & Soils.....	GE	Alternatives.....	AL
Emergency Access/Hazards.....	HZ	Other CEQA.....	OC
Noise.....	NO	General Comments.....	GC

Within each section of this chapter under each topic area, similar comments are grouped together and numbered sequentially using the topic code prefix and sequential numbering for each subtopic. For example, comments on the Project Description [PD] are listed as [PD-1], [PD-2], [PD-3], and so on. Within each topic code and corresponding heading that introduces the comment subject are the quoted comments followed by the commenter's name, and the comment code that identifies the specific comment document and comment being addressed by the section. A detailed explanation of the nomenclature used for comment coding can be found on pages 7 to 8 of this document. The comments

are presented verbatim except for minor typographical corrections. Photos, figures, and other attachments submitted by commenters and referenced in individual comments are included in the applicable Responses to Comments attachment; they are not reproduced as part of the comments in Chapter III, Comments and Responses.

For the full text and context of each comment, the reader is referred to Attachment A, DEIR Comment Letters and Emails; Attachment B, DEIR Form Comment Letters; and Attachment C, DEIR Public Hearing Transcript. Attachments A, B, and C include comment matrices (Table A-1, Table B-1, and Table C-1, respectively,) that list all comments received and indicates the topic and comment code associated with each comment. In some cases, a comment includes multiple comment topics. Individual comments on separate topics from each commenter are bracketed and coded as per the concerned topic within the comment letters; the bracketed comments and corresponding comment codes are shown in the margins of the comments in Attachments A, B, and C.

Following each comment or group of comments, a comprehensive response is provided to address issues raised in the comments and to clarify or augment information in the DEIR, as appropriate. Response numbers correspond to the topic code; for example, the response to comments on topic PD-1 is provided under Response PD-1. The responses provide clarification of the DEIR text and may also include revisions or additions to the DEIR. Revisions to the DEIR are shown as indented text. New text is double-underlined; deleted material is shown with ~~striketrough text~~.

Corrections and/or clarifications to the DEIR are captured in the individual responses as well as in Chapter IV, DEIR Revisions.

## B. PROJECT DESCRIPTION

The comments and corresponding responses in this section cover topics in Chapter II, Project Description, of the DEIR. These include topics related to:

- PD-1, Project Construction Period
- PD-2, Pedestrian Stairs
- PD-3, Conditions, Covenants and Restrictions (CC&Rs)
- PD-4, Arbitration Injunction
- PD-5, Architectural Control Guidelines
- PD-6, Project Objectives

**Comment PD-1: Comments related to the duration and timing of the construction period and concerns about the potential impacts of the construction period and the location of the staging area for construction materials.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Callan

I-Eade (1)

I-Gallagher (1)

I-Gallagher (2)

PH-Minuth R (2)

“Construction Impacts. The DEIR does not adequately describe proposed construction activities or the environmental impacts associated with construction.

“(a) Construction Staging on Common Area. Where will the Project’s construction staging occur? It appears that construction staging will need to occur on the Association’s common area located next to the Project site. (See Exhibit 1, Photo #5.) If that occurs, residents will be adversely impacted as they would lose recreational open space currently provided by that common area adjacent to the proposed ‘Mount Sutro Drive.’

“(b) Construction Sequence. The DEIR also needs to describe the sequence in which construction activities are proposed to occur and the environmental impacts associated with that construction. For example, it is unclear how large construction vehicles, such as concrete and haul trucks will access the

site. This is particularly relevant given the very steep terrain and narrow path trucks will need to navigate, as evidenced by the picture below (Figure 2).<sup>1</sup>

“Will a wider temporary road be used for construction activities? If so, the location of that temporary road needs to be identified and the impacts associated with it need to be evaluated. A related issue arises in connection with cut and fill activities. The DEIR states that any fill area must be compacted. Figure I on page 42 of the DEIR is a section of a duplex. Will the residential units be built before construction of the retaining wall supporting the new road? If the road and wall are built first, how will excavation be accomplished?? If the units are constructed first, how will large trucks get into the site to remove excavation materials, perform the concrete pour and support other construction activities? Greater information about construction generally needs to be provided.” (*John Callan, letter, June 19, 2012 [I-Callan]*)

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“4. Since the Project sponsor has not submitted the documents required by our by-laws for review, it does not have permission to use the common area for construction staging. Please explain how the project sponsor intends to stage construction. We would also like to know how the project sponsor anticipates handling the volume of vehicles brought to the site everyday by the contractors.” (*Jeffrey Eade, letter, June 18, 2012 [I-Eade (1)]*)

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“When is the earliest destruction will happen?

“If this debacle moves forward, how long will the entire: (A) destruction (B) construction, etc. take?

“What would be the work hrs & day? e.g. 8am-5pm Mon-Fri?” (*Claire M. Gallagher, letter, June 10, 2012 [I-Gallagher (1)]*)

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“4) God forbid this move forward.

“a) when is the earliest the trees will be destroyed?

“b) how long would it take from demo to end of construction?

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<sup>1</sup> See complete comment letter in Attachment A for pictures and figures.

“c) what would be the works hours & days? any weekend work?” (*Claire Gallagher, email, June 18, 2012 [I-Gallagher (2)]*)

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“I live at 485 Crestmont Drive, and I want to address the issues of staging and sequencing of the construction project itself. The project sponsor has not submitted any documents to the Association that are required by our bylaws for review. It has no permission to use the common area for construction staging, and we'd like to know how the project sponsor intends to stage the construction.” (*Reed Minuth, public hearing, June 14, 2012 [PH-Minuth R (2)]*)

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### Response PD-1

Construction timing is addressed in the DEIR on page 43 where it is stated that construction of the project is estimated to take approximately 18 months. For a planned unit development such as this, detailed construction plans are reviewed by the City agencies at the time the construction contractor applies for the building or site permit and not during the CEQA process, which does not require the same level of construction detail. The Planning Department, however, will review the plans submitted with the building permit to assure that the final construction plans are consistent with the project design approved by the Planning Commissions as part of its consideration of the conditional use permit/planned unit development application. As stated on page 23 of the DEIR, construction staging would occur on the project site, within the area of the new private road and not on neighboring private properties. In regards to the specific question related to Figure 10, it is anticipated that the road shoulder retaining wall and road backfill will be constructed before the duplex units. This will establish a working platform that can be utilized by the contractor for access to build the actual duplex buildings.

Page 112 of the DEIR states that construction-related activities would typically take place Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m. It is not anticipated that construction activities would occur on weekend days. Although the start date has not been determined, as shown in Table III-1, Construction Activities Estimated Schedule, demolition activities are estimated to start in early 2014, road work activities are estimated to begin mid-2014 and construction activities would continue through 2015 with completion of the project estimated to be in mid-2015. Construction staging would occur on the project site in the area of a new private street, not on property owned by the Mount Sutro Woods Owners Association. Specific timing of construction phases would be determined as part of the final, detailed project building permit process. Constructing staging, means, and methods will be

reviewed and approved by the Department of Building Inspection’s Structural Advisory Committee (SAC) before approval of the building permit, as required by Building Code Section 105A.6 to assure a building design and construction method compatible with the hillside conditions of the site.

The DEIR states on page 113 that truck routing to the site for construction activities has not yet been determined; however, truck access to the site from the south is anticipated to be routed to and from 19th Avenue via Warren Drive and Lawton Street. For access to the site from I-80, trucks would likely use I-280 south of the site and connect to 19th Avenue. No off-site temporary roads are proposed to be used for construction. The project sponsor does not anticipate that any traffic lanes or sidewalks in the project vicinity would be closed during construction.

<b>Table III-1 Construction Activities Estimated Schedule</b>			
	Estimated Phase Start Date	Estimated Phase End Date	Total Construction Days (estimate)
Construction Phases			
Demolition/Site Grubbing	4/2014	5/2014	15
Road Work: Grade, Utilities, Subgrade Prep	5/2014	9/2014	86.6
Road Work: Pave Road	9/2014	9/2014	20
Mass Excavation/Pad Building	8/2014	10/2014	50
Podium Construction – Concrete	10/2014	2/2015	106.6
Podium Construction - Wood	2/2015	5/2015	70
Interior Finishes (after Exterior)	5/2015	8/2015	60
Duplex Construction	1/2015	6/2015	120
Landscaping	8/2015	8/2015	20
Source: San Francisco Overlook Development, LLC			

Please see Response PD-3 on page 25 for a discussion of the project’s relationship to the by-laws/Covenants, Conditions, and Restrictions (CC&Rs) of neighboring properties and Response TR-6 on page 6 for a discussion of construction-period traffic.

## Comment PD-2: Comment requests more detail about a set of stairs shown in Figure 4 found on page 35 of the DEIR.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

PH-Eade (2)

I-Eade (1)

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“Finally on Page 35, the Proposed Project Site Plan. It is showing a set of stairs to the eastern end of the proposed project from the new road to the lower portion of the site. We would like a closer examination as to the ability of someone to actually use these stairs to gain access to Fifth Avenue as one would suppose by looking at the plan. It's unclear how these stairs terminate towards Fifth Avenue, and we would like a closer examination of that, please. Thank you for your time.” (*Jeffrey Eade, public hearing, June 14, 2012 [PH-Eade (2)]*)

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7. On page 35 the 'Proposed Project Site Plan' is showing a set of stairs to the eastern end of the proposed project from the new road to the lower portion of the site. We would like a closer examination as to the ability of someone to actually use these stairs to gain access to 5th Avenue as one would suppose by looking at the plan. It is unclear how these stairs terminate towards 5<sup>th</sup> Avenue and they may be misrepresenting the ability to provide egress from the site towards 5th Avenue in the event of an emergency or for day to day access. (*Jeffrey Eade, letter, June 18, 2012 [I-Eade (1)]*)

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### Response PD-2

The proposed stairs referenced in the comment would be located west of the four duplexes on the east end (Crestmont Drive end) of the proposed private road. The stairs are shown in Figure 4 and Figure 5 on pages 35 to 36 of the DEIR, respectively. The stairs would connect the lower units of the two adjacent duplex structures. They would not provide a connection to 5th Avenue, as the project site does not abut 5th Avenue. This element of the project's design would be reviewed by Planning Department and DBI staff as part of the building permit review process.



### Comment PD-3: Comments relating to the project's compliance with neighboring properties Conditions, Covenants, and Restrictions (CC&Rs) and architectural design standards.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

O-MSWOA-Gorman (2)  
I-Callan

I-Doherty (4)  
I-Wohlers (1)

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“On February 7, 1963 the City Planning Commission [*sic*] passed resolution 5632 authorizing the Mount Sutro Woods Planned Unit Development. The Declaration of Restrictions were made and dated on the 14th day of April, 1954 (Attachment 1). The residential Covenants, Part A provides for approval authority by an Architectural Control Committee of any building plans for any structure on any lot in the PUD 'as to quality of workmanship and materials, harmony of external design with existing structures and as to location with respect to topography and finish grade elevation.' The declarant, who was the original developer, later sold the entire development, and is the sole party exempt from these covenants.

“By the summer of 2003 it became apparent that there would be parties interested in developing the two long undeveloped highly unstable lots in the PUD, and particularly lot 25. With the help of several lawyers and examples of guidelines used elsewhere in the country a draft set of fundamental objective guidelines was developed for the assistance of members wishing to alter the appearance of a property or erect new construction. A pilot study of the guidelines was conducted to test their reliability and validity. The guidelines were found to be to be simple and clear. They were then adopted by the Association to be included with the By Laws in the information package provided to every new owner of property in the PUD. A current copy of these is attached (attachment 2). The guidelines describe the review procedures and standards separately for modification of existing properties and for new construction. The guiding principle of these standards can easily be seen: to maintain unity and harmony in the neighborhood and to define operationally the character of the neighborhood.

“The standards are simple and clear. Parenthetical comments have been added for the purposes of this document.

*“1. A height limit of twenty feet above the grade of the road unofficially named in 1966 by the Planning Department 'Mount Sutro Drive,' (lot 28) (attachment -3).*

*"2. Off street parking for at least two full-size automobiles for each residential unit. (the very hilly nature of Crestmont Drive, lack of adequate sidewalk and 1/2 mile distance to the nearest bus stop make it evident that the automobile will be the primary carrier here.)*

*"3. Primary views shall be preserved/for all existing residences, and certain landmarks are named: the Golden Gate Bridge, the Presidio, Golden Gate Park, Ocean Beach, the Pacific Ocean and St. Anne of the Sunset Church. (It need hardly be said that the value of the properties in this neighborhood depend on the splendid views).*

"There are other requirements which need not be mentioned at this time. Suffice it to say that the application procedures have thus far not been acknowledged by San Francisco Overlook nor were they respected in the design of this proposal. Of the alternative proposals only proposal B approximates the standards for new construction with respect to height limits and lot width and separation. Furthermore even plan B fails to comply with the parking requirements of the Association. The customary setting of sight line poles has not been done and the owner has allowed the trees on the property to grow so high that many homeowners above the proposed construction have already lost their views.

"The failure of the preliminary Environmental Impact Report to acknowledge the legal requirements of the Association with respect to defined and reasonable architectural standards must be acknowledged and remedied. By adopting alternative B with minor modification this could be achieved. Any statement that the principal proposal would have no impact on the character of the existing neighborhood should be weighed against these objective measures.

"Because of this omission by the developer there has been no discussion of permission to use the common area adjacent to the approach road, which is far too narrow as planned. Such discussion might have implications for making this a City road with regular patrol, parking and traffic control and maintenance, as well as proper safeguards for pedestrian and disabled persons." (*Mount Sutro Woods Owners Association-Paul Gorman, letter, June 14, 2012 [O-MSWOA-Gorman (2)]*)

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"Initially, we note that environmental review for the Project is premature. The Project is subject to the Mount Sutro Declaration of Conditions, Covenants and Restrictions ('CC&Rs') that require private architectural review for the Project. In 2003, several years before the applicant purchased the Project property, the Association adopted specific architectural design guidelines requiring, among other things, submission of a formal project proposal for preapproval by the Architectural Control Committee ('ACC'). Despite having purchased with notice of these architectural review requirements, the applicant has not

yet presented the Project for such review. The ACC's review and approval rights extend to aesthetics, parking, density and ingress/egress, among other things. As the applicant has not yet secured architectural review approval, the City's review is premature and potentially a waste of City time and resources. The Association could require modifications to the proposed Project that will implicate the environmental review. Setting that issue aside, the DEIR still presents a number of CEQA deficiencies: . . ." (*John Callan, letter, June 19, 2012 [I-Callan]*)

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"Parking/CC&Rs. The Project is subject to CC&Rs that require 2 parking spaces per each residential unit. The Project will violate that contractual obligation because the current proposal appears to have several designs including one for '2 - car/duplexes' i.e., 1 car per duplex (Proposed Parking Plan, Figure 5). The City should require each residential unit to have at least two designated parking spaces so as not to facilitate the developer's violation of this contractual obligation." (*John Callan, letter, June 19, 2012 [I-Callan]*)

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"At one time, the entire Mt. Sutro Woods development, including the subject parcel, was subject to recorded Covenants, Conditions and Restrictions ('CC&Rs') that provided, among other things, for an Architectural Control Committee that had the authority to approve or disapprove any new construction.

"I don't believe that those CC&Rs have ever been legally and effectively removed from the subject parcel. (It is my understanding that once a developer sells the first lot within a multi-lot parcel, he cannot revise or change the CC&Rs without the approval of other lot owners, or subordinate the CC&Rs to a subsequent mortgage without a subordination agreement agreed to by other lot owners.)

"In any event, the DEIR should have addressed the Architectural Control Committee issue, and whether a final Planning Commission ruling on the proposed project can be effective if it is in conflict with a decision of the Architectural Control Committee." (*Jack & Sally Doherty, letter, June 14, 2012 [I-Doherty (4)]*)

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"9) Currently there are deed restrictions for this area that have existed since the development was built, which has served the community well. This project is a complete departure from anything that was envisioned for this neighborhood." (*Peter Wohlers, email, June 13, 2012 [I-Wohlers (1)]*)

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**Response PD-3**

It is the project sponsor's prerogative to apply for environmental review and entitlements at this juncture. Should the sponsor modify the project subsequent to the certification of the EIR, such changes would be subject to Planning Department review and further environmental review if deemed appropriate.

The provisions in private CC&Rs are not within the authority of the City to enforce or regulate. The City's approval of the project will be evaluated based on City laws and regulations—in particular, the Planning Code, Building Code, and other city code and General Plan provisions applicable to this site.

The comment concerns purported terms in a private contract. The City is not a party to the referenced agreement and has no jurisdiction over such an agreement. The comment has been noted and will be forwarded to decision-makers as part of this document; no further response is required per CEQA as the comments do not address the adequacy of the EIR.

CEQA requires the evaluation of significant effects on the environment, including land, air, water, minerals, flora, fauna, noise, or objects of historic or aesthetic significance, and the identification of ways in which those significant effects can be mitigated or avoided (CEQA, Cal. Pub. Res. Code Sections 21002.1 and 21060.5). The concern regarding the project's conformity with private architectural design standards is not an issue within the scope of CEQA.

Additionally, please see Responses TR-1 on page 52 for discussion of parking, Response TR-3 on page 65 for a discussion of pedestrians, and Response TR-4 on page 79 for a discussion of transportation and circulation. Also see Response PD-5 on page 27 and GC-2 on page 176 for a discussion of the Architectural Control Committee Guidelines.

**Comment PD-4: Comments relating to terms of a private arbitration agreement regarding plans submitted by a prior owner of the project site.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Callan

I-Miller L

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"Violation of Arbitration Decision. The City should also note that the applicant does not have the right to develop the Project as proposed. The applicant is bound by an arbitration decision that prohibits it from

developing the site pursuant to plans developed by a prior owner of the Project property. The proposed Project incorporates features from the prior owner's plans that may violate that arbitration decision. See letter dated May 25, 2012 from Lawrence Miller. The City should require confirmation on this point before moving forward with the Project, otherwise it may be wasting time and resources conducting environmental review of a Project the developer cannot build." (*John Callan, letter, June 19, 2012 [I-Callan]*)

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"I represent the Novell Family Partnership, L.P. and Alex Novell with respect to the injunction Awarded pursuant to an American Arbitration Association binding arbitration award. Mr. Novell relates that Mr. Magomedov, who was enjoined from using certain architectural plans, has, acting through his surrogate, San Francisco Overlook Development, LLC, submitted architectural plans to the San Francisco Planning Commission for the above-referenced project in violation of the injunction issued against him (and any entity owned and controlled by him) by the three members of the arbitrator's panel in the AAA binding arbitration proceedings. A copy of the Arbitration Award is enclosed for your reference.

"Mr. Novell relates that his company, Crestmont Hills, LLC (co-owned with Mr. Magomedov) owned the property for which the plans were prepared and paid for by Crestmont Hills, LLC to develop the project. While the property was owned by Crestmont Hills, LLC, the architectural plans developed by Crestmont Hills, LCC were submitted to the Commission in support of the then proposed development.

"The property was lost by Crestmont Hills, LLC, in a foreclosure proceeding. Neither the architectural plans nor the project were sold by Crestmont Hills, LLC and neither San Francisco Family Homes, LLC nor San Francisco Overlook Development, LLC acquired any interest in the project or the architectural plans from Crestmont Hills, LLC (See Footnote 25 of the Draft Environmental Impact Report dated May 2, 2012, which incorrectly states that Crestmont Hills, LLC sold the project to San Francisco Family Homes, LLC)." (*Lawrence D. Miller, letter, May 25, 2012 [I-Miller L]*)

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"The Draft of the Environmental Impact Report recites, at page 4 of section Notice of Preparation and Initial Study: 'The current owner and project sponsor submitted a slightly revised project design to the Planning Department on December 9, 2010. The revised project involves a new architectural design and 13 residential buildings instead of 17 buildings, but does not change the proposed number of dwelling units or other fundamental project characteristics, and has a similar overall building footprint to the initially proposed buildings.' (Emphasis added.) Based on the description of the project design, Mr. Novell believes Mr. Magomedov, acting through San Francisco Overlook Development, LLC, is utilizing

a modestly revised version of the architectural plans owned by and paid by Crestmont Hills, LLC.”  
*(Lawrence D. Miller, letter, May 25, 2012 [I-Miller L])*

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“This letter is to advise you that Mr. Magomedov's or San Francisco Overlook Development, LLC's utilization of the architectural plans developed by and paid by Crestmont Homes, LLC for, the project proposed by San Francisco Overlook Development, LLC is a violation of the injunction issued by the arbitrator's panel and Mr. Novell intends to protect his rights to the plans.

“Since the proposed Draft of the Environmental Impact Report was prepared based on a modestly revised version of the original architectural plans owned by Crestmont Hills, LLC, the Planning Commission of the City and County of San Francisco should not sanction a violation of the injunction of rights of Mr. Novell, successor to Crestmont Hills, LLC, by allowing a plan based on fraudulently procured plans to proceed to fruition.

“Approval and even review of any project which utilizes the architectural plans developed by and paid by Crestmont Hills, LLC, and then purloined from Crestmont Hills, LLC, is inappropriate and should not occur.

“I hope the above is helpful and will assist the Commission in reaching its conclusion on the pending application for the San Francisco Development Residential project.” *(Lawrence D. Miller, letter, May 25, 2012 [I-Miller L])*

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#### Response PD-4

This information concerns purported terms in a private arbitration agreement to which the City is not a party and over which the City has no jurisdiction. The comment has been noted and will be forwarded to decision-makers; no further response is required per CEQA as the comments do not address the adequacy of the EIR.

The City would also like to thank a commenter for identifying an error in sequence/manner of ownership documented in the DEIR document. The project was not sold by Crestmont Hills, LLC to San Francisco Family Homes, as stated on page 2 of the DEIR; San Francisco Family Homes acquired the project by way of a trustee's sale after default by Crestmont Hills, LLC.

Page 2, Footnote 25, of the DEIR has been revised to reflect the correct ownership sequence of the project site as follows:

<sup>25</sup> At the time the EE application was filed, the project was owned by Crestmont Hills, LLC, San Francisco Family Homes acquired the property on April 30, 2007 by way of a trustee's sale after a default by Crestmont Hills, LLC which sold the project to San Francisco Family Homes, LLC on April 30, 2007. In turn, San Francisco Family Homes, LLC sold the project to the current owner and sponsor, San Francisco Overlook Development, LLC on November 12, 2010.

This revision does not alter the analysis or conclusions of the DEIR.

Please see Response PD-3 on page 25 for a discussion of general comments about the Project Description.

### **Comment PD-5: Comment related to Architectural Control Guidelines adopted by neighboring properties.**

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

PH-MSWOA-Gorman (1)

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"The Architectural Control Guidelines adopted by the Association in 2004, I believe, are simple and clear. The two that are pertinent today are the height limit of 20 feet above the road, the road which is unofficially named -- but this is what I wanted to show you -- in this planning document it's called Mount Sutro Drive. Oh, gosh. Ran over time. Sorry." (*Mount Sutro Woods Owners Association—Paul Gorman, public hearing, June 14, 2012 [PH-MSWOA-Gorman (1)]*)

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### **Response PD-5**

The provisions in private Architectural Control Guidelines are part of a private agreement/contract with the homeowners in the Mount Sutro Woods Owners Association (MSWOA) and are not within the authority of the City to enforce or regulate. The City's approval of the project will be evaluated based on City laws and regulations—in particular, the Planning Code, Zoning and Height/Bulk District Maps, Building Code, and other city code and General Plan provisions applicable to this site.

The Planning Department applies and enforces the Residential Design Guidelines under the San Francisco Planning Code for residential project proposals. In the case report for the proposed project's Conditional Use Authorization/Planned Unit Development (PUD), the project design would be evaluated according to those Guidelines.

### **Comment PD-6: Comment questioning the intent of the project and related City approvals.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Leonhardt (2)

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“Another question I have on the DEIR for the Overlook Development Residential project is that the city has said it wants to retain families in SF so why would the Planning Department approve a project that has no back yards? It would seem to me that this project is being created to attract anything but families. Are children expected to play in the street?

“Why would the City allow this?” (*Lesley Leonhardt, email, May 18, 2012 [I-Leonhardt (2)]*)

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### **Response PD-6**

The project sponsor's objectives include a desire to create an “appropriately scaled residential development of larger multiple-bedroom family-sized dwelling units.” The project would consist of 34 total dwellings (30 three-bedroom units and 4 two-bedroom units) that would be appropriate for families. Open space and rear yard requirements are addressed in the DEIR, in IV.H. CEQA Checklist Update, on pages 238 to 240, and Section IV.A. Land Use and Land Use Planning, on page 68, respectively. No further response is required.

Please also see Response LU-3 on page 38 for a discussion of land use and land use planning and Response RE-1 on page 139 for a discussion of recreation.



## C. LAND USE AND LAND USE PLANNING

The comments and corresponding responses in this section cover topics in Chapter IV, Section A, Land Use and Land Use Planning, of the DEIR. These include topics related to:

- LU-1, Land Use On and Around the Project Site
- LU-2, Cumulative Land Use Impact
- LU-3, Neighborhood Character Consistency
- LU-4, Land Use Infrastructure
- LU-5, Land Use Planning Approval
- LU-6, Inclusionary Housing

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### Comment LU-1: Comment relating to the land uses in the area of the proposed project site.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Aiken/Robison

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*“In conflict with preserving the serenity of one of the few urban oases left in San Francisco...” (Karen Aiken & Matt Robison, form personal comment, May 30, 2012 [I-Aiken/Robison])*

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### Response LU-1

This comment relates to the land uses in the area of the project site. The project site is within an RM-1 (Residential, Mixed, Low Density) District, in which one dwelling unit per 800 square feet of lot area is permitted. The project area consists of a mix of residential uses, including single- and two-family residential units to the south (uphill) of the project site, apartments to the north (downhill), and other residential densities to the west. There are single-family and two-family units uphill on Crestmont Drive, to the south and east of the project site. Downhill, to the north, are multi-family unit buildings. In addition, northwest and downhill from the project site is the 11-story Avalon Sunset Towers. The

proposed project would include 34 dwelling units, 27 units fewer than the 61 that would be permitted according to the maximum number of units for a site of the project site's square footage that would be allowed in the RM-1 District (see DEIR, pages 62 to 63).

The proposed project would change the land use on the project site from a steep, undeveloped site with trees and vegetation to residential uses and would increase the density of development in the project area. The proposed project would consist of 13 buildings with a total of 34 dwelling units, 68 parking spaces, and a new paved private cul-de-sac (20 feet wide and approximately 700 feet long).

The character of the project area would be affected by the proposed residential development on the large undeveloped, partially-wooded, vegetated site. However, the project would be consistent with the existing types of land uses, sizes, scale of development, and density in the project vicinity. There are single-family and two-family units uphill on Crestmont Drive, to the south and east of the project site, which like the project area is zoned RM-1. Downhill, to the north, are multi-family unit buildings [in an area zoned RM-2 & RM-4]. In addition, northwest and downhill from the project site is the 11-story Avalon Sunset Towers apartments [in an area zoned RM-4]. The project would change the use of the site because it is currently undeveloped. However, the project would comply with the Planning Code's development controls for an RM-1 District, and would not substantially or adversely alter the character of the area. As a result, the DEIR finds that the proposed project would have a less-than-significant impact on neighborhood character (see DEIR, page 72).

## **Comment LU-2: Comment relating to cumulative land use impacts analyzed in the DEIR.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-McElwee C (2)

This comment relates to cumulative impacts analyzed in the DEIR.

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“Objection to the statement of the Negative *[sic]* EIR Impact C-LU-1 (p. 72) Objection: as stated in the EIR report, the future development of Lot 27 is possible and therefore foreseeable. The development of lot 27 was approved in the past as stated in the EIR report.

“The future development and impact of the additional residential units with a pedestrian connection to Oak Park Drive and the future impact on the existing residential units on Oak Park Drive should be included in the report.” (*Charles McElwee, letter, undated, [I-McElwee C (2)]*)

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## Response LU-2

This comment relates to cumulative land use impacts analyzed in the DEIR.

CEQA Guidelines Section 15130 states that the cumulative analysis of a project consider impacts for “probable future” projects producing related impacts in geographic proximity. A probable future project is generally one that has progressed at least to the environmental review stage [*San Franciscans for Reasonable Growth v. City and County of San Francisco* (1984) 151 Cal.App.3<sup>rd</sup> 61]. The proposed development would place infrastructure (roads, sewer, etc.) adjacent to an undeveloped, wooded, vegetated parcel (Lot 27 in Assessor’s Block 2636), a lot formed as part of an original 1963 PUD for development of six acres in the area (see DEIR page 62). The DEIR acknowledges that the project could make development of Lot 27 easier, thereby indirectly inducing additional growth in the areas (see DEIR page 254). However, from a cumulative impact analysis perspective, there is no current proposal to develop this parcel (see DEIR, pages 255 to 256) and, therefore, there is no concrete information upon which to base a cumulative impact assessment. Thus, Lot 27 is not considered in the cumulative analysis. In addition, since there is no other proposed or recently approved project in close proximity to the project site that, in combination with the proposed project, could generate cumulative impacts, no further cumulative impact analysis is required.

## Comment LU-3: Comments regarding how the proposed building height and density relates to the character of the neighborhood.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Barsotti	I-Leonhardt (4)	I-Wiss
I-Boston	I-McElwee C (1)	I-Wohlers (1)
I-D’Alessandro	I-McElwee C (2)	I-Wong (2)
I-Jorgensen	I-Rockwell	PH-Kan (6)
I-Leonhardt (2)	I-Seeley	PH-Wohlers (2)
I-Leonhardt (3)	I-Sobol S (1)	

These comments address how the proposed project relates to the character of the neighborhood in terms of building height and density.

An additional 74 people submitted comments related to neighborhood character and consistency via a checked area of concern on a form letter provided by the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition; 52 of these commenters checked the box adjacent to “Increased density...” and 38 commenters checked the box adjacent to “Out of character with the neighborhood.” A list of the commenters that submitted a form with these areas of concern checked can be found in Table B-1 located in Attachment B, DEIR Form Comment Letters.

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“I have lived in Forest Knolls for over fifty years. The access and width of the streets in this neighborhood were never planned to accommodate a project of this size.” (*Gene & Patricia Barsotti, form personal comment, May 30, 2012 [I-Barsotti]*)

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“This proposed multi-unit development has been repeatedly rejected in the past, and continues to plan structures which would not fit the usage pattern of this residential area. A Draft Environmental Impact Report by the City says the project building would range from 16 feet to 40 feet above the private street level. This is not in character with the residences, none above two-story height, which occupy this area.” (*Larry Boston, email, June 12, 2012 [I-Boston]*)

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“Too dense! For environment!” (*Lisa D’Alessandro, form, June 13, 2012 [I-D’Alessandro]*)

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“8. Out of character with the neighborhood.” (*James Jorgensen, letter, June 5, 2012 [I-Jorgensen]*)

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“How can the Department ignore 2) protection of neighborhood character ... I find this project according to the DEIR in violation of all of the above.” (*Lesley Leonhardt, email, May 18, 2012 [I-Leonhardt (3)]*)

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“The report allows 880 trees to be removed so the development can be built. The removal of these trees radically changes the neighborhood character even though the report doesn’t believe it does.” (*Lesley Leonhardt, letter, June 6, 2012 [I-Leonhardt (4)]*)

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“The proposed development is also out of character with the neighborhood that has a low-density, suburban feel to it. Indeed, all the homes at the end of the street have retained a very 70's California woodland aesthetic. The proposed development is more consistent with the character of the development seen South of Market.” (*Charlie McElwee, email/letter, June 2, 2012 [I-McElwee C (1)]*)

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“Proposition M

“Change in Land use and Project Area Character: Neighborhood Objection to the negative *[sic]* EIR statement of Impact LU-3 (p. 71) The Negative *[sic]* EIR statement that ‘the project would not have a substantial adverse impact on the existing character of the vicinity’ is incorrect and misleading. The proposed project density and inclusion of a block apartment building would change the character of the neighborhood. The neighborhood is mostly single homes with a small number of Duplexes and no block type building such as the proposed townhouses which would be entirely above street level.

“We object to the misleading statement of the Negative DEIR p. 72, second paragraph.

“The paragraph states that the project will be compatible with the single family residential units uphill on Crestmont, but the project as proposed will have no single family residential units and would conflict with the character of the neighborhood with the addition of townhouses on concrete podium.

“Planned Unit Development Criteria:

“The proposed project does not comply with the Planning Code criteria for PUD development.

- Under SFPC Sec. 304a(a) the stated objective of allowing PUD is for projects ‘designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the city as a whole ... In cases of outstanding overall design, complimentary to the design and values of the surrounding area.’

“This is contrary to what this project would bring to the neighborhood.

“The EIR did not evaluate the impact difference between duplexes and single homes. The fact of life in our neighborhood is that most of the existing duplexes along Crestmont are rental units with very high use of cars as opposed to the single homes in the neighborhood.” (*Charles McElwee, letter, undated [I-McElwee C (2)]*)

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“The EIR has NOT addressed the potential cumulative impact on home values due to the higher percentage of duplexes and smaller units it would create. A study should have been included that compares the resale value of duplexes to single family homes.

“The draft EIR needs to comply with the requirement to analyze the proposed project in combination with past, present and reasonably foreseeable future projects, and thereby failed to study the cumulative considerable impact on the neighborhood and the environment.

“FACT: the proposed project and overall zoning were originally approved as a complete subdivision to include two additional connected lots to the south west for 13 residences. This new scheme violates the original intention and forces a denser project that will negatively affect home prices and cause major road issues. It also ignores the open space requirements. This road was originally to be a park for the neighborhood.

“The original Subdivision plan was approved as a whole, including connecting road and community structure and open space. This original Plan, based on an overall review and approval, was only partially completed. The new Plan, as proposed, adversely affects many neighboring home owners” (*Charles McElwee, letter, undated [I-McElwee C (2)]*)

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“A major problem is that thirty-four units, each having multiple bedrooms, is just too many units to add to this neighborhood at this time. The intensity of the development is out-of-character with the neighborhood that services *[sic]* it and provides access to it. What would be much more appropriate would be a smaller development, say around 14 to 16 units. The size of the units would be more appropriately-sized to match the units that are in the neighborhood. And parking can be provided to service the real and practical needs of the development.

“The proposed development of thirty-four units will overwhelm the neighborhood and overwhelm the road that provides access to it. As a consequence, the character of the neighborhood and the experience of the people who live there will change greatly for the worse.

“Because of the intensity of the development, the development is more in-line with what has been built down-hill from the development, at the south end of Fifth Avenue. I believe that if this intense development is to be built, it must be required to connect fully with Fifth Avenue, rather than to receive

all of its succor and support from tiny Crestmont Drive, which is a street that is inappropriate to support such a large, intense development at its end.

“Crestmont Drive, to some degree, is an extension of the Forest Knolls neighborhood, where the homes are single-family and detached. I believe it is wrong to tack this intense thirty-four unit multi-family development onto the terminus of the streets that serve the Forest Knolls neighborhood. It will not be good for the neighborhood, and the damage would make all who live there suffer permanent harm.”  
*(Paul Rockwell, letter, June 17, 2012 [I-Rockwell])*

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“Secondly, this additional housing will cause the area to be very densely populated, and will hinder those who live in the neighborhood.” *(Emily Seeley, email, June 4, 2012 [I-Seeley])*

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“C Effects on Neighborhood Character p. 258, pp.71-72 & pp. 13-14 Appendix A

“Describes density and height limits ‘similar to that of other buildings uphill and downhill from the project site.’ The height of up to 40ft. clearly exceeds that of the adjacent uphill homes on Crestmont Drive (as well as violating the CC&R's of the Homeowners' Association), and the 10 unit building at the west end is totally out of character with the neighborhood. Comparison with the large apartment complexes downhill to the north (Sunset Avalon and Kirkham Heights apartments) is completely irrelevant and misleading: these complexes are in a different zoning district (RM-2) and are not part of Forest Knolls nor the Crestmont Drive cul-de-sac.” *(Sam Sobol, email, June 15, 2012 [I-Sobol S (1)])*

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“I write to object to the adoption of the proposed EIR for the San Francisco Overlook Development. My principal reasons are as follows:

“1. The proposed development is massive and entirely out of character with the neighborhood which consists of single family residences and a small number of duplexes. The proposed complex does not have any single family residential units and does not take into consideration the neighborhood and the surrounding area. The proposed development density far exceeds the current construction.” *(Mary E. Wiss, letter, June 18, 2012 [I-Wiss])*

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“4. The draft EIR fails to take into consideration the original subdivision which includes additional connected *[sic]* lost to the south. This massive size of the proposed development would significantly

impair and preclude the use of the additional lots due to impeded traffic, inadequate road design, and lack of safety consideration.

“The original subdivision plan included a connecting road and open space. There are no options for any ‘connecting road.’ Thus we are left with a huge development at the end of a single lane dead end street. The development is out of character, dangerous, and suffers from serious structural and soils engineering deficiencies.” (*Mary E. Wiss, letter, June 18, 2012 [I-Wiss]*)

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“7) Doubling population density, traffic and congestion on the cul-de-sac block of Crestmont Drive which is out of character for this neighborhood and why many of its residents chose to purchase their homes in Forrest Knolls. The fact that this project is even being considered seems ludicrous.” (*Peter Wohlers, email, June 12, 2012 [I-Wohlers (1)]*)

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“8) My children walk this walk and play on the streets of this neighborhood, due to lack of yards. Again, we have chosen this area to raise our children so that they can be outside and play and get the feeling of a neighborhood where they are known. This development will destroy that uniqueness.” (*Peter Wohlers, email, June 12, 2012 [I-Wohlers (1)]*)

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“The doubling of population density, traffic and congestion on this cul-de-sac is clearly out of character with the existing neighborhood.” (*Susan Wong, email, June 18, 2012 [I-Wong (2)]*)

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“The lack of play areas and open space in the area would be further jeopardized by this development since all of the homes have no yards and children playing in the street would be exposed to the dangers of increased traffic that this development would bring.” (*Susan Wong, email, June 14, 2012 [I-Wong (2)]*)

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“I’m a homeowner on 223 Crestmont Drive, and I really appreciate you giving me the chance to speak just as a regular person. And I’m hoping I can provide a little bit of a qualitative feel for this project in our neighborhood. Just as a bit of background, the site proposed is zoned for the density that it has because originally the Crestmont Drive Street was supposed to connect down to the Kirkham corridor. If you look at old maps, the building -- the street was supposed to connect, and so that area was zoned for density because there were outflows. But that road was never built. The Crestmont Street is a dead end, and it



ends at a very narrow, windy [sic] section. So the zoning is not really matching the street and the traffic flows.” (Jennifer Kan, public hearing, June 14, 2012 [PH-Kan (6)])

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“It seems to be completely out of character and not from anybody who's even remotely in the neighborhood. And that's it. Thank you.” (Pete Wohlers, public hearing, June 14, 2012 [PH-Wohlers (2)])

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### Response LU-3

These comments address how the proposed project relates to the character of the neighborhood in terms of building height and density, as well as express concerns about traffic, safety, open space, and home values.

Impact LU-3 in the DEIR (see pages 71 to 72) states that the proposed project would change the land use on the project site from an undeveloped site with trees and vegetation to residential uses and would increase the density of development in the project area. The analysis considers the project in the context of the surrounding area that consists of residential uses, dedicated open space, and private, undeveloped, vegetated sites, including the wooded slopes of Mount Sutro. The 2009 Housing Element of the City and County of San Francisco General Plan estimates that San Francisco must plan for roughly 31,000 new units to meet the needs of a growing population near jobs and transit. The proposed project would contribute to these new units by providing 34 additional residences, and therefore meet the City objectives stated in the 2009 Housing Element. The addition of 34 residencies to the several hundred existing residencies in the Forest Knolls neighborhood would not result in a significant change to the generally lower density character of the area.

The DEIR states that the character of the project area would be affected by the proposed residential development on the large undeveloped, partially-wooded, vegetated site. The DEIR further finds that the project would be compatible with the existing types of land uses, sizes, scale of development, and density in the project vicinity. The project area, which is residential, has several different types of housing and zoning. There are two- to four-level single-family and two-family units uphill on Crestmont Drive, to the south and east of the project site in an RM-1 zone, like the project site. Downhill are two- to three-level single-family and multi-family units in a RM-2 and RM-4 zone. In addition, northwest and downhill from the project site is the 11-story Avalon Sunset Towers apartments in a RM-4 zone. The project would introduce additional two- to four-level buildings into the neighborhood, which would change the use of the site because it is currently undeveloped; however, the project would comply with the Planning Code

development controls for the RM-1 District and would not substantially or adversely alter the character of the area (see DEIR page 72).

As stated in the DEIR on page 29, the surrounding land uses include an 11-story apartment complex, 2- to 4-story apartment buildings, and single- and two-family homes. As the proposed project height of up to 40 feet would be allowed in the RM-1 District/40-X Height and Bulk District and is similar to the heights of other structures in the vicinity of the project, the project would have a less-than-significant impact under CEQA due to substantial adverse effect on visual character or quality of the area.

CEQA generally does not require the analysis of economic impacts. Section 15131(a) states that economic or social effects of a project shall not be treated as significant effects on the environment.

While there could potentially be an impact to home values in the area, such an occurrence would be a socioeconomic impact, which is beyond the scope of CEQA. As stated in CEQA Guidelines Section 15131(a), “[e]conomic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.” In general, analysis of the potential adverse physical impacts resulting from economic activities has been concerned with the question of whether an economic change would lead to physical deterioration in a community. Most often, this analysis has been required by California courts to be undertaken in connection with whether the opening of a “big box” retail store would lead to the closure of other, existing retail stores, the locations of which might not be suitable for new retail tenants. The result can be vacant buildings leading to disrepair of the facilities and other blighting conditions. This blight, precipitated by economic conditions, would be the physical change that would be a significant, adverse impact under CEQA. In contrast, a reduction in home values (which the commenter suggests would occur due to the proposed introduction of duplexes on the project site), while potentially an adverse consequence for existing homeowners, would not result in the physical blight noted above, and would not, therefore, result in a significant impact under CEQA.

As discussed on pages 68 to 69 of the DEIR, the proposed project would be considered as a PUD requiring a Conditional Use Authorization from the Planning Commission. Pursuant to Sections 303 and 304 of the Planning Code, the project sponsor also plans to seek an exception from the required rear yard

depth and to authorize 17 non-accessory parking spaces. (See Chapter IV of this document for text revision.) The approval for the original plan for the site, referenced in comments, has expired.

For the reasons discussed above, the proposed project would have a less-than-significant impact on the existing character of the vicinity (see DEIR, pages 71 to 72).

CEQA Guidelines Section 15130 state that cumulative impacts must be considered for projects that, when viewed in connection with past, current, and probably future projects, may cause significant impact. A cumulative impact is referred to in CEQA Guidelines Section 15355 as “two or more individual effects which, considered together, are considerable or which compound or increase other environmental impacts,” and Section 15065 provides guidance on how cumulative impacts should be considered. For the purposes of the EIR, cumulative impacts are considered as those from the proposed project in addition to those from reasonably foreseeable future projects or projects proposed by property owners who have filed environmental evaluation applications and/or entitlement applications. Development, timing of future development on an adjacent site, and potential further extension of the private road is speculative and therefore not appropriate to consider in the cumulative impact analysis for the proposed San Francisco Overlook project.

Please see Response PD-6 on page 29 for a discussion of project objectives, Response LU-2 on page 32 for a discussion of cumulative land use and status of the original PUD, Response AE-1 on page 43 for a discussion of aesthetics, Response RE-1 on page 139 for a discussion of recreation, Response TR-4 on page 79 for a discussion of traffic and circulation, Response BI-1 on page 147 for a discussion of biological resources, Response GE-1 on page 102 for a discussion of geology and soils, Response AL-1 on page 155 for a discussion of alternatives, and Response GC-3 on page 172 for a discussion of project merits.

#### **Comment LU-4: Comment relating to the zoning and infrastructure of the project site.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Chernak

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“The zoning should be changed as the streets and other infrastructure were not completed as per the original planning for Forest Knolls” (*J.F. Chernak, form, June 15, 2012 [I-Chernak]*)

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## Response LU-4

This information has been noted. No further response is required, given the comment does not address the adequacy of the EIR.

## Comment LU-5: Comment questioning the project's consistency with the priority planning policies of San Francisco Planning Code Section 101.1.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Leonhardt (3)

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“Why would the SF Planning Department even consider a project that ignores #'s 2, 3, 4, and 8 of the SF Accountable Planning Initiative? Surely the Policy has been created to safeguard the City and its residents from projects that do not comply with the Initiative.” (*Lesley Leonhardt, email, May 18, 2012 [I-Leonhardt (3)]*)

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“How can the Department ignore ... 3) protection and enhancement of affordable housing,...8) preservation of open space?” (*Lesley Leonhardt, email, May 18, 2012 [I-Leonhardt (3)]*)

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## Response LU-5

This comment questions why the City would consider the proposed project, given the commenter's concerns that the project is not consistent with the following priority planning policies of the San Francisco Planning Code under Section 101.1: (2) that existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods; (3) that the City's supply of affordable housing be preserved and enhanced; (4) that commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking; and (8) that our parks and open space and their access to sunlight and vistas be protected from development.

The project site is an undeveloped privately owned property, not public open space.

As described on page 67 of the DEIR, prior to issuing a permit for any project that requires an EIR under CEQA; and prior to issuing a permit for any demolition, conversion, or change of use; and prior to taking any action that requires a finding of consistency with the General Plan, the City is required by the Planning Code to find that the proposed project or legislation would be consistent with the Priority Policies. The consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in Chapter IV of this EIR. The case report and approval motions for the project will contain the Planning Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

The project sponsor would be required to provide or fund affordable housing consistent with the City and County of San Francisco's Inclusionary Housing Ordinance. For this project, since the environmental evaluation application was filed on January 27, 2004, the ordinance requires that 12 percent of the units on site be Below Market Rate (BMR) units distributed throughout the project, or that 17 percent of the units be BMR units if built off site, or that the project sponsor pay an in lieu fee (see DEIR, page 42).

Separate from the Planning Code requirement, CEQA calls for identifying whether a project will conflict with land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect, such as plans that contain targets or standards that must be met in order to preserve or improve characteristics of San Francisco's physical environment. As noted in the Regional Plans and Policies and the San Francisco Planning Code section on pages 70 to 71 of the DEIR, the proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

## D. AESTHETICS

The comments and corresponding responses in this section cover topics in Chapter IV, Section B, of the DEIR. These include topics related to:

- AE-1, Consider the Impact to the Views of the Project Site

The comments in this section that also address cumulative impacts or project alternatives are also addressed in those respective sections of the Responses to Comments document.

### Comment AE-1: Comments relating to views of the project site from a distance and the impact of the proposed project on that view.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Leonhardt (4)

I-Seeley

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“Draft says footprint has less than significant impact on visual character from afar, project looks like a sore thumb stuck on a denuded hillside. It’s visual blight at its worst in my opinion.” (*Lesley Leonhardt, letter, June 6, 2012 [I-Leonhardt (4)]*)

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“First of all, the natural state of the cliffs bring significant character to the area. The trees, flowers, and other wildlife add beauty to the sunset as well as, on a larger scale, to our city itself.” (*Emily Seeley, email, June 4, 2012 [I-Seeley]*)

### Response AE-1

These comments relate to views of the project site and the impact of the proposed project on these views. Chapter IV.B, Aesthetics, starting on page 75, states that after the proposed project is constructed, the visual character of the project site would be distinctly urban, with the trees and vegetation removed from the site and replaced by the project buildings and new landscaping. The DEIR also acknowledges that the proposed height, massing, style, lighting, and placement of the proposed buildings would create a

development form similar in visual character to that of the single-family houses and duplexes on Crestmont Drive, as shown in Figures 14, 15, and 16 on pages 80 to 82 of the DEIR. The DEIR acknowledges the changes that would occur, analyzes the potential effects of the change, including the loss of vegetation and natural state of the cliffs, and concludes that the project would not have a substantial adverse impact on visual character in that the design would be very similar to the design of the buildings adjacent to the site. While the removal of the vegetation would change the existing visual character of the project area, the proposed project would have a less-than-significant impact on scenic vistas and scenic resources since the project would be a minor visual component of the Mount Sutro setting. The DEIR finds that the project's impact on aesthetics would be less than significant.

It should be noted that any analysis of impacts to visual character is subjective by nature since the qualities that create an aesthetically pleasing setting vary from person to person. For the purposes of this analysis, site reconnaissance was used to analyze the existing visual character of the project site, while visual simulations and proposed site plans were used to determine how the project would alter the existing character. The analysis further considers whether the anticipated alterations to the visual character of the site would constitute a significant adverse effect to existing public views and scenic resources and if the proposed project would clearly dominate the visual character of the view. While the commenters have a negative impression of the project's aesthetic impact, the Planning Department finds aesthetic impacts to be less than significant in accordance with CEQA.

## E. TRANSPORTATION AND CIRCULATION

The comments and corresponding responses in this section cover topics in Chapter IV, Section C, of the DEIR. These include topics related to:

- TR-1, Parking
- TR-2, Public Transit
- TR-3, Pedestrian Experience
- TR-4, Traffic and Circulation
- TR-5, Road Conditions
- TR-6, Construction Traffic

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### **Comment TR-1: Comments related to on-site and on-street parking on and around the project site and on-street parking in the surrounding neighborhood.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Barsotti	I-Marks	I-Rockwell
I-Callan	I-McAleece	I-Sobol S (1)
I-Doherty (1)	I-McElwee C (2)	I-Wohlers (1)
I-Doherty (4)	I-McElwee E (1)	I-Wong (2)
I-Eisman	I-McElwee E (5)	PH-Hoekstra
I-Jorgensen	I-Miller F	PH-MSWOA-Gorman (1)
I-Kane	I-Ritenour	
I-Leonhardt (4)		

An additional 74 people submitted comments related to parking via a checked area of concern on a form letter provided by the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition; 46 of those commenters checked the box adjacent to "Parking." A list of the commenters that submitted a form with this area of concern checked can be found in Table B-1 located in Attachment B, DEIR Form Comment Letters.

"I have lived in Forest Knolls for over fifty years. The access and width of the streets in this neighborhood were never planned to accommodate a project of this size. We can hardly handle the



population density we have at the present time due to rentals and limited available street parking.” (*Gene & Patricia Barsotti, form personal comment, May 30, 2012 [I-Barsotti]*)

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“Parking. The Project roadway is too narrow for an area that has little or no public transportation options. The proposed road is 20’ wide with no on street parking for residents or guests. Moreover, the entire Project only provides 8 guest parking spaces in the townhome building. The proposed Project will create severe adverse parking impacts.” (*John Callan, letter, June 19, 2012 [I-Callan]*)

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“The DEIR hardly mentions the inadequate parking, and the negative impact on neighborhood quality of life that would inevitably result from the overflow automobiles not serviced by the proposed 68 off street parking spots.

“The proposed project has 94 bedrooms in 32 units.

“I firmly believe that 90 bedrooms will translate into about 90 occupants, which in turn will mean about 90 automobiles. (Our two unit building at 315- 317 Crestmont Drive has 5 bedrooms and currently also has 5 occupants and 5 automobiles.) And, of course, there will also be guests, plumbers, FedEx trucks and other vehicles. This Commission should plan for this project adding about 100 automobiles to the neighborhood.

“The DEIR calls for only 68 parking spots; and the developers assert that on–street parking will be prohibited on the narrow, 20 foot wide, private road extending from the end of the current Crestmont Drive to the most westerly building in the proposed project.

“Where will the surplus 32 cars park? Crestmont Drive is a long, narrow cul-de-sac ending at the proposed project; there is no practical place to go other than elsewhere on Crestmont Drive, which already has inadequate parking. The surplus cars first will take street parking on the 400 block of Crestmont Drive, then the 300 block.

“All of this will be cause for a great reduction in quality of life for current residents, who frequently will be forced to look for parking on Devonshire Way or other nearby streets.

“The Commission should direct the developer to file an amended DEIR addressing these parking issues.” (*Jack & Sally Doherty, email, June 14, 2012 [I-Doherty (1) and (4)]*)

“The DEIR is grossly inadequate in several respects. It is especially inadequate in two areas in which I am particularly interested: Parking and Safety/Traffic.” (*Jack & Sally Doherty, letter, June 13, 2012 [I-Doherty (4)]*)

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“2. The main Forest Knolls access street, Warren Drive, currently faces daily double parking of vehicles on Warren Drive near Locksley.

“3. Street parking is inadequate; currently the city doesn't monitor illegally parked cars, in a timely manner. I expect heavy congestion from the additional 34 units.” (*Maria Eisman, letter, June 11, 2012 [I-Eisman]*)

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“2. Increased weekday parking burden near bus and shuttle stops, and creating a parking nightmare on lower Crestmont Drive, already congested with parked cars on both sides of the street.” (*James Jorgensen, letter, June 4, 2012 [I-Jorgensen]*)

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“The project's provision of parking is wholly inadequate: one parking space, plus 1/2 guest parking space, per 3 and 4 bedroom unit is not enough in Forest Knolls where residents rely on their cars.” (*Leslie Kane, email, May 22, 2012 [I-Kane]*)

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“The draft does not show how the no parking on the new street will be enforced.” (*Lesley Leonhardt, letter, June 6, 2012 [I-Leonhardt (4)]*)

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“Weekday parking near bus and UCSF shuttle stops is already extremely congested on lower Crestmont Drive, making a safety hazard not only for cars passing through this area in which cars are parked on both sides of the street, but also for pedestrians attempting to access their cars.” (*Pam Marks, email, June 4, 2012 [I-Marks]*)

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“Increased weekday parking burden near bus and shuttle stop” (*Erin Jean McAleece, email, May 7, 2012 [I-McAleece]*)

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“Objection:

“A typical street in the city will always have opportunities for overflow on street parking within reasonable distance without affecting the neighborhood. This project without customary on-street parking has no opportunity to accommodate more than minimal guest parking without affecting the existing neighborhood. The EIR needs to include analysis of guest parking demand in the absence of accessible public transportation. Forest Knolls is extremely underserved by MUNI and there is no MUNI stop on Crestmont within 0.4 miles.

“Since the street will be a private street, monitored only by the CC&Rs (as stated by the EIR), there will be no police enforcement. The control of illegal parking is meaningless and ‘non enforceable.’

“Currently there is no disabled parking provided. Inclusion of disabled parking will require wider than standard parking spaces and in fact might reduce the number of parking provided. With 68 parking spots, under the California Building Code, this requirement will affect the total provided parking and need to be included in the EIR study in addition to accessible path of travel.” (*Charles McElwee, letter, undated [I-McElwee C (2)]*)

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“My primary concern is this. If this DEIR position, that the traffic impact is insignificant, leads to carte blanche approval of additional traffic by several multiples, and then to the gradual confession by authorities that hazards do exist (perhaps at the suggestion of the developer, who will be helped at that point by such a confession), will the city then take away street parking for tax paying, law abiding current residents who live here now? That sounds like a likely, and familiar, staged developer scenario that would constitute an uncompensated public ‘taking’ by our city stretched out just long enough to hope that the Chronicle or other publications aren’t able to catch it in a sound bite. It will be nonetheless an affront to those who wish to be cooperative with the city at this juncture.” (*Ellen McElwee, email, June 4, 2012 [I-McElwee E (1)-04 and (5)]*)

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“In fact the increased vehicle parking requirements and traffic flow alone in this cul-de-sac should be reason enough to reject this project.” (*Fred Miller, letter, June 3, 2012 [I-Miller F]*)

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"5. The main Forest Knolls access street, Warren Drive, currently faces daily double parking of vehicles, especially in the apartment building area. Also, buses & cars on Warren frequently drive down center of street

"6. Increased parking congestion. Street parking on Forest Knolls is already inadequate; currently the city doesn't monitor illegally parked cars, in a timely manner" (*Lourena Ritenour, letter, June 8, 2012 [I-Ritenour]*)

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"Parking is such on the end of Crestmont Drive that if a neighbor has a party, all potential parking spaces fill-up, and people even park in strips along the street where the signs say 'No Parking at any time.' If a party can do this to the Street, imagine what this new development of thirty-four multiple-bedroom units is going to do to the parking. For one thing, residents that live here now will find that the reliable places that they used to park in most of the time are being taken-up now by the additional residents. Conditions will be far worse all the time than they are when a simple party happens up there now.

"One of the really bad aspects of this development is that it intends to add thirty-four multiple bedroom units, but it does not add street parking. In the neighborhood, street parking is heavily used, and I don't think these new neighbors are suddenly going to move in a different direction and not want to have lots of street parking. Since they don't get any on their narrow, private street, they will be using the already busy street parking from the neighborhood that leads to their development. This will cause a problem for the neighborhood, and change the neighborhood to one where the street parking becomes more of a dog eat dog affair. The early bird gets the worm. But people will find that if they are not the early-bird, they will not be able to park near their homes like they have up until now.

"To fit-in thirty-four units on this steep terrain the units are getting narrow garage spaces. A form of mechanical device to add to the parking count is also being proposed. The problem is that the people would often rather use their garages for storage and over-flow and utility area than park their cars in a narrow space where they could scrape their cars sides going in and out, and a space that isn't long enough for them to park their cars and use the space as well for the other practical needs that they have. And to use a mechanical device to park their cars, they would probably find it more convenient just to leave the cars out on the street rather than to deal with all the inconveniences that their small parking places impose on them. But the development is not offering up needed street parking at all." (*Paul Rockwell, letter, June 17, 2012 [I-Rockwell]*)

“Parking Conditions pp. 100-102

“The Parking Study cited on p. 102 (LCW Consulting: Crestmont Hills Transportation Study - Final Report published February 2006) was conducted almost 7 years ago, in 2005, and does not reflect current conditions as increased numbers of cars on lower Crestmont have made parking more difficult in the interim.

“However, the study’s major and insurmountable deficiency is the treatment of the entire length of the Crestmont cul-de-sac, from the Devonshire intersection to the terminus, as a single entity, rather than focusing only on the impacted area parallel to the projected development, i.e. from the blind curve to the terminus.

“Incorporating the entire length of Crestmont from Devonshire totally skews and distorts the parking figures: the length of the street to the Oakhurst stairs consists of single family detached homes with 2 garages, and the available parking on the opposite side of the street is relatively sparsely occupied. This changes dramatically below the Oakhurst stairs as the housing density increases and many of the houses have rental units, with a marked increase in automobile number per structure, and concomitant increase in street parking requirements.

“In consequence, this study is misleading and totally inadequate to reflect the actual parking situation on lower Crestmont Drive today, or to be utilized to determine actual impact of the projected development on parking in the most directly affected by the development.

“Since parking is one of the critical areas which will impact on the existing community, as well as the anticipated new residents, this study should be repeated using the appropriate metrics as described above, and based on current conditions.” (*Sam Sobol, email, June 15, 2012 [I-Sobol 5 (1)]*)

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“3) Weekday parking near bus and UCSF shuttle stops is already extremely congested on lower Crestmont Drive, making a safety hazard not only for cars passing through this area in which cars are parked on both sides of the street , but also for pedestrians attempting to access their cars.” (*Peter Wohlers, email, June 13, 2012 [I-Wohlers (1)]*)

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“The increased traffic and vehicular load in the neighborhood would also place an increased weekday parking burden near bus and shuttle stops and would create further parking problems on lower

Crestmont Drive, which is already congested with parked cars on both sides of the street.” (*Susan Wong, email, June 18, 2012 [I-Wong (2)]*)

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“Basically before I specifically get into parking and traffic, there's a bit of a need for some context about this proposal. The first important critical fact is that public transportation to this area is just flat out terrible. It just isn't good. In fact, if this development were to be approved as proposed, a person living in the ten unit townhouse building at the westerly edge of the project would have to walk almost I believe it's slightly over a half mile to get to the nearest bus stop. It's hilly terrain both ways, and of course on a rainy day it becomes extremely difficult, particularly for seniors and also for disabled or handicapped. So as a practical matter I think anybody who has ever lived in this area and I know this is not a popular thing to say but they would agree that you absolutely need a car, an automobile, to function to live and function in this particular neighborhood. So that's the first bit of context I wanted to point out.

“And the second is that the road that I'm going to be talking about later, Crestmont Drive at the point where it passes by my house all the way down to the start of the proposed subdivision, is only 26 feet wide, and parking is allowed on both sides of the street which may not be ideal, but it's absolutely necessary because the original subdivision as approved two unit buildings with five bedrooms and only two garage spaces. So people have to park on the street. So this is a very narrow street.” (*John J. 'Jack' Doherty, public hearing, June 14, 2012 [PH-Doherty (3)]*)

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“My comments today are on the transportation section of the DEIR, and that's a section from Page 93 to Page 118. I notice that several of the methodologies that were used included spot observations, and in many cases those spot observations were at times that weren't particularly relevant. For instance, oftentimes the spot observations were from the hours of 6:00 to 8:00 in the afternoon. In fact, it tells us very little about parking at night. A lot of people come home from work after 8:00 o'clock. Frequently will see that parking is not full from 6:00 to 8:00, and it oftentimes becomes full later on.” (*Dirk Hoekstra, public hearing, June 14, 2012 [PH-Hoekstra]*)

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“And what I did then was to look at the existing buildings, and this is basically what we would like to see and describe those. They are almost always, from Devonshire on down, two-story buildings with two, maybe three parking places. This is not quite adequate, but it's okay because there's no building on the east side of the street and the owners have the opportunity to park over there.

“The other thing is off-street parking for two cars. I'm going to end right there. The design is in violation. There was no attempt to go through our process. If there had been, we may have been able to talk about the use of the common area side of the road so that ridiculous little 20-foot road could actually have been the city street. Thank you very much for your attention.” (*Mount Sutro Woods Owners Association–Paul Gorman, June 14, 2012 [PH-MSWOA-Gorman (1)]*)

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## Response TR-1

This group of comments raises concerns related to on-site and on-street parking on and around the project site and on-street parking in the surrounding neighborhood. Additional comments refer to on-site parking requirements of San Francisco and of the surrounding neighborhood CC&Rs. Finally, there are comments that reference the parking study used to complete the analysis and enforcement of on-street parking rules as well as concerns related to traffic and pedestrian safety.

San Francisco does not consider the availability of parking supply as part of the permanent physical environment and therefore does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions (e.g., parking deficits) may be of interest to the public and the decision-makers, and for that purpose parking supply and utilization data are collected and a parking analysis conducted for a development project such as this one. Thus, parking conditions were evaluated as part of Chapter IV, Transportation and Circulation, of the DEIR for informational purposes. Existing parking conditions in the area surrounding the proposed project were observed during a typical weekday evening peak period in 2006 and were found to be adequate (see pages 100 and 102 of the DEIR).

Observations were made on Crestmont Drive between Devonshire Way and the northern terminus and Devonshire Way between Crestmont Drive and Oak Park Drive (see Figure 19, on page 94 of the DEIR) as these street faces are the most proximate to the project site itself. According to the 2006 survey, less than 50 percent of the available on-street parking spaces are utilized overall during the weekday evening peak hour (6:30 to 7:30 p.m.) (see Table 4, page 102 of the DEIR). On the other hand, parking utilization on Crestmont Drive could be as high as 73 percent on the west side, adjacent to the existing homes.

In response to comments that the parking survey is outdated and did not observe peak conditions, an additional parking survey was conducted in October 2012. Locations surveyed correspond to those found in Figure 19, Transportation Analysis and Parking Survey Area on page 94 of the DEIR. The purpose of the survey was to identify if the current on-street parking conditions are materially different from those

previously reported in the DEIR.<sup>2</sup> In addition, the recent survey ended later (9:00 p.m.) than the previous survey (7:30 p.m.), and separately identified those vehicles parked between Devonshire Way and the Oakhurst Stairs and those parked between the Oakhurst Stairs and the end of Crestmont Drive. Table III-2 presents a comparison of the on-street parking occupancies observed during each survey.

Table III-2 confirms that on-street parking remains available on Crestmont Drive during the weekday evening, particularly on the east side of the road. As shown in the table, the 2012 survey observed a higher number of vehicles parked on the street compared to the 2006 survey. A total of 25 and 16 vehicles were parked in 2012 at the curb on the east and west sides, respectively, while 20 and 11 vehicles had been parked in 2006, resulting in higher parking utilizations (from overall 41 percent to overall 53 percent). Overall parking utilization in 2012 on the east side continued to be below 50 percent, while utilization on the west side was at 94 percent. The higher utilization might be attributable to the later time period at which the survey was conducted. Table III-2 also shows that on-street parking utilization was higher on the section of Crestmont Drive that is between the Oakhurst Stairs and the Crestmont Drive terminus. The parking utilization was lower on the east side (53 percent) compared to the west side, where all the public parking spaces were occupied. In summary, although 10 additional vehicles were currently parked on the street on Crestmont Drive during the weekday evening than had previously been surveyed (five more vehicles on each side of the road), the increase does not significantly modify the parking conditions described and analyzed in the DEIR.

Additionally, the proposed project would provide 68 on-site, independently accessible parking spaces that meet the City's parking design standards, including five handicapped spaces and the parking provided in mechanical stackers. This is twice the number of on-site, independently accessible parking spaces required by the Planning Code. Parking demand was estimated to be 51 spaces as part of a sensitivity analysis that projected all residents and visitors would travel by auto to the project site and was conducted using data from the 2000 Census for Tract 301 that estimated that the proposed project would generate about 50 additional p.m. peak vehicle-trips. The 50 additional trips would be in addition to the 41 p.m. peak vehicle trips already generated by the neighborhood. The 68 spaces exceed the project's total long-term parking demand of 51 spaces by 17 spaces.

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<sup>2</sup> Advant Consulting, San Francisco Overlook Development – Responses to Public Comments on the Draft EIR, November 5, 2012. This report is on file and available for public review as part of Project File 2004.0093E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.



**Table III-2  
Existing On-Street Parking Supply and Occupancy  
Weekday Evening Peak Conditions**

<b>Crestmont Drive</b>						
<b>Location</b>	<b>East Side</b>		<b>West Side</b>		<b>Both Sides Combined</b>	
	<b>Number of Vehicles Parked at Curb<sup>1</sup></b>	<b>Utilization<sup>2</sup></b>	<b>Number of Vehicles Parked At Curb<sup>1</sup></b>	<b>Utilization<sup>2</sup></b>	<b>Number of Vehicles Parked at Curb<sup>1</sup></b>	<b>Utilization<sup>2</sup></b>
<b>2006 Survey<sup>3</sup></b>						
Devonshire Way to Crestmont Dr. Terminus	20	33%	11	73%	31	41%
<b>2012 Survey<sup>4</sup></b>						
Devonshire Way to the Oakhurst Stairs	4	20%	3	75%	7	29%
Oakhurst Stairs to Crestmont Dr. Terminus	21	53%	13	100%	34	64%
Devonshire Way to Crestmont Dr. Terminus	25	42%	16	94%	41	53%
<b>Devonshire Way</b>						
<b>Location</b>	<b>North Side</b>		<b>South Side</b>		<b>Both Sides Combined</b>	
	<b>Number of Vehicles Parked at Curb</b>	<b>Utilization</b>	<b>Number of Vehicles Parked at Curb</b>	<b>Utilization</b>	<b>Number of Vehicles Parked at Curb</b>	<b>Utilization</b>
<b>2006 Survey<sup>4</sup></b>						
Crestmont Drive to Oak Park Drive	1	18%	2	15%	3	16%
Notes: <sup>1</sup> Excludes those parked in front of private driveways. <sup>2</sup> Parking supply is estimated due to lack of markings; utilization does not account for vehicles parked on a driveway or on the sidewalk since they do not occupy a public on-street parking space. <sup>3</sup> Observations taken from 6:30 p.m. to 7:30 p.m., February 2006. <sup>4</sup> Observations taken from 7 p.m. to 9 p.m., October 11, 2012						
Source: LCW Consulting, Adavant Consulting.						

The proposed project's CC&Rs will require that garages be maintained clear and available for parking. Any on-site and/or on-street parking requirements noted in the CC&Rs for the neighborhood would be evaluated and enforced according to the by-laws of the applicable homeowners association.

On-street parking in and around the project site, as well as in the Mount Sutro, Forest Knolls, and Clarendon Heights neighborhoods, would be enforced via the parking laws found in the California Vehicle Code and the San Francisco Transportation Code.

Please see Response LU-3 on page 38 for a discussion of neighborhood character and Response TR-2 on page 62 for a discussion of transit.

The parking conditions subsection of the DEIR that begins on page 100 of the EIR has been revised to include discussion of the updated parking survey. These revisions do not alter the analysis or conclusions of the DEIR.

The existing on-street parking conditions were examined in the immediate vicinity of the project site—on Crestmont Drive between Devonshire Way and the north terminus of Crestmont Drive, and on Devonshire Way, between Crestmont Drive and Oak Park Drive (see Figure 19, on page 94). Parking conditions were observed in February 2006 during the weekday evening period (6:30 to 7:30 p.m.) when residential parking demand is generally greatest in San Francisco neighborhoods. In response to comments that the parking survey is dated and did not observe peak conditions, a new parking survey was conducted in October 2012. The purpose of that survey was to identify if the current on-street parking conditions are materially different from those previously reported in the DEIR<sup>3</sup>. In addition, the recent survey ended later (9 p.m.) than the previous survey (7:30 p.m.), and separately identified those vehicles parked between Devonshire Way and the Oakhurst Stairs, and those parked between the Oakhurst Stairs and the end of Crestmont Drive.

Within the parking study area, on-street parking is generally unrestricted. Along Crestmont Drive, on-street parking is permitted on the east side (where there is no sidewalk), except where there are some red zones (parking not permitted) along sharp curves of the street. Additional on-street parking is permitted along the west curb; however, the spacing of residential driveways limits the curb space for on-street parking.

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<sup>3</sup> Adavant Consulting, San Francisco Overlook Development – Responses to Public Comments on the Draft EIR, November 5, 2012. This report is on file and available for public review as part of Project File 2004.0093E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

Table 4 presents the parking supply and use in the parking study area and a comparison of the on-street parking occupancies observed during the 2006 and 2012 surveys.

The February 2006 parking field survey found about 94 parking spaces in the study area. During the weekday evening period (6:30 to 7:30 p.m.) these spaces are about 36 percent occupied. Some residents along Crestmont Drive park in their driveways or park parallel at the front of the curb cut, partially blocking their driveways. Between eight and ten vehicles were observed parking within or partially in the driveways. These vehicles are not included in Table 4, since they did not occupy an on-street parking space. In San Francisco, a vehicle can be legally parked in front of the resident’s driveway on the street (parallel to the street). A vehicle parked in the driveway violates the City parking ordinance if sidewalks are obstructed. In addition, a vehicle parked in a required front setback area would violate *Planning Code* requirements.

Table 4 confirms that on-street parking remains available on Crestmont Drive during the weekday evening, particularly on the east side of the road. As shown in the table, the 2012 survey observed a higher number of vehicles parked on the street compared to the 2006 survey. A total of 25 and 16 vehicles were parked in 2012 at the curb on the east and west side, respectively, while 20 and 11 vehicles had been parked in 2006, resulting in higher parking utilizations (from overall 41 percent to overall 53 percent). Overall parking utilization in 2012 on the east side continued to be below 50 percent, while utilization on the west side was now at 94 percent. The higher utilization might be attributable to the later time period at which the survey was conducted. Table 4 also shows that on-street parking utilization was higher on the section of Crestmont Drive that is between the Oakhurst Stairs and the Crestmont Drive terminus. The parking utilization was lower on the east side (53 percent) compared to the west side, where all the public parking spaces were occupied. In summary, although 10 additional vehicles were parked on the street on Crestmont Drive during the weekday evening than had previously been surveyed (5 more vehicles on each side of the road), the increase is not substantial.

	Supply (spaces)	Occupied Spaces	% Occupied
Crestmont Drive <sup>1</sup>	60	20	33%
East side	15	11	73%
West side			
Devonshire Way <sup>2</sup>	6	1	18%
North side			
South side	13	2	15%

Total	94	34	36%
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Notes:

<sup>1</sup>——— Parking study area on Crestmont Drive between Devonshire Way and Crestmont Drive terminus to the north of the project site.

<sup>2</sup>——— Parking study area on Devonshire Way between Crestmont Drive and Oak Park Drive.

Source: LCW Consulting, *Crestmont Hills Transportation Study—Final Report*, February 2006

<b>Table 4</b>						
<b>Existing On-Street Parking Supply and Occupancy</b>						
<b>Weekday Evening Peak Conditions</b>						
<b>Crestmont Drive</b>						
<b>Location</b>	<b>East Side</b>		<b>West Side</b>		<b>Both Sides Combined</b>	
	<b>Number of Vehicles Parked at Curb<sup>1</sup></b>	<b>Utilization<sup>2</sup></b>	<b>Number of Vehicles Parked At Curb<sup>1</sup></b>	<b>Utilization<sup>2</sup></b>	<b>Number of Vehicles Parked at Curb<sup>1</sup></b>	<b>Utilization<sup>2</sup></b>
<b>2006 Survey<sup>3</sup></b>						
<u>Devonshire Way to Crestmont Dr. Terminus</u>	<u>20</u>	<u>33%</u>	<u>11</u>	<u>73%</u>	<u>31</u>	<u>41%</u>
<b>2012 Survey<sup>4</sup></b>						
<u>Devonshire Way to the Oakhurst Stairs</u>	<u>4</u>	<u>20%</u>	<u>3</u>	<u>75%</u>	<u>7</u>	<u>29%</u>
<u>Oakhurst Stairs to Crestmont Dr. Terminus</u>	<u>21</u>	<u>53%</u>	<u>13</u>	<u>100%</u>	<u>34</u>	<u>64%</u>
<u>Devonshire Way to Crestmont Dr. Terminus</u>	<u>25</u>	<u>42%</u>	<u>16</u>	<u>94%</u>	<u>41</u>	<u>53%</u>
<b>Devonshire Way</b>						
<b>Location</b>	<b>North Side</b>		<b>South Side</b>		<b>Both Sides Combined</b>	
	<b>Number of Vehicles Parked at Curb</b>	<b>Utilization</b>	<b>Number of Vehicles Parked at Curb</b>	<b>Utilization</b>	<b>Number of Vehicles Parked at Curb</b>	<b>Utilization</b>
<b>2006 Survey<sup>4</sup></b>						
<u>Crestmont Drive to Oak Park Drive</u>	<u>1</u>	<u>18%</u>	<u>2</u>	<u>15%</u>	<u>3</u>	<u>16%</u>
<b>Notes:</b>						
<u><sup>1</sup> Excludes those parked in front of private driveways.</u>						
<u><sup>2</sup> Parking supply is estimated due to lack of markings; utilization does not account for vehicles parked on a driveway or on the sidewalk since they do not occupy a public on-street parking space.</u>						
<u><sup>3</sup> Observations taken from 6:30 p.m. to 7:30 p.m., February 2006.</u>						
<u><sup>4</sup> Observations taken from 7 p.m. to 9 p.m., October 11, 2012</u>						
Source: LCW Consulting, Adavant Consulting.						

Additionally, the proposed project would provide 68 on-site, independently accessible parking spaces that meet the City’s parking design standards. This is twice the number of on-site, independently accessible parking spaces required by the Planning Code, including two handicapped spaces. Parking demand was estimated to be 51 spaces as part of a sensitivity analysis that projected that all residents and visitors would travel by auto to the project site and was conducted using data from the 2000 census for Tract 301 that estimated that the proposed project would generate about 50 additional p.m. peak vehicle trips. The 50 additional trips would be in addition to the 41 p.m. peak vehicle trips already generated by the neighborhood. The 68 spaces exceed the project’s total long-term parking demand of 51 spaces by 15 spaces.

The proposed project’s CC&Rs will require that garages be maintained clear and available for parking. Any on-site and/or on-street parking requirements noted in the CC&Rs for the neighborhood would be evaluated and enforced according to the by-laws of the applicable homeowner’s association.

On-street parking in and around the project site, as well as in the Mount Sutro, Forest Knolls, and Clarendon Heights neighborhoods would be enforced via the parking laws found in the California Vehicle Code and the San Francisco Transportation Code.

**Comment TR-2: Comments relating to concerns about the lack of accessible public transit in the vicinity of the project site and the difficulty in accessing the available public transit due to the nature and condition of the pedestrian walkways in the neighborhood.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- |               |                 |                |
|---------------|-----------------|----------------|
| I-Ajoudani    | I-Leonhardt (3) | PH-Doherty (3) |
| I-Doherty (1) | I-Marks         | PH-Hoekstra    |
| I-Doherty (4) | I-Rockwell      | PH-Hofmann     |
| I-Hou         | I-Wohlers (1)   |                |

An additional 74 people submitted comments related to public transit via a checked area of concern on a form letter provided by the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition; 40 of these commenters checked the box adjacent to “Lack of accessible public transportation.” A list of the commenters that submitted a form with this area of concern checked can be found in Table B-1 located in Attachment B, DEIR Form Comment Letters.

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“Also without nearby public transportation, we fear the added traffic volume will create an unacceptable safety risk.

“Please note the enclosed photos taken on Crestmont Dr. about 11:00 AM on a weekday. You can imagine what the added traffic situation would be during rush hours and on weekends.” (*Tony & Andrea Ajoudani, letter, May 24, 2012 [I-Ajoudani]*)

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“Critical Fact.

“Public transportation in the Mt. Sutro Woods area is terrible, and is unlikely to improve. In part this is due to the fact that Crestmont Drive is too narrow for Muni buses, only 26 feet wide with necessary parking on both sides of the street.

“If the proposed project is approved, a person living in the ten unit building at the west end of the project would have to walk about a half mile to the nearest bus stop, bad weather and good, over streets with significant hills. The same would be true for the return trip, with the hike up Devonshire Way being particularly taxing, especially for a handicapped person or a senior citizen.

“Bottom Line: For a person living in Mt. Sutro Woods, an automobile is a near absolute necessity, and that is particularly true for anyone who might live in the proposed development, which is farther from the bus stop than any other part of the neighborhood.” (*Jack & Sally Doherty, email, June 14, 2012 [I-Doherty (1)-01]* and *Jack & Sally Doherty, letter, June 13, 2012 [I-Doherty (4)]*)

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“The DEIR is grossly inadequate in several respects. It is especially inadequate in two areas in which I am particularly interested: Parking and Safety/Traffic.” (*Jack & Sally Doherty, letter, June 13, 2012 [I-Doherty (4)]*)

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“While SF is known for its public transit system, the only bus line within reasonable distance from the development is the 36-Teresita. Do you realistically expect the development residents to walk nearly a half –mile, and up a relatively steep grade along some stretches, to get to/from the bus stop? Imagine someone walking that in a torrential winter downpour or in our typical windy and foggy summer. It seems much more likely that the development's residents will be car commuters, thus adding to the traffic burden of this tranquil neighborhood.” (*Craig Hou, email, May 22, 2012 [I-Hou]*)

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“How can the Department ignore ... 4) discouragement of commuter automobiles, and importantly...”  
*(Lesley Leonhardt, email, May 18, 2012 [I-Leonhardt (3)])*

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“The lack of nearby public transportation to this neighborhood will mean even more traffic will be on these narrow roadways.” *(Pam Marks, email, June 4, 2012 [I-Marks])*

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“The end of Crestmont Drive has the kind of terrain that a Billy Goat would appreciate, hilly terrain. As a consequence, the people who live down there are not in a good position to take full advantage of public transit. The distance and the steepness of the terrain between the living area and the public transit is such that just about everyone is forced to rely on private transit to go in and out of the area.” *(Paul Rockwell, letter, June 17, 2012 [I-Rockwell])*

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“2) The lack of nearby public transportation to this neighborhood will mean that even more traffic will be on these narrow roadways.” *(Peter Wohlers, email, June 13, 2012 [I-Wohlers (1)])*

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“Basically before I specifically get into parking and traffic, there's a bit of a need for some context about this proposal. The first important critical fact is that public transportation to this area is just flat out terrible. It just isn't good. In fact, if this development were to be approved as proposed, a person living in the ten-unit townhouse building at the westerly edge of the project would have to walk almost -- I believe it's slightly over a half mile to get to the nearest bus stop. It's hilly terrain both ways, and of course on a rainy day it becomes extremely difficult, particularly for seniors and also for disabled or handicapped. So as a practical matter I think anybody who has ever lived in this area -- and I know this is not a popular thing to say -- but they would agree that you absolutely need a car, an automobile, to function -- to live and function in this particular neighborhood. So that's the first bit of context I wanted to point out.” *(John J. 'Jack' Doherty, public hearing, June 14, 2012 [PH-Doherty (3)])*

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“I live at 409 Crestmont Drive, directly behind where the proposed development would be built. I'd like to reiterate that this is in fact the least Muni-served neighborhood in San Francisco and it's very difficult to get around.” *(Dirk Hoekstra, public hearing, June 14, 2012 [PH-Hoekstra])*

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"I'm a resident of Kirkham Heights Apartments. My building is on the north side of the complex, 1550 Fifth Avenue, No. 102. Looking at the transit network, the 36 bus is the closest bus, and it has a stop on Warren at Oakhurst. And then there's a hike up the Oakhurst stairs and a walk along Crestmont. Currently, the 36 hours are extended, but be aware that from time to time Muni threatens to cut the 36 line entirely." (*Pamela Hofmann, public hearing, June 14, 2012 [PH-Hofmann]*)

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## Response TR-2

This group of comments relates to concerns about the lack of accessible public transit in the vicinity of the project site and the difficulty in accessing the available public transit due to the nature and condition of the pedestrian walkways in the neighborhood. The City would like to thank commenters for providing photographs that show the existing conditions in the neighborhood, including Crestmont Drive.

As stated on page 105 of the DEIR, "A project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, thus resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs so that significant adverse impacts in transit service levels could result." The DEIR (see page 111) indicates that the transit lines in the vicinity of the project site have available capacity during the weekday p.m. peak hour and that they would be able to accommodate the transit trips generated by the project (up to ten new trips, seven inbound and three outbound) during the weekday p.m. peak hour. The transit trips generated by the project would not generate a substantial demand for public transit that could not be met by existing transit capacity; therefore, transit impacts would be less than significant.

The City does not consider a project's distance from transit to be a significant impact. On page 111 of the DEIR, it is acknowledged that the closest transit stops are 0.4 to 0.7 mile from the project site. The DEIR also recognizes that the steep grades between Crestmont Drive and Warren Drive and 7th Avenue could deter transit use by the project residents and visitors. It estimates that the project could generate up to ten transit trips (seven inbound and three outbound) during the weekday p.m. peak hour. Additional vehicle traffic caused by the lack of accessible public transit for residents and visitors of the proposed project is addressed in Response TR-4, which in turn is based on the discussion and analysis of assuming 100-percent auto mode of travel to/from the project site evaluated in the DEIR (see pages 109 and 110).

Additional vehicle traffic caused by lack of accessible public transit for residents and visitors of the proposed project is addressed in Response TR-4, which in turn is based on the discussion and analysis of

assuming 100-percent auto mode of travel to/from the project site evaluated in the DEIR (see pages 109 and 110).

### Comment TR-3: Comments relating to the quality of the pedestrian experience in the vicinity of the proposed project site.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Eade (1)  
I-Rockwell

I-Sobol J  
I-Sobol S (1)

PH-Antonini  
PH-Sobol S (3)

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“8. On page 102 of the DEIR, under Pedestrian Conditions, the sidewalk width is listed as 'six to ten feet wide'. Actual widths along Crestmont Drive are not more than six feet wide and in many areas are limited to three feet wide. Pedestrian access to and from this site should be reevaluated based on the actual sidewalk widths.” (*Jeffrey Eade, letter, June 18, 2012 [I-Eade (1)]*)

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“While the environmental review correctly states that current residents use the street parking, it has overlooked the parking and foot traffic demands of people that hike the trails here. Living across from one of the trails, I see people on the trails quite a bit. Some enter the trails across the street, or they leave the trail; in either case they add to Crestmont Drive pedestrian traffic, and some of them park their cars up here when they access the trail system. They hike the trails sometimes as individual or couples, but sometimes they are in groups of hikers as high as 20 or so. The forested, wooded areas are popular with these hikers. And there are many, many more of them than the environmental report seems to realize. Developing the currently forested, wooded areas takes away from this attraction to some extent, and it also adds greatly to the parking demand and the sidewalk traffic count, and the street traffic demand.” (*Paul Rockwell, letter, June 17, 2012 [I-Rockwell]*)

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“After reviewing the DEIR 2004.0093E for the development of the Overlook project, there are many concerns that have come up. I have lived on Crestmont Drive for 25 years, and I have seen first-hand the growth of automotive traffic and pedestrian traffic on the streets. Due to the winding, steep, and

sometimes inaccessible sidewalks, most people walk in the street in order to stay clear of the dangerous irregular sidewalk.” (*Jillian Sobol, letter, June 14, 2012 [I-Sobol JJ]*)

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“I request that the EIR include a study of a stairway to 5th Ave or an outlet to Warren. If there are going to be more pedestrians and vehicles, we need to have a through street.

“Maintain the street as a dead end will be unsafe for everyone. There needs to be a through road or exit pedestrian street path.” (*Jillian Sobol, letter, June 14, 2012 [I-Sobol JJ]*)

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“C. Transportation and Circulation

“Pedestrian Conditions pp. 102-103

“The DEIR misrepresents sidewalk width and ease of pedestrian usage of sidewalks on lower Crestmont. The report ignores narrowness, steepness, and irregularity of sidewalk in this section of the street, which results in almost all pedestrian traffic using the street instead of the sidewalk. The hazard to pedestrians using the street will increase with increased traffic from the proposed development and should be considered in the EIR.” (*Sam Sobol, email, June 15, 2012 [I-Sobol S (1)]*)

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“A couple of things that were brought up, I think, in particular need to be addressed, and that is the adequacy of the sidewalks. Now, I understand that there is plans for improvements, but addressing the adequacy of sidewalks because I believe hopefully there will be a lot of people exiting by foot either on Crestmont or down from the project to Fifth and Fourth Avenue.” (*Commissioner Antonini, public hearing, June 14, 2012 [PH-Antonini]*)

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“As an example, the impact of the project on pedestrian traffic on Page 111 is seriously mischaracterized. We're told that 15 new pedestrian trips during peak hours, quote, ‘can be accommodated on existing sidewalks adjacent to the project.’ There is no recognition of the fact that on lower Crestmont the existing sidewalks are steep, narrow sloping, uneven and frankly dangerous, and that as a result virtually no one uses them. Almost all pedestrian traffic is in the street. Under these circumstances, the predicted doubling or tripling of traffic poses a considerable risk to pedestrians, a fact which is not considered at all in the Draft EIR.” (*Sam Sobol, public hearing, June 14, 2012 [PH-Sobol S (3)]*)

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### Response TR-3

These comments relate to the adequacy of pedestrian facilities under existing conditions and with the project. Chapter IV.C, Transportation and Circulation, of the DEIR states that, in the vicinity of the project site, local residential streets generally have sidewalks about 6 to 10 feet wide (DEIR page 102). The sidewalk adjacent to the proposed project would be four feet wide. Per specifications of the American with Disabilities Act (ADA), a minimum clear width of 32 inches at point, and 36 inches continuous would be maintained for wheelchair access. In general, it is City policy that sufficient pedestrian movement space should be provided to minimize pedestrian congestion, sidewalks should be widened where intensive commercial, recreational or institutional activity is present, and efforts should be made to ensure convenient and safe pedestrian crossings at intersections. The project is estimated to add about 15 pedestrian trips (10 to/from transit and 5 walk) to the surrounding streets during the weekday p.m. peak hour. These new pedestrian trips could be accommodated safely on the new sidewalk on the on-site private road, existing sidewalks and crosswalks adjacent to the project site, and would not substantially affect the current pedestrian conditions. As the sidewalks in the vicinity of the project currently have low pedestrian activity, pedestrian conditions would continue to remain acceptable, without a through connection. Pedestrians may continue to walk in the street in this neighborhood independent of the proposed project. This condition would not significantly change as a result of the proposed project.

A stairway connection to 5<sup>th</sup> Avenue or an outlet to Warren Drive is not feasible at this time as the current site does not abut 5<sup>th</sup> Avenue and the necessary property to accommodate such an outlet or stairway is not available.

Although the project applicant took steps in 2011 and 2012 to reach an agreement with the owner of the adjacent property to allow pedestrian access to 5<sup>th</sup> Avenue from the proposed project, the adjacent owner ultimately decided this agreement could restrict future use of that site, and no agreement was reached.

In addition to the sidewalks along the nearby streets, the pedestrian network includes Oakhurst Lane, a public right-of-way stairway that runs between Crestmont and Warren Drives. No sidewalk is provided on the east (uphill) side of Crestmont Drive, while the sidewalk on the west (residential) side is about six to eight feet wide depending on the location. During the February 2006 and October 2012 field visits, pedestrian volumes were observed to be light throughout the day and primarily related to the existing residential uses. Overall, the sidewalks and crosswalks in the project site area were observed to be operating under satisfactory conditions, with pedestrians moving at normal walking speeds and without

conflicts with other pedestrians. Hikers bound for nearby trails comprise a portion of these existing pedestrian trips that are accommodated by the existing pedestrian facilities. In February 2006 and October 2012, pedestrian use of the site itself was observed to be minimal. No conflicts between vehicles and pedestrians were observed during field visits (see pages 102 to 103 of DEIR) done in February 2006 or October 2012.

The project would have a significant effect if it resulted in substantial overcrowding on public sidewalks, created hazardous conditions for pedestrians, or if it otherwise interfered with pedestrian accessibility to the site and adjoining areas. Analysis of the proposed project showed that it would add about 15 pedestrian trips (10 walk to/from transit, 5 walk to/from elsewhere) to the surrounding streets throughout the area studied. These new pedestrian trips could be accommodated on the sidewalk of the new on-site private road and on existing sidewalks adjacent to the project site and the stairs of Oakhurst Lane and would not substantially affect the current low pedestrian activity.

Please see Response TR-1 on page 52 for a discussion of parking, Response RE-1 on page 139 for a discussion on recreation, and Response TR-4 on page 79 for a discussion of traffic and circulation.

**Comment TR-4: Comments relating to the additional vehicle traffic that would be generated by the proposed project and the methodology used to analyze potential vehicle traffic impacts.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Barsotti	I-Kane	I-Rockwell
I-Boutros	I-Lee M (2)	I-Scully P
I-Callan	I-Leonhardt (4)	I-Seeley
I-Eisman	I-Litwin	I-Smith J
I-Furman	I-Marks	I-Sobol J
I-Gallagher (1)	I-McAleece	I-Sobol S (1)
I-Gallagher (2)	I-McElwee E (1)	I-Wohlers (1)
I-Hou	I-McElwee E (3)	I-Wong (2)
I-Jorgensen	I-McElwee E (4)	PH-Antonini
I-Kan (1)	I-McElwee E (5)	PH-Kan (6)
I-Kan (2)	I-Miller F	PH-Minuth R (2)
I-Kan (3)	I-Minuth E (2)	PH-Sobol S (3)
I-Kan (4)	I-Nolen	PH-Wohlers (2)
I-Kan (5)	I-Ritenour	

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An additional 74 people submitted comments related to traffic and circulation via a checked area of concern on a form letter provided by the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition; 66 of these commenters checked the box adjacent to “Traffic” and 52 commenters checked the box adjacent to “...and congestion.” A list of the commenters that submitted a form with these areas of concern checked can be found in Table B-1 located in Attachment B, DEIR Form Comment Letters.

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“In addition we have major congestion, each weekday, at the Oak Park Dr. entrance to the Forest Knolls area caused by the vehicles leaving and picking up students at the Clarendon school.” (*Gene & Patricia Barsotti, form personal comment, May 30, 2012, [I-Barsotti]*)

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“I am very concerned about the increased traffic. I spent my whole childhood playing in this neighborhood and I’m seriously worried about the safety of children in this neighborhood. The road is already very narrow and crowded and should not become even more so.” (*Isabella Boutros, form personal comment, June 4, 2012 [I-Boutros]*)

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“Circulation. The narrow design of the road creates traffic congestion, especially for cars traveling in opposite directions. Access from 5th Avenue to the Project should be explored as a means of reducing traffic. The feasibility and environmental impacts associated with that additional access should be evaluated in a recirculated DEIR.” *John Callan, letter, June 19, 2012 [I-Callan]*

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“Also, buses & cars on Warren & Devonshire Way frequently drive down center of street.” (*Maria Eisman, letter, June 8, 2012 [I-Eisman]*)

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“Anticipated heavy traffic ... at all hours will create unsafe hazards and stress for seniors and other occupants of Forest Knolls.” (*Maria Eisman, letter, June 8, 2012 [I-Eisman]*)

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“Moreover, Forest Knolls is a very constricted area: there are only two streets that enter our area, and the proposed development would grossly overtax these two small portals. What are now quiet residential streets will become busy thoroughfares, forever altering the character of our neighborhood. The condos

that are proposed are a large concentration of housing with only a very narrow access point through Forest Knolls, and the traffic burden will be intolerable.” (*John Furman, email, June 18, 2012 [I-Furman]*)

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“Very disappointed this would lead to ‘significant impacts.’ SF is congested enough. It’s not worth it.” (*Claire M. Gallagher, letter, June 10, 2012 [I-Gallagher (1)]*)

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“As you know, Mt Sutro is one of the original 7 hills of SF! The traffic will increase to a car every 45 seconds (according to your records!) I am very disappointed to read that there will be ‘significant impacts’. Isn’t SF over-crowded enough!

WEBSITE: [http://en.wikipedia.org/wiki/Mount\\_Sutro](http://en.wikipedia.org/wiki/Mount_Sutro)” (*Claire Gallagher, email, June 18, 2012 [I-Gallagher (2)]*)

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“The proposed project would add a concerning amount of traffic on Christopher Drive and other adjoining streets. Christopher Drive would serve as the main access route to the Crestmont development for people travelling from eastern and northern parts of the city over Twin Peaks via Clarendon.

“I have two young children and there are other young families living on Christopher Dr. The added car traffic would increase the risk of them being struck by a car. One could imagine a situation where a driver loses control (either because they swerve to avoid hitting an on-coming car, or perhaps there are using their cell phone) and runs up onto the sidewalk where a family and/or children are walking. Situations like this have happened recently in the Bay Area with tragic consequences. And these accidents occurred on larger, open boulevards or streets (<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2012/04/08/MNSE100DCLDTL>)” (*Craig Hou, email, May 22, 2012 [I-Hou]*)

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“1. The increased traffic on all of Forest Knolls’ major streets, and doubling of traffic on narrow, twisting Crestmont Drive where two cars, and certainly trucks, cannot pass simultaneously. Also, the lack of nearby public transport will cause much more traffic.”

“7. Doubling population density, traffic and congestion on cul-de-sac block of Crestmont Drive - already San Francisco’s longest!” (*James Jorgensen, letter, June 5, 2012 [I-Jorgensen]*)

"I would like to comment regarding the published draft EIR for the San Francisco Overlook Project. As a Crestmont Drive homeowner for over 19 years, I am very concerned with the increased traffic and the traffic safety issues the new project represents to our street. I strongly disagree with the EIR's comments that a more than doubling of traffic on our street is a 'less than significant impact.'

"The EIR states that assuming all vehicle trips are by auto from SF Overlook, that the current volume of vehicle trips during peak hours will increase from 41 to 91, according to their traffic estimates. I don't understand how a more than doubling of traffic during peak hours is deemed 'less than significant impact' according to the EIR."

"The majority of travel out of the proposed SF Overlook development will be by auto. There is only one bus in Forest Knolls, the 36, which runs very infrequently and is a very long, hilly walk away from the proposed complex (at Warren and Devonshire). Additionally, it is unclear how accessible the staircase down to the Kirkham corridor is for the SF Overlook Development residents, given the height and quantity of stairs.

"There are many blind corners on Crestmont Drive, as well as throughout the streets of Forest Knolls. People do park on both sides of the streets often, and legally. This causes many Forest Knolls streets, and especially parts of Crestmont Drive, to be a single lane street, with cars pulling aside to let an on-coming car pass. This is currently not a problem, given the light traffic load. With the additional more than doubling of traffic during peak hours - projected for the SF Overlook Development per the EIR, this will pose a significant traffic snarl, and potential unsafe conditions at blind corners. Also, heaven forbid if an emergency vehicle needs to access the street during a 'peak period.'

"The following 2 photos were taken today, 6/14/12 on the section of Crestmont Drive that would access the SF Overlook Development at just 4:30 p.m., before most commuters returned for their evening parking. You can already see in the photos that these spots are only '1 lane' of driving, and hard to see around and navigate. By evening, many spots on Crestmont Drive have this issue daily, as well as spots on Oak Park and Devonshire, which would feed into the SF Overlook Development.

"I am very concerned with the large increase in traffic for our narrow, windy [*sic*] street. I disagree with the finding that 91 vehicle trips during peak times are 'insignificant,' especially on our '1 lane' windy, [*sic*] hilly road.

"It seems that San Francisco is all about increasing housing at any cost. I am speaking up to voice my concerns about the increased traffic in my neighborhood, the loss of the street for children to play and



adults to walk, the potential traffic safety issues, given our narrow, 1 lane, windy road, and the overall loss of quality of life the new SF Overlook Development will have on our Forest Knolls community.”  
(Jennifer Kan, email, June 14, 2012 [I-Kan (1)])

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“Traffic Safety [personal comment on form letter]” (Jennifer Kan, form, June 15, 2012 [I-Kan (2)])

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“As a home-owner on Crestmont Drive for over 19 years, I am shocked and appalled that the city is thinking of approving a project the scale and magnitude of San Francisco Overlook at the end of our narrow, winding, dead-end street.

“We purchased our home, across from the UCSF forest, in the quiet neighborhood of Forest Knolls, for the very purpose of getting away from the constant traffic and noise of bustling San Francisco.

“Given that our home is on a dead-end, we knew traffic would be light, and our son could grow up playing safely in the street. I even petitioned successfully to have a stop sign put in at the Devonshire and Crestmont intersection to slow traffic coming down the hill on Crestmont Drive.

“If San Francisco Overlook were built at its current proposed scale, there would be an additional 60-70+ cars attempting to drive in and out of our street throughout the day. Rush hour timing would be extremely impacted and congested.

“The vast majority of the houses on Crestmont Drive have driveways too short to park in. Additionally, there are inevitably residents that must park on the side of the street for various reasons (their garages are storing other things), they have more than 2 cars, or like our neighbor, Hanne Grafenberg, they have a 24 hour nursing aide that must park on the street by her house. Given the width of Crestmont Drive, this often results in a narrow 1 lane of driving for parts of the street. If 2 cars approach head on, one car must pull over to let the other pass. This occurs frequently on parts of Crestmont Drive, Devonshire, as well as Oak Park. Some turns on these streets are very blind corners as well, which can result in unsafe conditions, depending on the quantity and speed of traffic. To date, this has not been unwieldy, given the light traffic flow on Crestmont Drive. If the 60-70+ cars from the proposed oversized San Francisco Overlook Development are added to our neighborhood streets, there will be extreme congestion, especially during rush hours, as well as safety issues, from the number of cars trying to pass each other on the blind comers and in the narrow 1 lane available for driving.

“The SF Overlook developer said at a past community meeting that their study showed just one additional car per hour driving on Crestmont. How can this be, when 34 condos with potential 60-70+ cars need to get to and from work every day at around the same time? It seems more like 1 extra car per minute vs. per hour.

“Our neighborhood is going to be changed forever into a busy, noisy, tangle of cars streaming by.”  
(*Jennifer Kan, letter, June 12, 2012 [I-Kan (3)]*)

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“As a Crestmont Drive home-owner, I feel that the San Francisco Overlook Developer is mis-representing the increase in traffic the new project would bring to our narrow, windy, one-lane driving street on Crestmont Drive.

“For example, his development website states:

‘The city's traffic analysis notes that San Francisco Overlook's homes will result in about two to three cars per hour travelling along Crestmont Drive.’

“Here's the link to the developer's website stating such: <http://www.sfoverlook.com/traffic.htm>

“The draft EIR has different traffic scenarios, depending on how many residents find their way to public transportation, which is a very long and hilly walk from the SF Overlook Development.

“Assuming all residents will drive autos, the EIR states during peak times that the Crestmont Traffic will increase from 41 vehicle trips to 91 peak hour vehicle trips on Crestmont Drive, north of Devonshire. The EIR also states that the SF Overlook project would generate approximately 340 person-trips on a daily weekday basis. Given the far distance, hilly terrain, and infrequent service of the Forest Knolls 36 bus, I would argue the majority of the additional 340 person trips on a daily weekday basis will be via auto.

“Please question the developer on his website quote of 2 to 3 cars per hour travelling along Crestmont Drive for the total SF Overlook Project impact. This information is misleading and unrepresentative of the reality of this much too massive project for the supporting streets and neighborhood traffic flows.

“Thank you for your assistance in passing this concern on to the appropriate parties involved.” (*Jennifer Kan, email, June 15, 2012 [I-Kan (4)] and Jennifer Kan, email, June 15, 2012 [I-Kan (5)]*)

“Crestmont Drive is San Francisco's longest cul-de-sac and residents park on both sides of the street. Thus Crestmont is already a hazard when two cars, traveling in opposite directions, need to pass. The proposed 34 unit development has no plan for creating/building additional street access for ingress and egress. Indeed it specifically seeks to burden Crestmont Drive with traffic. If allowed to go forward, the development will double the population density of the street and the current congestion will rise to dangerous, unsafe levels.” *(Leslie Kane, email, May 21, 2012 [I-Kane])*

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“Traffic would be increased throughout all of Forest Knolls by the proposed development. Forest Knolls is served by a single, infrequent bus line guaranteeing that the residents of the proposed 34 units will rely on cars rather than public transportation.” *(Leslie Kane, email, May 21, 2012 [I-Kane])*

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“My name is Mark Lee, and I am a homeowner at 223 Crestmont Drive. The San Francisco Overlook traffic will drive by our house on the way to their new homes. Currently, our street is very, very quiet, with light traffic. We have a dead-end street so no through traffic drives by.

“I saw at a community meeting that the new developer said the SF Overlook complex would only bring one additional car per hour. I find that hard to believe, as it seems like the massive scale of the project will bring at least 65-70+ additional cars driving the street, and the bulk will probably be moving back and forth during the work rush hours.” *(Mark Lee, letter, June 12, 2012 [I-Lee M (2)])*

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“The new volume of traffic from SF Overlook will make it unsafe for these children to play in the street. Their lives will forever be changed for the worse.” *(Mark Lee, letter, June 12, 2012 [I-Lee M (2)])*

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“All of the homes on our Crestmont Drive block are cantilevered over a steep hill, so none have any backyards. We also have extremely short driveways, so kids can't play in the driveway, and cars can park in them.

“Many cars park on the side of the street, on both sides, as happily there is currently low traffic and no parking restrictions. One of the benefits we have enjoyed is that our visiting friends can find ample parking on the side of the road. Usually there is only one traffic lane due to parked cars, but to date it hasn't been an issue because of the light traffic load.

“When the new SF Overlook traffic commences, with its incredible quantity of cars, there will be significant traffic congestion problems due to the one lane of driving space and many more cars wishing to come and go down our street.” (*Mark Lee, letter, June 12, 2012 [I-Lee M (2)]*)

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“When the report cites that a 45% increase in vehicles traveling on Crestmont Drive during peak hours is acceptable - by what standards? This is not a through street! The increase in traffic will affect neighborhood character as well. When purchasing a home on a cui de sac, the property owner expects little or no traffic to speak of. Due to this proposed development, the home is now located on a busy through street. This change adds to safety issues not addressed by this report.” (*Lesley Leonhardt, letter, June 6, 2012 [I-Leonhardt (4)]*)

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“I park on the street and if you’ve ever come to our neighborhood you would see how congested it is already!” (*Jill Litwin, form personal comment, May 24, 2012 [I-Litwin]*)

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“The increase in traffic on all of our neighborhood streets. The streets are extremely narrow, impossible for two cars to pass simultaneously. I live on the corner of Devonshire and Oak Park and the volume of traffic at this corner is already above capacity” (*Pam Marks, email, June 2, 2012 [I-Marks]*)

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“Doubling population density, traffic and congestion on the cul-de-sac block of Crestmont Drive which is out of character for this neighborhood and why many of its residents chose to purchase their homes in Forest Knolls” (*Pam Marks, email, June 2, 2012 [I-Marks]*)

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“Increased traffic on all Forest Knolls’ major street” (*Erin Jean McAleece, email, May 7, 2012 [I-McAleece]*)

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“Doubling population density, traffic and congestion on cul-de-sac of Crestmont Drive” (*Erin Jean McAleece, email, May 7, 2012 [I-McAleece]*)

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“I realize that your commission has a responsibility to the patrons proposing development, but the report is in error I believe with regard to the hazard of two or three times as much traffic on Crestmont Drive ...

More seriously, I feel the judgment that there is no additional traffic burden on the street traffic to be – with respect – close to irresponsible.” (*Ellen McElwee, email, June 1, 2012 [I-McElwee E (1)]*)

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“It is possible that the assessment came from viewing this extremely long, narrow, steep, sloping, surprisingly busy, multilevel, twisting cul de sac during ‘office’ hours such as at 9:30 am on a weekday, and that much of the assessment came from viewing the Devonshire-end of the street before the bend. I invite you however to come out from 2 pm-9 p.m. on a weekday or weekend, or a Sunday morning, or anytime on a weekend evening. With some parts of the street unavailable for parking because of head-on accidents that have happened in the past, spots are at that time highly sought, which causes space-cruising and blockage just from people parallel parking, and waiting for same, on either side. People come down the slope with this happening, encountering parallel parking that requires caution; then, breaks squeaking, idling at an angle, commuters are eager to continue unabated (sometimes in tandem) around the hairpin bend. It is of course not uncommon for cars to meet head to head and, after nodding or smiling in acknowledgement, agree that one will pull into someone's driveway or back up uphill in order to allow passage for the car wishing to exit via Crestmont. While this doesn't happen every minute of every hour, my thought is that if this is multiplied by three, and compounded by construction and inspection vehicles, plus service vehicles, the result is quite significant environmentally in terms of safety, air quality, oil deposits, civil access, and accident prevention, I am not blaming human behavior but I do not think the problem created by the development traffic will be helped much by traffic signs, speed limits, or warnings. The street is too narrow to accommodate gracefully or safely the high range of potential traffic to the area during peak hours, especially with the increased numbers or a 34 unit complex.

“Yes, you have argued in your report, there are other harrowingly unworkable, deathtrap winding streets in San Francisco, in Golden Gate Heights and elsewhere. What you do not address is 'Why, when it is avoidable, best them here?' Why especially when the project might easily develop another means of access, at the bottom, with the help of the city?” (*Ellen McElwee, email, June 1, 2012 [I-McElwee E (1)-03] and Ellen Schulz-McElwee, letter, June 1, 2012 [I-McElwee E (5)]*)

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“Length of street, narrowness – not ok.” (*Ellen McElwee, form personal comment, May 17, 2012 [I-McElwee E (3)]*)

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“The assessment must base views from traffic levels during weekday mornings only.” (*Ellen McElwee, form personal comment, June 4, 2012 [I-McElwee E (4)]*)

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“I realize that your commission has a responsibility to the patrons proposing development, but the report is in error I believe with regard to the hazard of two or three times as much traffic on Crestmont Drive ... More seriously, I feel the judgment that there is no additional traffic burden on the street traffic to be – with respect – close to irresponsible.” (*Ellen Schulz-McElwee, letter, June 1, 2012 [I-McElwee E (5)]*)

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“In fact the increased ... traffic flow alone in this cul-de-sac should be reason enough to reject this project.” (*Fred Miller, letter, June 5, 2012 [I-Miller F]*)

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“I grew up on this street and increase in traffic would put kids at risk.” (*Erin Minuth, form personal comment, June 5, 2012 [I-Minuth E (2)]*)

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“We already have a huge problem with cars speeding down our street, now with this new project it will be a nightmare!” (*Raymond A. Nolen, form personal comment, May 30, 2012 [I-Nolen]*)

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“2. Ability for Crestmont Drive to handle more traffic. Because it is narrow and twisty two vehicles already have difficulty passing simultaneously

“3. Increased hazards due to excessive traffic and speeding

“4. Addition of 34 units will add a minimum of 78 additional cars in this already congested area with narrow streets” (*Lourena Ritenour, letter, June 8, 2012 [I-Ritenour]*)

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“7. Anticipated heavy traffic ... at all hours will create unsafe hazards and stress for seniors and other occupants of Forest Knolls” (*Lourena Ritenour, letter, June 8, 2012 [I-Ritenour]*)

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“The thirty-four units would add more car traffic to the narrow Crestmont Drive than uses it now. As it is now, I have seen vehicles crash head-on into one another due to the narrowness of the street. If you more than double the traffic, the situation will be made worse.” (*Paul Rockwell, letter, June 17, 2012 [I-Rockwell]*)

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“The only place for my grandchildren and others is to play/ride bikes etc. in the Crestmont cul-de-sac. Safety is my concern.” (*Pegi Scully, form personal comment, June 6, 2012 [I-Scully P]*)

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“Such a large increase in the neighborhood's population will also increase traffic; The narrow roads, which wind through Mt. Sutro are broadly navigated as is.” (*Emily Seeley, email, June 4, 2012 [I-Seeley]*)

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“My car was hit by garbage truck to narrow of street [sic]” (*Julia Smith, form personal comment, May 31, 2012 [I-Smith J]*)

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“Adding 34 dwelling units to an already compact space, with most units having average 2 vehicles, without counting guests and visitors, that is adding up to 68 vehicles onto a dangerous dead end winding road. This will transform the existing character of this lovely neighborhood into a congested area with backed up traffic. In addition to the traffic and pollution this project will cause, adding so many vehicles to the street will make walking the streets that much more dangerous. Also the construction traffic and move in traffic that will automatically occur will add unnecessary danger, sound, pollution, and risk to the existing peaceful and charming neighborhood.” (*Jillian Sobol, letter, June 14, 2012 [I-Sobol J]*)

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“Traffic Impacts pp. 108-109

“An increase in vehicle trips on Crestmont during the peak P.M. weekday hour from the current level of 41 per peak hour to 91 per peak hour. Despite the fact that vehicle trips will be more than doubled on this narrow, winding street, this is stated as being ‘less than significant.’ We reject this conclusion, which focuses on intersection operations and not the actual driving experience on the single-passage road itself.

“C Loss of ... Open Space & Children's Play Area p. 259

“This section fails to take into consideration the increased risk to children on the existing Crestmont Drive cul-de-sac due to increased traffic, since the street itself is usually their ‘play area’ in view of the fact that the hillside homes have no backyards. Further study required.” (*Sam Sobol, email, June 15, 2012 [I-Sobol S (1)]*)

"1) The increase in traffic on all of our neighborhood streets. The streets are extremely narrow, impossible for two cars to pass simultaneously. I live on the corner of Devonshire and Oak Park and the volume of traffic at this corner is already above capacity." (*Peter Wohlers, email, June 12, 2012 [I-Wohlers (1)]*)

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"I am a resident of Forest Knolls at 131 Devonshire Way and the majority of the increased traffic that would result from this massive 34-unit development would pass directly in front of my home along a narrow road that only accommodates a single line of vehicle traffic due to cars are parked in the street. This increased traffic would be an additional hazard to pedestrians and children who play along the street and would dramatically alter the quiet and peaceful nature of our neighborhood.

"All of the major streets of the Forest Knolls neighborhood would see an increase in traffic, especially Crestmont Drive and my street Devonshire way, which leads directly to Crestmont Drive. These narrow, twisting streets simply cannot handle the additional traffic that this development would bring to our neighborhood without a serious decline in the quality of life and safety of all the current residents of the neighborhood. With the lack of nearby public transportation, the increased traffic will certainly negatively impact all residents of the neighborhood, especially the residents along the streets like mine which flow traffic directly onto to Crestmont Drive.

"The lack of play areas and open space in the area would be further jeopardized by this development since all of the homes have no yards and children playing in the street would be exposed to the dangers of increased traffic that this development would bring." (*Susan Wong, email, June 14, 2012 [I-Wong (2)]*)

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"One speaker brought up the question of the increase in traffic and stated that it would be doubled. And if that is fact the case, I guess staff will respond as to why it is not considered to be significant. Maybe the volume itself is small as it is, and so the doubling would not be deemed to be significant. But I'm not sure what the answer is. But that would seem to me to be a change that has to be addressed in Comments and Responses." (*Commissioner Antonini, public hearing, June 14, 2012 [PH-Antonini]*)

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"I've been a homeowner for 19 years, and I'm really shocked and appalled that the City is thinking of approving a project the scale and magnitude of San Francisco Overlook at the end of our narrow dead-end street. We purchased our home across from the UCSF forest in the quiet neighborhood of Forest Knolls for the very purpose of getting away from the constant traffic and noise of bustling San Francisco.



“Given that our home is on the dead end, we knew traffic would be light, and our son could grow up playing safely in the street. I even petitioned to have a stop sign put in the Devonshire and Crestmont intersections successfully to slow traffic coming down the hill. If San Francisco Overlook were built at its current proposed scale, there would be an additional 60 to 70 cars attempting to drive in and out of our street throughout the day, and rush hour timing would be extremely impacted and congested.

“The vast majority of houses on Crestmont Drive have driveways too short to park in. Additionally, there are inevitably residents that must park on the side of street for various reasons; their garages are storing other things; they have more than two cars, or like our neighbor Hannah Rothenberg, they have to have a 24-hour nursing aide that parks next to her home.

“Given the width of Crestmont Drive, what happens is there results to be one narrow driving lane with two parked cars on each side, and this is acknowledged in the EIR. So if two cars approach head-on, one car must pull over to let the other one pass. This occurs frequently on parts of Crestmont Drive, Devonshire and Oak Park. And some turns on these streets are very blind corners as well which can result in unsafe driving conditions depending on the quantity and speed of the traffic.

“To date this has not been unwieldy because the traffic flow on Crestmont Drive is very light. But if the 60 plus 70 more cars from the proposed oversized San Francisco Overlook Development are added to our neighborhood, the streets will become very congested and potentially dangerous during rush hours with a number of cars trying to pass each other on the blind corners in the narrow one lane available for driving.

“At a community meeting, the San Francisco Overlook developer said to me that his study showed that only one additional car per hour would be driving on Crestmont Drive, and I see that he has changed that now to at peak hours up to 91 cars per hour. So I guess he did a little bit more work, but... Our neighborhood is going to be changed forever into a busy, noisy tangle of cars streaming by. The proposed 34 condos would be better suited with street access to the Fourth, Fifth, or Sixth Avenue corridor where there are multiple two-lane outflows as well as much better public transportation options than Crestmont Drive and the Forest Knoll streets.

“... But if there are 60 or 70 more cars driving in and out of the street, they will not be able to play safely at all, and that will be changing their lives forever in a very negative way.” (*Jennifer Kan, public hearing, June 14, 2012 [PH-Kan (6)]*)

“We'd also like to know how the project sponsor anticipates handling the volume of vehicles that are going to be brought to the site every day on this narrow -- you know, the longest cul-de-sac in the City.”  
*(Reed Minuth, public hearing, June 14, 2012 [PH-Minuth R (2)])*

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“The section on Page 259 regarding children's play area -- Ms. Kan referred to this -- makes no mention of the fact that the street is the main play area for children on Crestmont where the homes have no backyards and no front yards. Doubling the traffic on lower Crestmont at peak hours doubles the risk for kids playing in the street, but this is nowhere addressed in the Draft EIR, either as a quality of life issue or, more importantly, a safety issue. Given the poor sight lines and the hill crests and the blind curves on lower Crestmont, do we need the tragedy of injured children for the City to see the risk of doubling the population and the traffic at the lower end of this narrow, winding street?”  
*(Sam Sobol, public hearing, June 14, 2012 [PH-Sobol S (3)])*

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“I'm a resident and homeowner at 100 Devonshire Way sort of down the hill. The Environmental Impact Report seems to be sort of inadequate. They seem to take sort of liberties when they talk about ‘not a significant impact.’ I think the doubling of traffic on such a narrow street is something that is -- it is significant. The roadways are not wide enough.”  
*(Pete Wohlers, public hearing, June 14, 2012 [PH-Wohlers (2)])*

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#### Response TR-4

These comments relate to the additional vehicle traffic that would be generated by the proposed project and the methodology used to analyze potential vehicle traffic impacts. Per San Francisco's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), which contain the methodology for analyzing transportation/circulation effects, the traffic impact analysis is focused on the evaluation of existing and future conditions at intersections, which generally represent the weakest point of transportation network. Person-trip generation for the residential land uses was based on rates compiled by the San Francisco Planning Department and published in the San Francisco Guidelines, while the trip distribution, mode split, and average vehicle occupancy rates were obtained from the 2000 US Census journey-to-work data.

The DEIR (pages 107 to 108) provides a detailed discussion of the net change in traffic conditions that would occur at the three gateway intersections (Warren/7th Avenue, Clarendon/Oak Park, and

Clarendon/Christopher). Utilizing the traditional mode split (pedestrians, bicycles, autos), it estimates that 37 new vehicle trips would be generated by the project during the weekday p.m. peak hour, of which about 25 (68 percent) would be inbound to the project site, and 12 (32 percent) would be outbound from the project site. The 37 vehicle trips would use the new private road and Crestmont Drive for access to and from the project site, and would be distributed to the local and regional road network based on the origin/destination of each trip (from the trip distribution rates) and the street directions.

The DEIR acknowledges that the project site is not conveniently located for public transit users, pedestrians, and bicyclists. The project area has steep slopes and the pedestrian route to and from the project site via the stairs of Oakhurst Lane is steep and circuitous because of the undeveloped land between the project site and the stairs. The steep grades between Crestmont Drive and Warren Drive and 7th Avenue would hamper transit use and walk trips by project residents and visitors. Therefore, in addition to the analysis using the standard mode split from the US Census for Tract 301, a sensitivity analysis was performed that assumed all project-generated person-trips would occur by auto, to account for the steep grades between Crestmont Drive and Warren Drive and 7th Avenue, which would contribute to limiting transit use and walk trips by project residents and visitors. In this case, the proposed project would generate about 50 p.m. peak hour vehicle-trips (33 inbound and 17 outbound), compared to the estimated 37 vehicle trips (25 inbound and 12 outbound) previously estimated using the mode split data from the US Census. This more conservative approach projects approximately 35 percent more trips than the traditional mode split data (see DEIR, page 109).

Although all project-generated traffic would enter the Forest Knolls neighborhood via three gateway intersections and would use Crestmont Drive to access the site, traffic volumes on Crestmont Drive would not increase to a level that would significantly impact intersection operations or the safety of the roadway. Currently, during the weekday p.m. peak hour, about 41 vehicles use Crestmont Drive, north of Devonshire Way. With the project, this number would increase to 78 and 91 vehicles during the weekday p.m. peak hour under the U.S. Census and 100-percent auto modal split assumptions, respectively. While this would be about doubling of the vehicle traffic during the p.m. peak period, Tables 3 (page 99) and 9 (page 110) of the DEIR show that the level of service (LOS), which is what the City currently uses to evaluate impacts related to increased traffic, would not deteriorate as a result of the project under either modal split assumption. The delays at the study intersections, including the three gateway locations, would increase in the range of 0.2 to 1.5 seconds as a result of the proposed project (see DEIR Table 3, page 99), assuming use of the US Census mode-split model and 1.8 seconds assuming 100-percent auto mode of travel (see DEIR Table 9, page 110).

The San Francisco Planning Department considers that an operational impact on an intersection is significant when project-related traffic causes the overall intersection LOS (for signalized intersections) or the worst intersection approach LOS (for unsignalized intersections) to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F (and would cause Caltrans signal warrants to be met for unsignalized intersections). Therefore, since all the study intersections would continue to operate at the same LOS as under existing conditions (LOS D or better), the addition of the residents to the end of Crestmont Drive would not result in a significant impact to traffic congestion or traffic in the surrounding neighborhood. The approximate doubling of peak hour traffic on an existing low volume street like Crestmont Drive is not considered a significant impact under the City's CEQA significance criteria unless that doubling of traffic would cause unacceptable operating conditions at intersections, which would not occur.

The increase in traffic volumes may increase the frequency of vehicle bypasses which require one car to pull over to allow the other vehicle to pass given the narrow right-of-way of Crestmont Drive at certain points. This is a common condition in San Francisco and although it is an inconvenience and requires traffic to move slowly along such streets, it is not a condition that typically creates significantly unsafe travel conditions. Similar one-way pass-by operations on narrow two-way streets are characteristic of several residential streets in hillside San Francisco neighborhoods (e.g., Castenada Avenue or Marcela Avenue, in the adjacent Forest Hill neighborhood, among others).

The residents in the project vicinity may perceive an increase in traffic volumes as a result of the proposed project, regardless of the time of day and the associated impact (or lack thereof) on intersections, as a negative and unwelcomed change. Although it has been determined that such change would not result in unsafe traffic related conditions in accordance with CEQA, the concerns related to the increased volumes may be considered by the Planning Commission during the project approval process, independent of the CEQA analysis. The CEQA analysis requires that specific thresholds be met or exceeded to trigger the project resulting in a significant impact. CEQA does not consider all adverse changes or changes in an area where existing conditions are undesirable as significant if they do not meet or exceed a significance threshold.

Vehicular access to the site is not available from 5th Avenue because the project site is separated from Fifth Avenue by the privately owned Kirkham Heights apartments (see Response TR-3 for further detail on access to the site from 5<sup>th</sup> Avenue). Traffic laws would be enforced via the traffic laws found in the California Vehicle Code and the San Francisco Transportation Code.

The comment states that the traffic impact assessment should consider traffic levels during weekday mornings only. The 2006 Transportation Study includes an assessment of existing and future transportation conditions during the weekday p.m. peak hour. Analysis of the weekday a.m. peak hours was not conducted because the proposed project would not be expected to generate a higher number of trips during the weekday a.m. peak hour compared to the weekday p.m. peak hour. Although the San Francisco Planning Department has not developed specific rates for the a.m. peak hour conditions as part of the Transportation Impact Analysis Guidelines, the Institute of Transportation Engineers estimates that on average a townhouse would generate about 15 percent fewer trips during the a.m. peak hour than during the p.m. peak hour.

Furthermore, weekday traffic volumes near the project site are lower during the a.m. peak hour than during the p.m. peak hour. Specifically, traffic counts collected in 2009 by the San Francisco Municipal Transportation Agency (SFMTA) indicate that weekday p.m. peak hour traffic levels are higher than those during the a.m. peak hour. As shown in Table III-3, total p.m. peak hour traffic volumes on Laguna Honda Boulevard near the project site are about 5 percent higher than those observed during the a.m. peak hour.

**Table III-3  
Existing Weekday a.m. and p.m. Peak Hour Traffic Volumes**

Location	AM Peak Hour			PM Peak Hour		
	Northbound	Southbound	Total	Northbound	Southbound	Total
Laguna Honda Blvd., So. of Clarendon Ave <sup>1</sup> .	1,440	1,025	2,465	1,240	1,360	2,600

Notes:

<sup>1</sup> Counts conducted in April 2009.  
Source: SFMTA.

Accordingly, the p.m. peak hour represents the “worst case,” and impacts during the a.m. peak period would be less than those during the p.m. peak hour.

The Planning Department acknowledges the concerns of the commenters regarding the effect of any increase in traffic on roadway congestion, convenience, safety, and neighborhood character. To the extent these concerns relate to environmental effects addressed through the CEQA process, this Responses to Comments document responds. The remaining concerns are most appropriately addressed through the project approval process and will be considered by the Planning Commission when the Conditional Use Authorization for the proposed PUD is considered. Please see Response LU-3 on page 38 for a discussion of land use and land use planning, Response NO-1 on page 133 for a discussion of noise, Response AQ-1 on page 87 for a discussion of air quality, Response RE-1 on page 139 for a discussion on recreation, and Response HZ-1 on page 122 for a discussion of emergency access/egress.

**Comment TR-5: Comments relating to the condition of roads in the project vicinity.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-McElwee C (2)

I-Saks

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“Objection: No evaluation of existing road deterioration or road worthiness.

“The roads in this area are badly under-maintained. Every vehicle has to come and go on the same route due to the fact that Crestmont is a dead-end street. So the load is doubled. Already, sinkholes have

developed in this neighborhood, especially near the Crestmont intersection with Devonshire and nearer Oak Park. The city has come out to look at these sinkholes. Several years ago, at the corner of Devonshire and Crestmont, a neighbor drilled into the road causing a major gas leak. The neighborhood nearly had to be evacuated. What will happen if the constant flow of heavy construction vehicles causes these sinkholes to break through? Why should the City take on these types of risks, as well as risking the foundation of existing housing at the building site, plus building on a known slide area?" (*Charles McElwee, letter, undated, [I-McElwee C (2)]*)

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"The proposed development is not safe.

"It is not safe for the potential residents in the new project, and it is not safe for the current residents of the neighborhood. If you have been out to the site, I am sure you will agree that the road leading to the proposed site is not wide enough to get a bunch of construction vehicles in and out for many months." (*Michael Saks, email, June 19, 2012 [I-Saks]*)

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## Response TR-5

The stated objections and concerns related to poor road maintenance are not considered an environmental impact under CEQA. Crestmont Drive is privately owned and each of the properties that abuts Crestmont Drive owns to the centerline of the street and is responsible for maintenance of that portion of the street. However, these concerns are noted and may be considered by the Planning Commission as part of the project approval when the Conditional Use Authorization for the proposed PUD is considered independent of the CEQA analysis.

Prior to the City issuing any construction permits, the contractor will be required to locate all underground utilities in advance to ensure that drilling or grading activities do not damage existing utilities.

During the construction period, there would be a flow of construction-related trucks into and out of the site. Between two and ten construction trucks would travel to the site daily during the construction period. The impact of construction truck traffic would be a temporary lessening of the project area streets' capacity due to the slower movement and larger turning radii of construction trucks, which could affect both traffic and Muni operations. Most of the construction-related truck traffic would use 19th Avenue (from I-280/Highway 1 from the Peninsula and South Bay) and I-80 (from the East Bay). Truck routing for

construction activities has not yet been determined; however, truck access to the site from the south is anticipated to be routed to and from 19th Avenue via Warren Drive and Lawton Street. For access to the site from I-80, trucks would likely use I-280 south of the site and connect to 19th Avenue. Construction traffic from the North Bay would be less than that from the Peninsula, South Bay, and East Bay.

Between 15 and 45 construction workers per day would be at the project site, depending on the development phase. The trip distribution and mode split of the construction workers were unknown at the time this EIR was prepared. However, the addition of worker-related vehicle- or transit-trips would not substantially affect transportation conditions, since any impacts on local intersections or the transit network would be similar to, or less than, those associated with the project (see DEIR pages 112 to 113).

Although not considered a significant impact, any construction traffic occurring between 5:00 p.m. and 6:00 p.m. would coincide with p.m. peak hour commuter traffic and could temporarily impede traffic and transit flows. In accordance with Improvement Measure I-TR-4 (DEIR page 113), the project sponsor and construction contractor(s) would meet with the staff of the Traffic Engineering Division of the SFMTA, the SFFD, Muni, the Planning Department, and other City agencies to determine feasible traffic improvement measures to reduce traffic congestion during construction of the project. These measures could include limiting truck movements between 5:00 p.m. and 6:00 p.m. or other times, if approved by the SFMTA, during project construction in order to minimize disruption of the general traffic flow on adjacent streets during such period.

Please see Response GE-1 on page 102 for a discussion of geology and soils, including slide risk.



## F. AIR QUALITY

The comments and corresponding responses in this section cover topics in Chapter IV, Section D, of the DEIR. These include topics related to:

- AQ-1, Impacts to Air Quality
- AQ-2, Impacts to Air Quality on Mount Sutro

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### Comment AQ-1: Comments primarily relating to the impact of the proposed project on air quality in the project vicinity during project construction.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Callan  
I-Kane

I-Leonhardt (4)  
I-McElwee E (1)

I-Sobol J

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“Other environmental impacts, such as noise, erosion control, construction related traffic, and air quality also need to be more fully addressed in a revised and recirculated DEIR. Particular attention should be paid to the impacts on the residents living along Crestmont Drive, where the proposed road is located less than 50-feet away. The mitigation measures set forth in AQ-1, for example, will not adequately protect those residents from the annoying and harmful impacts associated with living less than 50-feet away from a construction zone that will last for 23 months.” (*John Callan, letter, June 19, 2012 [I-Callan]*)

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“These conditions place neighborhood homes directly in the path of airborne dust and fumes generated by construction of the 34 units. The effect on the neighborhood's residents, which includes many seniors and families with children, is potentially serious and could result in a significant increase in respiratory problems and illness in susceptible individuals.” (*Leslie Kane, email, May 21, 2012 [I-Kane]*)

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“The report admits to air pollution during construction which will be ‘mitigated’ by watering down the area etc. The removal of the trees will render the hillside into a dust bowl that no amount of mitigation will control.” (*Lesley Leonhardt, letter, June 6, 2012 [I-Leonhardt (4)]*)

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“Adding 34 dwelling units to an already compact space, with most units having average 2 vehicles, without counting guests and visitors, that is adding up to 68 vehicles onto a dangerous dead end winding road. This will transform the existing character of this lovely neighborhood into a congested area with backed up traffic. In addition to the traffic and pollution this project will cause, adding so many vehicles to the street will make walking the streets that much more dangerous. Also the construction traffic and move in traffic that will automatically occur will add unnecessary danger, sound, pollution, and risk to the existing peaceful and charming neighborhood.” (*Jillian Sobol, letter, June 14, 2012 [I-Sobol JJ]*)

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“The DEIR also says ‘Project construction activities would emit toxic air contaminants that could expose sensitive receptors to substantial pollutant concentrations.’” (*Jillian Sobol, letter, June 14, 2012 [I-Sobol JJ]*)

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## Response AQ-1

These comments primarily relate to the impact of the proposed project on air quality in the vicinity of the project site during project construction.

Chapter IV.D, Air Quality, starting on page 119 of the DEIR, Impacts AQ-1 through AQ-4, analyzes the impact of construction on air quality (see pages 143 to 148). The analysis concludes that the project will be subject to the City’s Construction Dust Control Ordinance and the project’s impact from fugitive dust and criteria air pollutants would be less than significant and requires no mitigation based on standards established by the Bay Area Air Quality Management District and the City. Thus no mitigation measures are identified for Impacts AQ-1 or AQ-2, which discuss fugitive dust and emissions of criteria pollutants from construction vehicles. Mitigation Measure M-AQ-3, Construction Emissions Minimization, on page 147 of the DEIR is identified as necessary to ensure that toxic air contaminants associated with construction vehicle emissions are reduced to a less-than-significant level. The analysis considers the 18-month construction schedule and the distance of the existing residences from the project site.

As discussed on page 134 of the DEIR, the City’s Construction Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust, or to expose or disturb more than 10 cubic yards or 500 square feet of soil, comply with specified dust control measures whether or not the activity requires a permit from the DBI. Additionally, all departments, boards, commissions, and agencies of the City and County of San Francisco that authorize construction or improvements on land under their jurisdiction shall adopt rules

and regulations to ensure that the same dust control requirements are followed. For project sites greater than ½ acre in size, the ordinance requires that the project sponsor submit a Dust Control Plan for approval by the Department of Public Health. Since the project site is approximately 1½ acre, this requirement would apply to the proposed project.

Compliance with the Construction Dust Control Ordinance would ensure that the effect of project-generated construction dust would be less than significant. The Initial Study (see Appendix A of the DEIR), prepared before enactment of the Construction Dust Control Ordinance, included a mitigation measure that incorporates some of the provisions of the Construction Dust Control Ordinance. But, compliance with the Construction Dust Control Ordinance would effectively implement the previously identified mitigation measure in the Initial Study so no additional mitigation is required.

The sentence that a commenter has quoted related to project construction activities is taken from impact statement AQ-3 found on page 147 of the DEIR. A corresponding Mitigation Measure M-AQ-3 is found on pages 147 to 148 which would reduce the impact from toxic air contaminants associated with construction vehicle emissions to a less-than-significant level.

The comment states that mitigation measures to address air quality impacts are inadequate, given the proximity of the project site to nearby residents and the removal of trees. The comment does not provide any specific evidence to support this assertion. Therefore, no further response is provided. The comment also states that the mitigation measures would not protect residents from annoyances during construction. CEQA requires mitigation for significant impacts, and while annoyance is understandably a concern for nearby residents, it is not in and of itself a significant impact in accordance with CEQA.

Additional residents and their associated motor vehicles would typically contribute relatively small quantities of toxic air contaminants during routine activities in the neighborhood. While these activities could add incremental amounts of toxic air contaminants to surfaces and the atmosphere in the vicinity of the project site, they would not pose a substantial public health or safety hazard.

Based on the information restated above and provided detailed in the DEIR, Chapter IV.D. Air Quality, there would be a less-than-significant impact on air quality as a result of the proposed project. No additional analysis is necessary under CEQA.

Please also see Response TR-4 on page 79 for a discussion of traffic and circulation, Response TR-6 on page 84 for a discussion of construction traffic, Response GE-1 on page 102 for a discussion of geology and soils, and Response NO-1 on page 133 for a discussion of noise.

## Comment AQ-2: Comments about effects on air quality, particularly on the preserve at the top of Mount Sutro.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-McElwee E (1)

I-McElwee E (5)

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“There is the air safety issue and the effect on the preserve at the top of Mt. Sutro, of course, which can’t be discounted completely.” (*Ellen McElwee, email, June 1, 2012 [I-McElwee E (1)] and Ellen Schulz-McElwee, letter, June 1, 2012 [I-McElwee E (5)]*)

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### Response AQ-2

As shown in Impacts AQ-2, AQ-4, and AQ-5, found on pages 145 to 149 of the DEIR, the proposed project’s construction and operational emissions would not exceed the project-level thresholds for criteria air pollutants. Therefore, the project would not be considered to result in a cumulatively considerable contribution to regional air quality impact. As a result, the project’s impacts on air quality would not significantly change the air quality, nor would it adversely impact the air quality at the top of Mount Sutro. The air quality thresholds utilized for this DEIR are used by the City and County of San Francisco and many other jurisdictions throughout California for all project types, including residential, industrial, and open space. Projects that do not exceed these thresholds are considered to have a less-than-significant impact to air quality and therefore meet public health standards of air safety.

## G. GEOLOGY AND SOILS

The comments and corresponding responses in this section cover topics in Chapter IV, Section F, of the DEIR. These include topics related to:

- GE-1, Impacts to Geology and Soils

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### Comment GE-1: Comments relating to the geologic and soils found on and around the project site and related impacts.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Ajoudani	I-Leonhardt (1)	I-Sobol J
I-Branch	I-Marks	I-Wiss
I-Callan	I-McAleece	I-Wohlers (1)
I-Eade (1)	I-McElwee C (1)	I-Wong (2)
I-Eisman	I-McElwee C (2)	PH-Antonini
I-Furman	I-McElwee E (2)	PH-Drago
I-Garret	I-Minuth E (2)	PH-Eade (2)
I-Greggains	I-Rector (1)	PH-Hofmann
I-Hou	I-Rector (2)	PH-Minuth R (2)
I-Jorgensen	I-Ritenour	
I-Kane	I-Saks	

An additional 74 people submitted comments related to geology and soils via a checked area of concern on a form letter provided by the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition; 47 of these commenters checked the box adjacent to "Geologic stability and risk of landslides." A list of the commenters that submitted a form with this area of concern checked can be found in Table B-1 located in Attachment B, DEIR Form Comment Letters.

"In addition, the entire hillside has underground waterways with the potential for massive landslides, especially if disturbed by the onslaught of building such a high density development." (*Tony & Andrea Ajoudani, letter, May 24, 2012 [I-Ajoudani]*)

“This project is a disaster waiting to happen. The area is slide-prone ...” (*Jacob Branch, form personal comment, undated, [I-Branch]*)

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“This ambitious Project proposes to shoehorn a large and dense development into a very constrained site with extraordinarily steep terrain. The pictures on the next page and attached hereto as Exhibit 1 illustrate just how steep and constrained the site is. More importantly, approval of the Project as currently proposed would jeopardize the health, safety and well-being of these residents and their property by putting them at substantial risk of being exposed to landslides, among other hazards. As further described below, the DEIR does not comply with the requirements of the California Environmental Quality Act (‘CEQA’) because it fails to study all potentially significant environmental impacts, fails to consider potentially significant environmental impacts associated with mitigation measures and also fails to adequately analyze feasible project alternatives. As such, the DEIR needs to be substantially revised and recirculated. The Project proposes to develop 13 buildings containing 34 units and a private access road in the steeply sloped wooded area that currently exists between the residential buildings shown in the top and bottom of the photo below (Figure 1). Clearly, construction of the Project will rely on complex and extraordinary engineering techniques that will have significant adverse environmental impacts on the surrounding environment.

“Geology and Soils. The Project’s geotechnical investigation by Alan Kropp dated September 29, 2006 raises concerns about hillside stability for a development of this size. The DEIR clearly describes the site as an area with a history of frequent and substantial landslides and other problems associated with unstable soils. Given this troubling history, the City should require a ‘design-level’ geotechnical review as part of the Project’s CEQA analysis rather than deferring such analysis through mitigation measure M-GE-1b. This is particularly true because the DEIR relies upon the results of the future ‘design-level’ report to identify environmental impacts and actual mitigation measures. For example, M-GE-1b relies on this design level review to analyze expected ground motions from known active faults and M-GE-2a relies on it to ‘determine and design appropriate protective measures’ which may include removal and re-compaction of fills and retaining walls. It seems likely that the design level geotechnical report might also recommend measures such as a concrete abutment supported by rock bolts, similar to the ones existing at the neighboring Kirkham Apartments and the base of Mt. Sutro, as shown on Exhibit 1 attached hereto (see Photos #12 and 13.) If that is the case, then CEQA would require an analysis of the impacts associated with covering the hillside in concrete, which certainly would include adverse impacts on aesthetics and

water quality. Deferral of such environmental analysis violates CEQA as it deprives the decision-makers and the public of the ability to make an informed decision. (CEQA Guidelines, § 15126.4(a)(1)(B).)

“Environmental Review of Mitigation Measures. The DEIR must also identify and analyze the environmental impacts associated with implementation of proposed mitigation measures. (CEQA Guideline, § 15126.4(a)(1)(D).) In particular, the eight measures (GE 1 - 7 and 10) recommended to stabilize the steep hill side may have significant effects on the environment. For example, they call for possible construction of retaining walls, but the location and size of the potential walls is not discussed. There is also the potential for removing and re-compacting fill under the road, but the extent of such fill work and impacts associated with performing that work are not discussed. The depth, extent and environmental consequences of installing stitch piers, lagging, debris walls, v-ditches, swales, catch basins, pier foundations and soil nails are not discussed either. The potential significant effects associated with these mitigation measures need to be analyzed in a revised DEIR and that DEIR needs to be recirculated for further public review and comment.

“Further Investigation of Sewer Line. Previous landslides in and around the Project site were likely caused by a variety of factors including a suspected improperly functioning sewer line. (Kropp, page 14; section 3.01.7.) Further investigation of this sewer line is required to evaluate the Project’s geotechnical impacts, and if appropriate, the Project should be required to remediate any deficiencies with the sewer line. Downhill Hazards. Neighbors living below the Project site have experienced slope instability in the past. Indeed, the pictures in Exhibit 1 attached hereto illustrate that current existing retaining walls do not adequately contain debris and rock from falling into the downhill properties. (See Exhibit 1, Photo # 8-10.) This condition will only be exacerbated by the Project. The DEIR, however, fails to fully evaluate the potential of landslide due to construction of the hillside and its danger to the downhill buildings and residents. Such an analysis should be set forth in a revised DEIR that is recirculated for additional public review and comment.

“Peer Review. The private roadway to be constructed to serve the Project relies on extensive use of stitch piers and a cantilevered roadway design. Due to the extraordinary construction method for this proposed Project, the City has convened a peer review panel. We understand that the peer review panel will be meeting shortly. We urge the City to delay consideration of the DEIR until that peer review process is complete. At a minimum, the City should incorporate and respond to the comments and additional mitigation measures identified by the Peer Review Panel in the ‘Comments and Response Document.’”

“(c) Retaining/Debris Walls. The DEIR states that walls will be constructed at the downhill edge of the site to prevent rocks, soil and other materials from falling onto the property of the downhill neighbors. The downhill neighbors are already exposed to excessive rock and debris flow that existing retaining walls cannot contain, as illustrated on Figure 3 below. (See also photos 8-10, Exhibit 1.)

“Once construction begins, even more rock, soil and other debris will fall down the hill. As such, the need for adequate retaining walls during all phases of construction cannot be understated, yet do not appear to be adequately addressed. Also, the developer needs to explain how the contractor proposes to access this area to build the retaining wall that will support the road. Will access be from Lots 25/28 or from the bottom of the hill via 5th Avenue? If from 5th Avenue, the DEIR needs to analyze the impacts associated with construction trucks traveling along that route. If from Lots 25/28, how will cement trucks and other construction vehicles traverse the steep terrain required to access from above? The environmental impacts and hazards associated with such construction activities have not been adequately analyzed in the DEIR.” (*John Callan, letter, June 19, 2012 [I-Callan]*)

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“1. In the Geotech Report on page 14 Sections 3.01.6 and 3.01.7 reference is made to a sewer/drain line traveling along the southern boundary of the proposed site as well as the listing of several landslides adjacent to the site. Further investigation of the integrity of the sewer/drain line is recommended and if necessary, remediation of the line should be required.”

“2. In Table S-I, there are eight measures (GE 1 -7 and 10) recommended to stabilize the steep hill side which may have potential significant effects on the environment. These potential significant effects were not analyzed as required by CEQA and should be analyzed as part of the responses to the comments.

“3. The new roadway serving the proposed development relies on extensive use of stitch piers and a cantilevered roadway design. Due to the extraordinary construction method for this proposed project, the City has convened a peer review committee. In December 2004, this committee reviewed the previously submitted project and provided a number of items to be included in the geotechnical investigation report. The neighbors understand that the peer review committee will be meeting again shortly. The neighbors urge the Planning Commission to require the Planning Department to incorporate and respond to the comments and additional mitigation measures required by the Peer Review Committee in the ‘Comments and Response Document.’”

“5. The DEIR states that construction of the units will require cut and fill. Any fill area must be compacted. Figure 1 on page 41 of the DEIR is a section of a duplex. Please explain the sequence of



construction and whether the new residential units will be built before construction of the retaining wall supporting the new road.

“6. The DEIR states that walls will be constructed at the downhill edge of the site to prevent rocks, soil and other materials from falling onto the property of the downhill neighbors. Please explain how the contractor proposes to access this area to build the wall. Will access be from Lots 25/28 or from the bottom of the hill via 5th Avenue?” (*Jeffrey Eade, letter, June 18, 2012 [I-Eade (1)]*)

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“5. Fear of structural & environmental impact on current property from pile driving equipment that can destabilize the ground under those homes, as the earth shifts

“6. Possible landslide during construction and after, especially if we have an unusually wet winter. It happened during the 2007 past winter on Warren Drive in an area that looks more stable and not as steep as the proposed site

“7. In 1979 when new homes were first built on Warren Drive, there was a landslide and one home slid down the hill. The developer's soil consultants had declared the hill safe!

“8. Who is going to safeguard the competence and integrity of the soil consultants, engineers, & contractor, and insure potential damage to surrounding homes above and below the construction?

“9. On Warren Drive the city had to construct a three-quarter million dollar retaining wall. Also, they had to put in pipes that went down to the same level as Warren Drive to handle spring water drainage. It took 3 years to complete corrective construction!” (*Maria Eisman, letter, June 8, 2012 [I-Eisman]*)

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“The multi-family development adjacent to Forest Knolls is experiencing considerable problems due to the instability of the hillside, the very same terrain on which the proponents would build the massive San Francisco Overlook. The last time we had an El Nino winter, there was a substantial slide and the homeowners have yet to find a way to remedy the hazard posed to their homes.” (*John Furman, email, June 15, 2012 [I-Furman]*)

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“Having witnessed the damage done at 7 upper terrace in San Francisco when the City allowed building on the street below and behind the property, I cannot imagine the harm if such a large development is

allowed on the lot below Crestmont Drive. Thank you for your consideration." (*Ann Garrett, form personal comment, May 29, 2012 [I-Garret]*)

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"2. Landslides in the area were caused by run-off from the storms (1990-1991?). I was on Warren Drive when the hillside collapsed. This is more a probability than possibility regarding this proposed development.

"3. What about earthquakes? Can the Planning Commission promise that nothing bad can happen?

"I very strongly stand behind my convictions, as do all of my neighbors." (*Raymond Greggains, letter, June 13, 2012 [I-Greggains]*)

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"I also agree with the concerns raised by other neighbors, especially the seismic and geological stability of the slope which risks the safety of the residents living below the planned development" (*Craig Hou, email, May 21, 2012 [I-Hou]*)

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"4. Geoseismic and landslide hazard which could threaten nearby homes.

"5. Destabilization of hillside by construction activities.

"6. Risk to life and property downhill in the new development when/if future landslides like the previous one at 383-391 Crestmont were to occur.

"The landslide issue alone is a basic common-sense reason to not build on this hillside. It has a history of sliding, and to build such a large complex on an unstable hillside is a blatant disregard to the lives and families already living in the area." (*James Jorgensen, letter, June 4, 2012 [I-Jorgensen]*)

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"As you are aware, Forest Knolls is located along the downhill side of one of the steepest hillsides in San Francisco. All neighborhood homes project over the hillside and are supported by high concrete or steel pylons resting on the lower hillside. In addition to the heavy traffic 34 more units will create, the massive construction and earth moving equipment on the road below existing homes as well as on the street at the entrance level will carry an unacceptably high risk of destabilizing the hillside on which the homes' pylon foundations rest. There is also the threat of serious damage to the supporting hillside, foundation bases,

and pylons that will destabilize the neighborhood's houses during a moderate to severe earthquake. Such destabilization would be catastrophic, resulting in the total loss of many houses in the neighborhood, most of which have more than 60-70% of their living space projected out over the hillside. Sedimentary rock in the neighborhood is disintegrating and the area has a long documented history of slides which continue to this day. In the 1960s, grading on the west slope of Mt. Sutro sent earth spilling into the street. In June 1979, a new home not yet occupied was pushed into the street by a massive slide of earth behind it. Four adjacent homes had to be evacuated.

“During El Nino and its wake, the entire lower west slope of Mt. Sutro became unstable resulting in the sliding of the steep terrain from Crestmont Drive down to Warren Drive. The construction and presence of 34 more units exacerbates this dangerous situation.” (*Leslie Kane, email, May 21, 2012 [I-Kane]*)

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“In reviewing the DEIR 2004.0093E for the proposed project called SF Overlook Residential Development I am absolutely shocked that the report allows 880 trees to be removed so the development can be built. I know this area very well and the removal of these trees seems to me to be detrimental to the stability of the hill that supports the Crestmont homes. Can you tell me how this can be allowed?” (*Lesley Leonhardt, email, May 18, 2012 [I-Leonhardt (1)]*)

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“Geoseismic and landslide hazard which could threaten nearby homes” (*Pam Marks, email, June 2, 2012 [I-Marks]*)

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“Geoseismic and landslide hazard which could threaten nearby home

“Destabilization of hillside by construction activities” (*Erin Jean McAleece, email, May 7, 2012 [I-McAleece]*)

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“While I am not a geologist, I have witnessed firsthand the landslides that can occur on our steep hillsides. I and many others on the street are understandably frightened by the geoseismic and landslide hazards that could threaten our homes as a result of the destabilization caused by hillside construction activities.” (*Charlie McElwee, letter, June 2, 2012 [I-McElwee C (1)]*)

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“Compliance with Planned Unit Development (PUD) criteria

“Page 6: Retaining Walls

“The EIR draft states that there will be no retaining walls at the rear yard. Since the residential units proposed are over two stories, there will be a requirement for two exits plus fire department access to the rear yards. Due to the slope of the site's rear yards, grading and retaining walls to provide rear yard access will be required. Rear yard access study and grading impact need to be included in the EIR.”

*(Charles McElwee, letter, undated, [I-McElwee C (2)])*

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“Stability of Slope Not Fully Predictable

“I am concerned about building on a slope at the end of a narrow street. I have voiced the concern about the street, but the slope gives no indication by history of being particularly stable sandwiched as it is immediately below the existing aging homes and the steep land below. The report gives little attention to the slides occurring along the steep grade at various portions of Crestmont, which we have experienced ourselves, or the fact that the soil erosion in front of one house in particular is known to be of immediate concern to all. Needless to say, no one living on the street wants to ‘lead’ with this as a complaint as it forces talk of worries about our own properties. And this is exactly as the developer has designed, demanding that existing residents pay for investigation of the feasibility of his project, in order to falsely address the stability issue, and assure that said homeowners would refuse out of the unnatural sound of having us pay for their public relations. Such a move allows the developer to note to you and others, resident's putative lack of apparent concern about stability issues. Brilliant move, showing the meanness that will come out when dealing with busy neighbors in future when permission for massive work and ground moving is granted.

“The DEIR disappoints by failing to address the very real possibility that so much work could in fact destabilize and degrade the confident fixedness of our homes, many of which were purchased after multiple funky owners did not realize that water from the street runoff and winter rains could easily do much damage to the primary non-cement supports affixing and shaping the constructions. It is a fact that these homes face such problems, and were built with fewer demands placed on the builders at the time. It is an owner's responsibility to express concern about the damage to existing property that will occur, even if it doesn't immediately involve obvious foundation cracks or buildings falling down right away, from this comparatively enormous, high-risk-for-high-profit pitch to develop.

"I am not a geologist, but I do think, in addition to fantastically unreasonable attitudes toward the access street of Crestmont, the report does not adequately address the potential collateral damage to homes in the area." (*Ellen McElwee, email, June 14, 2012 [I-McElwee E (2)]*)

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"I am worried that there will be an increase to landslide and environmental disasters due to the construction and buildings on the road." (*Erin Minuth, form personal comment, June 5, 2012 [I-Minuth E (2)]*)

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"I am writing to express my deep concern regarding the proposed Crestmont development. There is strong, organized opposition to this project so you would be certainly putting your reputation at risk if you don't stop it. This neighborhood is already built on terrain that is too steep; adding more buildings only compounds the threat of landslide and damage due to earthquake. I am at a loss to understand how one could possibly fit even more houses on such a steep hillside! Geologically, as crumbly Mt. Sutro continues its natural degradation, it is only a matter of time until these buildings collapse and destroy property and quite possibly people's lives." (*Clark Rector, letter, May 30, 2012 [I-Rector (1)]*)

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"I am writing to express my deep concern regarding the proposed Crestmont development above Kirkham Heights. There seems to be strong and organized opposition to this project for many reasons. Here I simply write about what seems like the most imminent threat: natural erosion. This neighborhood is built on terrain that is already too steep: a staggering 45 degrees at places by my estimation. Adding more buildings only adds to the possibility of slides, great damage, and personal injury or loss of life. I cannot understand how some individual or group with any conscience could want to develop even more houses on such a steep slope! Geologically, as Mt. Sutro continues to naturally degrade, it is only a matter of time until these buildings go the way of gravity. Perhaps you, too, are against this project and have already taken action to stop it. Thank you. I really believe that letting this project slip by would be an embarrassment, and perhaps even catastrophic, to you and to the City of San Francisco." (*Clark Rector, email, June 5, 2012 [I-Rector (2)]*)

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"8. Structural & environmental impact on current property from pile driving equipment that can destabilize the ground under those homes, as the earth shifts

"9. Earthquake hazard for houses above and below construction

“10. Possible landslide during construction and after, especially if we have an unusually wet winter. It happened during the 2007 winter on Warren Drive in an area that looks much more stable and not as steep as the proposed site.

“11. Same problem that happened in 1979 when new homes were added on lower Warren Drive, there was a landslide and one home slid down the hill. There was considerable damage to hill. Some damage to homes above the slide as well. This was after the developer's soil consultants had declared the hill safe!

“12. The city had to construct a three-quarter million dollar retaining wall on the hill above Warren Drive. They installed giant pipes that went down to the same level as Warren Drive to handle spring water drainage. It took 3 years to complete corrective construction!” (*Lourena Ritenour, letter, June 8, 2012 [I-Ritenour]*)

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“but let's talk about a major earthquake.

“The proposed site is on a super steep cliff in the middle of one of the most seismically active areas on Planet Earth. It also happens to be smack dab in the middle of one of the most populated areas on Planet Earth as well.” (*Michael Saks, email, June 19, 2012 [I-Saks]*)

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“and ‘Geology and Soils GE-1 Construction of the project would expose people and structures to substantial seismic related hazards including the risk of loss, injury, or death involving strong seismic ground shaking.’ This is unacceptable.” (*Jillian Sobol, letter, June 18, 2012 [I-Sobol JJ]*)

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“3. The proposed development will be built over air as the proposed construction on a steep slope. There have been inadequate soils evaluations and virtually no engineering evaluations performed. Slides have occurred in the area of the proposed development and on Warren. The proposed development endangers surrounding homes and structures. The developers have already blamed existing homeowners for anticipated slide problems and anticipated water run-off problems. They have told the existing neighbors that they are the ones who created a problem, attempting to shift responsibility to others before construction has even begun.” (*Mary E. Wiss, letter, June 18, 2012 [I-Wiss]*)

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“5) Geoseismic and landslide hazard which could threaten nearby homes. This has already been evidenced on the hill right next to the proposed development.

“6) Destabilization of hillside by construction activities.” *(Peter Wohlers, email, June 12, 2012 [I-Wohlers (1)])*

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“The potential for geologic de-stability and landslide hazards of this project are another risk to the homes adjacent to it both during construction and afterwards. There are increased risks to life and property downhill from the new development if and when future landslides like the previous one at 383- 91 Crestmont were to occur.” *(Susan Wong, email, June 14, 2012 [I-Wong (2)])*

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“Also another comment that I think needs to be addressed is the access - the retaining wall which needs to be built will have to have access. And I guess the question that was raised by the commenter is the access going to be from below or from the street itself? This is something that needs to be responded to in the Comments and Responses.

“Yeah. And one additional thing in keeping with what Commissioner Miguel says, we're fortunate that we live in a city that has a lot of hills and is not a stranger to construction on hills. And this is something that seems to be well documented in the EIR. But as I mentioned before, there are some areas of concern that still probably need to be addressed in Comments and Responses. But in some parts of the eastern part of San Francisco, we have situations that are even more intense as far as the impacts that have to be analyzed.

“And then some of the other things that were brought up in regards to impacts regarding slides and other things are again important to be addressed and they are addressed in the EIR, but a lot of this has to do with issues that are the province of DBI that obviously there are certain standards that have to be met when a project is built.” *(Commissioner Antonini, public hearing comment, June 14, 2012 [PH-Antonini])*

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“The Environmental Impact Report reveals that the developers tested the safety of a shale hill on a similar hill, quote, ‘like Mount Sutro.’ Recently surveyors for the developers loosened shale rocks which fell onto the decks of Mount Sutro Terrace Apartments and smashed through the window of an empty apartment.” *(John Drago, public hearing, June 14, 2012 [PH-Drago])*

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“I'm the president of the Mount Sutro Woods Homeowners Association, and my address is 407 Crestmont Drive. I would like to begin by stating that the HOA is opposed to this project in its current

form and has expressed this in a letter dated September 9th, 2011 to the Planning Commission members, Supervisor Elsbernd and the Planning Department staff in charge of this project.

“In regards to the DEIR, I would like to ask that the following comments be addressed. No. 1, in the geotech report on Page 14, Sections 3016 and 3017, reference is made to a sewer drain line traveling along the southern boundary of the proposed site, as well as a listing of several landslides adjacent to the site. Further investigation of the integrity of the sewer drain line is recommended, and if necessary, remediation of the line should be required.

“No. 2, in Table S-1, there are eight measures, GE 1 through 7 and 10, recommended to stabilize the steep hillside which may have potential significant effects on the environment. These potential significant effects were not analyzed as required by CEQA and should be analyzed as part of the Response to the Comments. No. 3, the near roadway serving the proposed development relies on extensive use of stitch piers and a cantilevered roadway design. Due to the extraordinary construction method for this proposed project, the City has convened a peer review committee. In December 2004 this committee reviewed the previously submitted project and provided a number of items to be included in the geotechnical investigation report. The neighbors understand that the peer review committee will be meeting again shortly, and the neighbors urge the Planning Commission to require the Planning Department to incorporate and respond to the comments and additional mitigation measures required by the peer review committee in the Comments and Responses Document” (*Jeffrey Eade, public hearing, June 14, 2012 [PH-Eade (2)]*)

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“Concerning landslides, in the EIR, Section 4F Geology and Soils, it says, ‘There are no mapped active or inactive faults in the immediate proximity of the site.’ No mapped fault meaning there could be unmapped faults. New faults are found all the time. The San Andreas near Westline has been thoroughly studied for decades. A previously unknown fault was discovered there ten years ago. So there's no guarantee that a fault does not exist near the site.

“From the EIR: ‘The risk of earthquake-induced landslides is low with the exception of the landslide area northeast of the project site.’ The Kirkham Heights Apartments are in the northeast of the project site. This is a big concern for residents. There are some elderly residents on fixed incomes who fear damage to their buildings might force them to have to move. The EIR notes there have been slides behind Kirkham Heights. Well, the whole area is prone to slides. About thirty years ago, an elderly woman told me she witnessed a landslide along what is now Koret Way when she was on her way to Grattan School. This



was in 1910. So it's been sliding a long time. And back in the early 90s in the middle of the night we were awakened by a loud knocking and shouts, 'Get out, get out. The hill is sliding.' This landslide crossed Koret Way, completely covered a pickup truck and slammed into the side of the UC building. This was north of the swale at the end of Kirkham Street. Fortunately, no one was injured. A large slide could cause fatalities. All along from UC through the project site, the area is made up of rotten rock. Disturbing this vulnerable area with heavy construction is not a good idea unless the whole of the hill can be stabilized. I don't trust the effectiveness of these mitigating measures in just this little area. Stabilizing one small strip and then expecting the whole rest of the area to remain the same seems like wishful thinking. Thank you." (*Pamela Hofmann, public hearing, June 14, 2012 [PH-Hofmann]*)

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"The DEIR states that the construction of the units will require cut and fill. All fill areas need to be compacted which means more material needs to be brought in. Figure 11 on Page 41 of the DEIR is a section of a duplex, and the developer needs to explain the sequence of construction and whether the new residential units will be built before the construction of a retaining wall that's indicated there that supports the new road.

"The DEIR states that the walls will be constructed at the downhill edge of the site to prevent rocks, soil and other materials from falling onto the property of the downhill neighbors. How does the contractor propose to access this area to build the wall? Will access be Lots 25 and 28 or from the bottom of the hill via Fifth Avenue?" (*Reed Minuth, public hearing, June 14, 2012 [PH-Minuth R (2)]*)

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## Response GE-1

These comments relate to the geologic and soils conditions on and around the project site and related impacts that could be caused by the project.

The Planning Department would like to acknowledge that many comments raise issues of geologic and soil stability in the area. These comments reflect the existing conditions that exist with or without the project and therefore are not impacts of the project according to CEQA.

The geologic conditions at the site and surrounding areas are described on pages 189 to 190 of the DEIR. The Franciscan Formation chert, greenstone, and sandstone are competent and stable in their natural condition. These materials are quite strong and are not susceptible to significant weathering or deterioration. Major grading activities have occurred in the area (as noted on page 179 and 192 of the

DEIR) and on the subject site (described on page 192 of the DEIR); much of this past grading has resulted in the creation of instabilities. These grading activities created the existing fill discussed on pages 192 to 193 of the DEIR. As a result of the weakness of these existing materials, the fill materials will be either removed and re-compacted or “pinned in place” by drilled piers during site development (as described in Mitigation Measure M-GE-2e [Existing Fill] page 217 of the DEIR). As a result, the on-site fill materials will not pose a threat to the proposed project or to off-site structures. The past grading in the area also contributed to the instabilities on the slopes in the areas where two small landslides are shown on Figures 21-A and 21-B (on pages 180 and 181 of the DEIR), downhill of dwellings on Crestmont Drive and just uphill of the site. These failures are discussed on page 185. A similar failure has recently occurred behind the units at 383-391 Crestmont Drive (as noted by various commenters). The proposed development will be protected from small upslope, off-site landslides impacting the site by the construction of debris walls (see Mitigation Measure M-GE-2c [Debris Walls] on page 215 of the DEIR).

The past placement of fill on the weak natural soils in the swale at the northeast corner of the site contributed to the landslide movement shown on Figure 21-B. The bin wall described on page 187 of the DEIR was installed to help control this landslide, but future movement may occur. To protect the proposed development from such movement, stitch piers (Mitigation Measure M-GE-2b [Stitch Piers] on page 214 of the DEIR) will be installed.

Another major past human activity that has resulted in the existing conditions in the area was the quarry activities performed immediately northwest of the site (described on page 183 of the DEIR). The quarrying resulted in the steep, raveling slopes now present downslope of and within the northeast corner of the site. The site will be protected from further encroachment onto the site from these failing downhill slopes through the use of stitch piers. Downslope properties will also be protected from the impact of loose materials sliding downhill from within the site by the construction of debris walls (Mitigation Measure M-GE-2c [Debris Walls] on page 215 of the DEIR). It is anticipated that the contractor will gain access to build these piers and walls from the area of the existing unpaved road on the site, and access from downhill properties will not be needed.

The large landslides in the general area noted by various commenters are generally described on pages 184 to 188 of the DEIR. These features have been carefully studied and found to have different conditions than those present within the site, particularly as a result of grading or quarrying, so the referenced larger off-site landslides do not represent a situation comparable to the project site.

Page 190 of the DEIR describes the active faults in the area; there is no evidence of the presence of active faults in the immediate vicinity of the site. The site could be subject to very strong ground shaking during a major earthquake on one of the listed active faults, and appropriate high seismic force parameters will be used in the project design (Mitigation Measure M-GE-1a [Seismic Design Parameters] on page 211 of the DEIR). Project design and structural engineering will be up to the most recent seismic and building code requirements. Analyses of the potential for land sliding have been performed for stability during strong earthquake shaking as well as non-earthquake conditions. Acceptable factors of safety were determined to be present for both situations (Mitigation Measure M-GE-3a [Slope Stability] on page 220 of the DEIR). Slope movement during an earthquake could occur in the areas of existing landslides described in the two preceding paragraphs. However, the mitigation measures described previously for non-earthquake conditions will also be designed to provide protection during earthquake-induced movement. Conclusions made about faults at or near the project site are based on available evidence, which is the appropriate analytic method under CEQA. The risk of earthquakes is an existing condition and no project can be designed to fully avoid such risk. As discussed under Impact GE-1, the San Francisco Building Code and Mitigation Measure M-GE-1a [Seismic Design Parameters] on page 211 of the DEIR would reduce the risk associated with earthquakes to a less-than-significant level.

Site grading activities for both construction access and long-term improvements will be carefully performed during site development. As noted on page 221, detailed geotechnical recommendations will govern work on steep slopes; this is part of Mitigation Measure M-GE-3d (Construction on Steep Slopes) (found on page 221 of the DEIR). Specific contemporary recommendations will guide site clearing and grubbing, fill placement on slopes, excavations, subgrade preparation, placement and compaction of fill, trench backfill, creation of new cut or fill slopes, and future maintenance of these earthwork activities. Many of these techniques have substantially improved since past construction occurred in the neighborhood. By observance of these current code and design practice recommendations, not only will future site performance be enhanced, but impacts on adjacent properties will be mitigated. These elements are incorporated in Mitigation Measure M-GE-10a (Design, Construction and Maintenance Recommendations) (found on page 225 of the DEIR).

The project structures (buildings, retaining walls, etc.) will generally be supported on reinforced concrete piers constructed within shafts drilled deep into the bedrock. In selected areas where excavations are extended into the bedrock, supporting foundations will consist of footings bearing directly on the bedrock. These foundations will both carry the vertical and lateral structural loads well into the strong bedrock, as well as provide increased stability of any remaining fill materials and native soils; these

foundations are described on page 223 of the DEIR and in Mitigation Measure M-GE-6a (Foundations). The drilling operations for the piers cause very little ground vibration, unlike the large vibrations resulting from pile driving. No pile driving will be part of the proposed project because piers will be drilled. Retaining walls, including cantilever retaining walls, will be designed to resist both static and earthquake lateral loads (Mitigation Measure M-GE-3c [Design and Retaining Walls] on page 221 of the DEIR). These design approaches are neither extraordinary nor unique but are common in well-designed, contemporary projects. Furthermore, these foundation measures, along with the proposed drainage measures, will provide a substantial strengthening of the site, and adjacent properties will have a significantly lower risk of exposure to ground movement originating from the site as a result. The level of detail available is sufficient to identify possible impacts of the project and to formulate effective mitigation measures.

As discussed in Section IV.F, Geology and Soils (see DEIR page 195), groundwater observations were recorded in eight of sixteen test borings (observations could not be made in the remaining eight borings because of the presence of drilling fluid). Groundwater was not seen in five of the eight borings at which observations were made. In the other three borings, the overall amount of water was relatively minor and was limited to isolated zones of seepage, which appear to be flowing along fractures in the rock at depths ranging from 9 to 56 feet. No springs or areas of seepage were observed on the project site during a geologic reconnaissance. Historically, active springs were observed at several off-site locations. These data indicate that little subsurface water flow is now present within the site, although localized, intermittent spring or seepage activity may occur as a result of heavy winter rains. The project will include construction of impervious surfaces such as roofs and installation of subsurface drains (subdrains), which will be discharged into the stormwater drainage system. Overall, these measures will reduce groundwater infiltration within the project area and reduce the risk of an increase in groundwater levels beneath the site. Water collected following the development of the site will be carefully handled. The existing sewer/storm drain line present below the existing access road would be entirely reconstructed as part of the development so that, if any current leakage might be destabilizing the adjacent slopes, such leakage would be eliminated.

The San Francisco Stormwater Design Guidelines (SDG) encourage the use of low-impact design approaches to comply with stormwater management requirements. Low-impact design solutions apply decentralized site strategies to manage the quantity and quality of stormwater runoff and include, but are not limited to, best management practices (BMPs) such as cisterns, green roofs, bioretention basins and planters, permeable pavements, infiltration trenches, and constructed wetlands. The SDGs require the

development of a Stormwater Control Plan (SCP) that identifies responsible parties, funding sources, maintenance activities, and schedules for all BMPs, including an operations and maintenance plan. The SFPUC Urban Watershed Management Group must approve the SCP and associated operations and maintenance plan. The project would incorporate low-impact design strategies, such as water-efficient landscaping and irrigation.

The complete final scope of project drainage and erosion control improvements ultimately would be detailed in a Site Grading and Drainage Plan, a Drainage Management Plan, and a Sediment and Erosion Control Plan. The condition of the existing storm sewer will be evaluated as part of this process, and any necessary improvements or repairs will be included with the project improvements. These measures are part of Mitigation Measure M-GE-2d (Drainage and Erosion Control) on page 216 of the DEIR.

Construction will have to be carefully performed, given the steepness of the site. The new roadway will be constructed early in the project so it can serve as a staging area for the new homes. Access for construction of the roadway will utilize the existing unpaved road on site, and no significant construction access will be needed from 5th Avenue (except for work on the downhill portion of the storm sewer line that connects the project to the main storm and sewer line in 5th Avenue via a utility easement across the adjacent property). Mitigation Measure M-GE-3d (Construction on Steep Slopes), found on page 221 of the DEIR, outlines the elements of this work. A temporary fence will be erected along the northern portion of the construction area to stop any loose rocks that begin to roll down the slope. Grading activities are not permitted during the rainy season, and special construction erosion control measures are needed during other wintertime construction work. Therefore, the site should not have significant erosion or slippage, even during very heavy winter rains.

The project site was evaluated using a "Master Plan" geotechnical investigation in order to determine overall engineering feasibility of site development and to inform the preliminary designs. The level of detail provided in this document is adequate for CEQA analyses and is specifically appropriate in this case, because the level of detail and information obtained on the subsurface effectively evaluates whether geologic or seismic impacts exist and whether mitigation would be required. Additionally, remedial measures developed by the geotechnical engineers in the preliminary geotechnical study may be identified as mitigation measures, as they have in the DEIR prepared for this project—specifically mitigation measures found on pages 211-225 of the DEIR: M-GE-1a (Seismic Design Parameters), M-GE-2a (Protection of Private Road from Existing Landslides), M-GE-2b (Stitch Piers), M-GE-2c (Debris Walls), M-GE-2d (Drainage and Erosion Control), M-GE-2e (Existing Fill), M-GE-2f (Creep and Sloughing of Native Soils), M-GE-2g (Maintenance), M-GE-3a (Slope Stability), M-GE-3b (Soil Nails), M-GE-3c (Design

of Retaining Walls), M-GE-3d (Construction on Steep Slopes), M-GE-6a (Foundations), and M-GE-10a (Design, Construction, and Maintenance Recommendations). Clear performance standards are provided for each mitigation measure in the geotechnical study. These measures ensure that each impact can be mitigated to a less-than-significant level. These mitigation measures either describe in detail the specific actions that will be required or identify feasible remedial methods and design measures that can be taken that are standard, accepted, and proven engineering practices used throughout the Bay Area to overcome unfavorable soil and geologic conditions. Therefore, the EIR does not inappropriately defer the identification of mitigation measures.

CEQA Guidelines Section 15126.4(a)(1)(D) states that, if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed, but in less detail than the significant effects of the project as proposed. Numerous measures will be taken to mitigate potential geotechnical impacts at the site. However, there is no evidence supporting a conclusion that the mitigation measures proposed to address geological and soil impacts will themselves result in impacts not identified and addressed in the EIR. Cumulatively, more impervious surfaces will be created, and the increased amount of water will be addressed by a Stormwater Control Plan. A positive impact of these impervious surfaces, as well as from the new subsurface drains, is that there will be less groundwater underneath the site; this will allow the soils and bedrock to be drier and stronger.

Due to the number of improvements being constructed, a broad maintenance program will be necessary for properly maintaining the new elements (Mitigation Measures M-GE-2g [Maintenance] on page 218 of the DEIR and M-GE-10a [Design, Construction, and Maintenance] on page 225). Mitigation Measure M-GE-2g (Maintenance) provides for ongoing maintenance of geotechnical and structural design elements of the projects by requiring the homeowners association to maintain such elements as a common area maintenance obligation. Mitigation Measure M-GE-10a (Design, Construction, and Maintenance) provides for informing all new property owners of maintenance obligations. The maintenance obligations will include clearing drains, debris and inspecting structural elements. Where soils may collect in catch basins or behind debris walls, regular cleaning of the facilities will be required so that large amounts of collected soils do not spill out over adjacent slopes.

Finally, Mitigation Measure M-GE-1b (Detailed Design Plans), found on page 212 of the DEIR, requires the project sponsor to submit detailed design plans to the DBI prior to issuance of a building permit; these would be reviewed to ensure inclusion of all site-specific mitigation measures as well as site-specific investigations. These investigations will also be reviewed and any additional improvements required to

meet Building Code requirements will be added. Furthermore, since the site is located within the Northwest Mount Sutro Slope Protection Area, a review and approval process will be conducted by the DBI Structural Advisory Committee (which includes geotechnical review) (See S.F. Building Code Sections 105A.6 and 106A.4.1.3). This peer review panel is a routine procedure for significant projects in San Francisco and is not dictated by project details, such as construction methods, specific to the proposed project. The Structural Advisory Committee will not be convened until a permit application is submitted to the DBI. The various reviews by the DBI-registered geotechnical engineer or third-party registered engineer retained to review the geotechnical reports must review each site-specific geotechnical investigation, approve the final report, and require compliance with all geotechnical mitigations contained in the investigation in the plans submitted for the grading, foundation, structural, infrastructure, and all other relevant construction permits. Additionally the DBI must review all project plans for grading, foundations, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable geotechnical investigation and other applicable code requirements (see DEIR, page 212).

The proposed project's geotechnical investigation report contains recommendations for geotechnical engineering features of the project to address landslide hazards, which have been included in the conceptual project design (subject to the approval of DBI). These include Geotechnical Feature 2: Existing Landslides, found on page 45 of the DEIR; Geotechnical Feature 4: Stitch Piers, on page 46 of the DEIR; Geotechnical Feature 5: Debris Walls, on page 46 of the DEIR; Geotechnical Feature 8: Drainage and Erosion Control, on page 47 of the DEIR; Geotechnical Feature 10: Existing Fill, on page 48 of the DEIR; Geotechnical Feature 11: Creep and Sloughing of Native Soils, on page 48 of the DEIR; and Geotechnical Feature 13: Maintenance, on page 49 of the DEIR. The installation of these features is part of the construction process and any impacts associated specifically with this construction work are addressed by the analysis of construction impacts in each of the resource areas.

In light of the above, the comments do not provide any evidence to support the assertion that the DEIR failed to identify impacts of the proposed project. Therefore, recirculation is not required.

## H. EMERGENCY ACCESS

The comments and corresponding responses in this section cover topics in Chapter IV, Section G, of the DEIR. These include topics related to:

- HZ-1, Emergency Access/Egress
- HZ-2, Egress Cumulative Impact

The comments in this section that also address project-specific or cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

**Comment HZ-1: Comments expressing concerns that the proposed project would increase traffic along Crestmont Drive, which could exacerbate existing conditions related to both emergency vehicle access under emergency situations and resident evacuation in the event of a fire in the adjacent open space areas.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Ajoudani	I-Marks	I-Sobol S (2)
I-Branch	I-McElwee C (1)	I-Vaillancourt (2)
I-Doherty (1)	I-McElwee C (2)	I-Wiss
I-Doherty (2)	I-McElwee M	I-Wohlers (1)
I-Doherty (4)	I-Minuth E (2)	I-Wong (2)
I-Eisman	I-Ritenour	I-Yi
I-Given	I-Rockwell	PH-Antonini
I-Grafenberg (2)	I-Saks	PH-Hoekstra
I-Greggains	I-Scully N	PH-Moore
I-Hou	I-Seeley	PH-Sobol S (3)
I-Jorgensen	I-Sobol J	PH-Wohlers (2)
I-Kane	I-Sobol S (1)	PH-Wu

An additional 74 people submitted comments related to safety and emergency access/egress via a checked area of concern on a form letter provided by the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition; 59 of these commenters checked the box adjacent to “Safety” and 63 commenters checked the box adjacent to “Difficult Access for Emergency Vehicles.” A list of the commenters that submitted a form with these areas of concern checked can be found in Table B-1 located in Attachment B, DEIR Form Comment Letters.



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“It appears the EIR hasn’t been concerned with the safety of pedestrians, children and drivers on Crestmont Dr., with its blind corners, blind sight, limited access, no passage for two-way auto traffic, let alone trucks or emergency vehicles. These are already issues for current residents on Crestmont Dr., [sic] the city’s longest cul-de-sac.” (*Tony & Andrea Ajoudani, letter, May 29, 2012 [I- Ajoudani]*)

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“... and the street width is already questionable for emergency vehicle access” (*Jacob Branch, form personal comment, undated, [I-Branch]*)

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“In the disastrous 1991 Oakland Hills fire, a particularly hard hit neighborhood was Hiller Highlands, a heavily wooded neighborhood just west of the Caldecott Tunnel, and just north of Highway 24. Access was via a narrow road surrounded by trees. In their haste to escape the fire in autos via the narrow road, some residents panicked and some accidents occurred, making it even more difficult to escape. In the end, a total, 22 residents lost their lives in the fire. The narrowness of the road was a primary cause of the deaths.

“I certainly am concerned about emergency vehicle access to the neighborhood, and also with the day-to-day increased traffic on Crestmont Drive. (The DEIR indicates that peak hour traffic currently is 41 vehicles, and that the proposed project would result in an additional 37 vehicles.)

“I am even more concerned, however, about the adequacy of narrow (26 feet wide, with parking on both sides) Crestmont Drive as an escape route in the event of a major fire, which is always a significant possibility in an area with so much natural fuel. Even without the proposed project, this area has serious problems in the event of a major fire. The proposed project would roughly double the number of cars and people trying to escape via Crestmont Drive, a recipe for disaster. The Commission should direct the developer to file an amended DEIR addressing these very serious safety/traffic issues.” (*Jack & Sally Doherty, email, June 14, 2012 [I-Doherty (1)]*)

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“Reviewing Overlook, I cannot avoid comparing it to Hiller Highlands, and the tragic loss of life of 11 people who were unable to escape the disastrous 1991 Oakland Hills Fire (aka Tunnel Fire.), in large part because of a too narrow escape road.

“The critical comparisons between Hiller Highlands and the proposed Overlook development are:

“(1) The presence of homes in a heavily wooded area that includes eucalyptus trees, which invariably produce a heavy ground cover of dead leaves and bark (aka fuel), thus creating a high risk of forest fire; and

“(2) The existence of only a single escape route that is much too narrow. (Crestmont Drive along most of the escape route is only 26 feet wide, with parking on both sides, leaving a traffic lane of only about 13-15 feet; the death trap road in Hiller Highlands was only 12-14 feet wide.)

“I cannot understand why the DEIR did not directly address the crucial issue of escape from forest fire. But that issue is the most important one facing this Commission, in my opinion. Certainly, this Commission would not want to approve a project that later became a Hiller Highlands type death trap.

“As concluded in HISTORY: Tunnel Fire, 20 Years After., co-authored by Kenneth S Blonski (currently Fire Chief of the East Bay Regional Park District), Cheryl Miller & Carol L Rice: The lesson here is to resist making concessions on ... standards. Emergency ingress and resident egress are critical and should not be compromised. Once a neighborhood is populated, fire response will have to adapt to these initial approvals and may always be compromised...

“Here are some further observations from HISTORY: Tunnel Fire, 20 Years After:

“Charring Cross ... road is infamous as a location where 11 people died in a huge traffic jam during the fire. It is easy to envision the narrow roads, some only one-half as wide as minimum national standards require, throughout these hills as potential death traps during emergencies. The 12-14 foot wide roads were installed in the 1920's but not brought up to modern standards when 21 homes were built in the 1970's and 1980's.

“California Fire News describes the deaths and disaster as follows: [T]he first alarm was sounded as one of the smoldering fires from the day before flared up. The fire quickly exploded on three fronts as short staffed firefighters struggled to get their equipment in place. As the winds increased and were concentrated by the steep terrain, the fire was whipped into a conflagration...

“The flames completely destroyed the Hiller Highlands neighborhood ... As firefighters retreated before the rapidly advancing flames, panicked residents fled down the winding roads, eventually having to abandon their cars and flee on foot. Over half of the fatalities were in automobiles that were burned up on the winding roads.

“The HISTORY article suggested that eucalyptus trees were particularly dangerous:

“Eucalyptus Trees: [A] dense stand of eucalyptus trees on the city of Oakland's property ... [reminds us] of the enduring nature of vegetative fuels. These eucalyptus trees are re-sprouts of those burned and cut in 1992 using helicopters to lift trunks off the steep slope .... The inability to prevent these trees from regrowing means they are once again a fire hazard with their shedding bark and leaves full of volatile oils.

“The role of vegetation and structures in the fire was hotly debated immediately after the fire. Some residents blamed eucalyptus trees for the fire spread and loss of homes. Others contended that the homes would have been lost, regardless of the species nearby.

“The Mayors' Task Force ... committee ... recognized increased hazards posed by Monterey Pine and eucalyptus, but stopped short of outlawing them..

“In my opinion, the proposed Overlook project poses an unacceptable risk of becoming another Hiller Highlands death trap. At the very least, the project raises critical issues that deserve to be addressed in detail in the final EIR, so that this Commission can exercise its discretion from a fully informed perspective.

“I implore the authors of the EIR to amend it to address escape from forest fire issues, and in doing so, to consult with experts such as the aforementioned Kenneth S Blonski, currently Fire Chief of the East Bay Regional Park District.” *(Jack & Sally Doherty, email, June 18, 2012 [I-Doherty (2)])*

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“The DEIR is grossly inadequate in several respects. It is especially inadequate in two areas in which I am particularly interested: Parking and Safety/Traffic.

“In the disastrous 1991 Oakland Hills fire, a particularly hard hit neighborhood was Hiller Highlands, a heavily wooded neighborhood just west of the Caldecott Tunnel, and just north of Highway 24. Access was via a narrow road surrounded by trees. In their haste to escape the fire in autos via the narrow road, some residents panicked and some accidents occurred, making it even more difficult to escape. In the end, a total, 22 residents lost their lives in the fire. The narrowness of the road was a primary cause of the deaths.

“I certainly am concerned about emergency vehicle access to the neighborhood, and also with the day-to-day increased traffic on Crestmont Drive. (The DEIR indicates that peak hour traffic currently is 41 vehicles, and that the proposed project would result in an additional 37 vehicles.)

"I am even more concerned, however, about the adequacy of narrow (26 feet wide, with parking on both sides) Crestmont Drive as an escape route in the event of a major fire, which is always a significant possibility in an area with so much natural fuel.

"Even without the proposed project, this area has serious problems in the event of a major fire. The proposed project would roughly double the number of cars and people trying to escape via Crestmont Drive, a recipe for disaster.

"The Commission should direct the developer to file an amended DEIR addressing these very serious safety/traffic issues." (*Jack & Sally Doherty, letter, June 13, 2012 [I-Doherty (4)]*)

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"1. An access road that is too narrow for emergency vehicles and equipment to turn around at the proposed development" (*Maria Eisman, letter, June 8, 2012 [I-Eisman]*)

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"My car was hit by a fire truck streets too narrow, I filed an expensive claim with the City for damages and they paid it." (*Craig Given, form personal comment, May 31, 2012 [I-Given]*)

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"I had to be picked up by ambulance and [UNREADABLE] impossible traffic. Backed for quite some time" (*Hanne L. Grafenberg, form personal comment, June 15, 2012 [I-Grafenberg (2)]*)

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"1. In case of fire, how can adequate response get to the area in proper time if the fire is involving more than one home? There is only one way into this development and no other exits, thus putting first responders in peril. Adding to a bigger conflagration, Mount Sutro is a forest fire waiting to happen. Does Oakland Hills stir any memories?" (*Raymond Greggains, letter, June 13, 2012 [I-Greggains]*)

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"What appears to have not been mentioned in the DEIR is that a long portion of the eastern end of Christopher Drive (double digit block) becomes a narrow, one lane road because of parking by UCSF employees during every day of the work week. Emergency vehicles would have a very difficult, if not nearly impossible, time navigating this." (*Craig Hou, email, May 21, 2012 [I-Hou]*)

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“3. Creating unacceptable safety risks due to difficult access for emergency vehicles which is already an issue for current residents on Crestmont cul-de-sac.” (*James Jorgensen, letter, June 4, 2012 [I-Jorgensen]*)

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“A fire would be a catastrophic event: fire engines would have extreme difficulty reaching a blaze and I fear the entire neighborhood would be demolished before a crew, sufficient to fight a blaze, could arrive. The potential closure of our nearest fire station should be cause for concern. Adding more housing to the area at a time when fire services may be curtailed reduces the safety of the entire neighborhood.” (*Leslie Kane, email, May 21, 2012 [I-Kane]*)

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“Emergency vehicle access. On Oak Park I have seen multiple emergency vehicle struggle to access the houses on this dead end street that doesn’t have near the congestion that Crestmont Drive currently experiences. This development will create unacceptable safety risks.” (*Pam Marks, email, June 2, 2012 [I-Marks]*)

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“The street is not designed for and could not easily handle increased traffic. I live right at the dog-leg on Crestmont Drive and it is virtually impossible on most days (given the on-street parking) for two cars to pass each other on that stretch. Unfortunately, public transit is not a convenient option for those living on Crestmont Drive, so the proposed development would double traffic on the road and create significant safety and quality of life issues for the existing residents. I am extremely fearful of what would happen in a situation that required the need for access by emergency vehicles.” (*Charlie McElwee, letter, June 2, 2012 [I-McElwee C (1)]*)

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“Cumulative Impact C-HZ-1 (p. 231): EIR states:

“The proposed project, in combination with other past and reasonably foreseeable future projects, would not result in cumulatively considerable impacts on emergency access.”

...

“Emergency access issues resulting from even further extension of the narrow private road should be discussed here.” (*Charles McElwee, letter, undated, [I-McElwee C (2)]*)

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"1. Transportation Analysis and Parking Survey Area-Figure 19

"IMPACT ON EMERGENCY ACCESS" (p. 230)

"Page 99. The EIR defines Crestmont as a 1,550 ft long dead-end street about 26 feet wide with parking on both sides. The report on page 99 discusses the fact that in effect, due to allowed parking on both sides, Crestmont becomes a one-lane street. The report states that 'when vehicles traveling in opposite directions approach each other at the same time, one vehicle must pull over to allow the other to pass (or backup until a clear driveway or unoccupied parking space is found).' This fact and the fact that delivery trucks (such as UPS, FEDEX, etc.) and garbage trucks, or in case of emergency, one vehicle might park and block the one way Crestmont for much longer time without leaving the ability to move over and clear the lane. This fact and potential time delay for emergency access down the road and the cumulative effect of the delays and risk to occupants was not included under 'IMPACT ON EMERGENCY ACCESS' (PG. 230) and the cumulative effects of the potential time delays were not discussed or evaluated under the 'CUMULATIVE EFFECT' (Pg. 231). These are real life reductions in level of safety and quality of life.

"Cumulative: (page 231):

"Under 'Conclusions' the San Francisco Fire Department stated that the scope of their review and 'Conclusion' of the 'Impact on emergency access' proposal was limited to only to the assumption that the roadway will always have the open 20 foot wide roadway. The conclusions and review did not restate the limitations contained in the traffic statements on page 99 of the EIR. There may be times when the narrow road is partially blocked by one or more obstructions (service vehicles, illegally parked cars, etc.); the potential effect is not considered. Will the developer assume responsibility for possible calamities when people cannot evacuate in an emergency?

"The Draft EIR did not adequately evaluate the impact of the long (one passable lane) dead-end Crestmont Drive Cul-de-sac on emergency Vehicle Access (p. 266-267):

"The Draft Negative *[sic]* impact implies that the length of a dead end road can be unlimited. In effect we would expect better science to evaluate the cumulative effect of adding distance and road width restriction to a dead-end road on emergency response time, access, and emergency vehicle maneuverability.

"We object to the comparison the 1,550 foot Crestmont Drive dead-end cul-de-sac to many other residential streets in San Francisco. It is a very rare and possibly unique street in San Francisco and we object to the statements which minimize the cumulative effects on the quality of our lives.

"How do you measure the impact of making a dead-end road longer?

"Earlier in the year, we had an overturned car on the corner of Devonshire. The police and fire departments closed the road while they rescued the driver and cleared the car away, interviewed witnesses, etc., which all took hours. The EIR needs to evaluate access and evacuation in real emergencies such as this, as well as earthquakes, fires, etc.

"Crestmont is a very long dead-end road. If closure were necessary, there would be many people trapped and no emergency vehicular or pedestrian exits are proposed in this project.

"Real-world experiences of firefighters and former firefighters and other personnel who have actually dealt with emergencies on the Crestmont cul-de-sac have confirmed the extreme difficulties of access and maneuver during such events.

"Have any interviews with these personnel been carried out, or after-action reports reviewed in conjunction with the DEIR?

"Effects of Vehicles parked on project Area Streets on Emergency Vehicle Access" (p. 267), with no vehicle egress possible and no downhill pedestrian escape route.

...

"Objection to:

"The Draft EIR statement that the proposed project 'will not Reduce Ability of Emergency Vehicles to Maneuver.'

"Objection to:

"The Draft EIR statement that the proposed project 'will not affect the cumulative increase In Emergency Service Calls Due to Project.'

"Objection to:

“The Draft EIR statement that the proposed project ‘will not create Cumulative increase in “Obstruction of Access or Reduced Maneuverability to Emergency Service’ Caused by Simultaneous Responses by Two or More Emergency and or Service Vehicles.” (Charles McElwee, letter, undated, [I-McElwee C (2)])

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“5<sup>th</sup> Avenue access would mitigate” (M. McElwee, form personal comment, May 17, 2012 [I-McElwee M])

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“Also emergency vehicles would have a harder/impossible journey to the end of the road.” (Erin Minuth, form personal comment, June 5, 2012 [I-Minuth E (2)])

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“1. Road that is too narrow for emergency vehicles and equipment and will make access difficult” (Lourena Ritenour, letter, June 11, 2012 [I-Ritenour])

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“When the San Francisco Fire Department has tried to send fire trucks down Crestmont Drive the trucks have been challenged by the narrowness of the street and by cars parked on the sides of the street. Nevertheless, in the past the cars parked on the downhill side of the street routinely parked half-way or more on the sidewalk to allow street traffic more room to pass.

“In the past two months the Parking and Traffic Enforcement Department has started to come onto Crestmont Drive and to enforce a rule against parking on the sidewalk. As a consequence, the many cars that used to park on the downhill (west) side of the street, partly on the sidewalk and partly on the street to leave more room, now they park further out into the street, up to the edge of the curve. That means that room that was left for emergency vehicles has been and will be diminished, now and in the future, from what it used to be when residents routinely parked partly on the sidewalk in order to leave more street room. They will not park due to the risk a ticket of about \$100 that they could receive on a routine basis just to make the street wider, something that really needs to be done for the sake of street traffic.

“The 300 plus block of Crestmont Drive has always been a narrow street. Because of this move by the Parking and Traffic Enforcement Department, as a practical matter the street is becoming even narrower. If trucks, and if emergency vehicles need to go down the street, the challenge today is greater than it has ever been in the past, and the likelihood that a big vehicle could get stuck or cars parked along the street might get scraped along their sides is greater/more than ever.” (Paul Rockwell, letter, June 17, 2012 [I-Rockwell])



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“It is also not wide enough to get emergency vehicles in and out. Forget about fires, because they are going to be a problem even for the current residents.” (*Michael Saks, email, June 19, 2012 [I-Saks]*)

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“I am concerned for the safety of my grandchildren.” (*Niall M. Scully MD, form personal comment, June 6, 2012 [I-Scully N]*)

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“Lastly, the safety of the citizens in the neighborhood would be threatened. This housing development will make accessing Mt. Sutro more difficult for emergency vehicles, an issue which already poses a problem for the residents.” (*Emily Seeley, email, June 4, 2012 [I-Seeley]*)

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“I have personally seen a fire truck try to make a turnaround at the bottom of the hill, and was unable to do so without the help of extra men to help back up the large emergency vehicle. Adding more residents and cars increasing, the chances of blocking a street so that an emergency vehicle cannot pass is unacceptable in a city that is known for its earthquakes.” (*Jillian Sobol, letter, June 14, 2012 [I-Sobol JJ]*)

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“As concerned members of the Crestmont Drive and Forest Knolls community, we take issue with the accuracy and adequacy of numerous statements in the Draft EIR, as follows:

“G Emergency Access Issues pp. 18-20, & IV.G pp. 230-232

“Emergency access will be impacted more greatly than suggested in these sections and is of great concern to the neighborhood. Contrary to the statement on p. 18, despite the 68 parking spaces (2 per unit), the project is likely to generate substantial numbers of vehicles that will park on Crestmont Drive, primarily in the current turnaround location at the street's terminus, closest to the project. Comparison with the on-street parking situation on Crestmont uphill from the Oakhurst stairs, where all units have 2 enclosed parking spaces, is relevant.

“The SFFD study done in 2005 (SFFD letter, Aug. 4, 2005) was not carried out with cars parked in the turnaround, nor at peak traffic period, and thus underestimated the difficulties which would be posed under these circumstances. These difficulties would be markedly increased by the additional traffic and parking burden imposed by the Overlook Development in its current configuration.

“Also, the impact of trapping drivers in the cul-de-sac when the street is blocked by emergency vehicles was not considered, nor the lack of downhill emergency pedestrian egress, which is lacking in this project. These factors increase the chance of fatality in case of fire emergency and are inadequately considered in the DEIR.

“G Impacts on Emergency Access pp. 230 – 231

“The 20ft. wide private road must be kept clear for emergency vehicle access, but the no-parking regulation will not be enforced by the SFPD due to the private nature of the street. The developer states “The restriction in on-street parking would be enforced through the CC&R’s for the new homeowners association.” No such association now exists and no mechanism for enforcement is proposed. Moreover, this developer has shown disregard for the CC&R’s of the existing homeowners’ association (Mt. Sutro Woods Owners Association - MSWOA), of which he is a member, failing to submit his proposals to or comply with guidelines of the Architectural Control Committee as required by the current MSWOA CC&R’s. Why should it be assumed that CC&R’s of a new owner’s association will be enforced and how will that enforcement be accomplished?

“This critical issue should be addressed in depth in the EIR, despite the disclaimer on p. 22, since it directly impacts emergency access and public safety, as well as City liability.” (*Sam Sobol, email, June 15, 2012 [I-Sobol S (1)]*)

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“As a follow-up to my comments at the Planning Commission Hearing on 6-14-12, I wish to add a further observation and alternative recommendations regarding fire and emergency safety issues for residents of the Crestmont cul-de-sac and its proposed extension.

“In my comments to the Commission, I pointed out that the Draft EIR failed to address the issue of emergency evacuation egress (as opposed to access) from lower Crestmont and Overlook development sites in cases of emergencies - such as uncontrolled fire - which closed or blocked Crestmont Drive to both vehicle and pedestrian evacuation, noting that in such circumstances residents would be trapped with no escape routes available. I also commented on this issue in my letter dated 6-15-12, citing Section IV G of the Draft EIR.

“What I did not propose were the potential steps which could be taken to mitigate the risk and provide pedestrian evacuation routes from the area. Two alternatives appear available:

1. One or two stairways down from the Overlook development to the terminus of 5th Avenue at the Kirkham Heights apartment complex
2. A pedestrian walkway from the end of the Overlook private road to the Oakhurst Lane stairs, which would then connect directly to the small pedestrian sidewalk connecting the stairway to Oak Park Drive.

“We realize that both of these options would require easements from the respective adjacent property owners. Nonetheless, the safety issues involved would far outweigh any additional difficulties the developer might encounter obtaining these easements.

“This development should not move forward without provision for such emergency egress.” (*Sam Sobol, email, June 18, 2012 [I-Sobol S (2)]*)

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“A more detailed exposition of concerns with deficiencies in EIR vis-a-vis emergency vehicle access is included with this note.” (*John Vaillancourt, form personal comment, June 13, 2012 [I-Vaillancourt (2)]*)

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“2. The development contravenes all safety considerations. It is a huge complex at the end of a cul-de-sac which can only be reached by a narrow single lane road. At present, two cars cannot pass without one pulling over. If a refuse truck is on the street, no cars can pass. One fire truck or ambulance would block entry and egress for all residents creating a life threatening trap and hazard. Two emergency vehicles are incapable of passing. And, since there is one way in and one way out, if the road was blocked, no emergency vehicles could reach the end of the street leaving families at risk of fire or other disaster.” (*Mary E. Wiss, letter, June 18, 2012 [I-Wiss]*)

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“4) Emergency vehicle access. On Oak Park I have seen multiple emergency vehicle struggle to access the houses on this dead end street that doesn’t have near the congestion that Crestmont Drive currently experiences. This development will create unacceptable safety risks.” (*Peter Wohlers, email, June 12, 2012 [I-Wohlers (1)]*)

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“The narrow, twisting streets in our neighborhood already present access challenges for emergency vehicles to the existing homes on the Crestmont cul-de-sac, but the safety risk would be further and

unacceptably increased with an additional 34 units at the end of this cul-de-sac." (*Susan Wong, email, June 14, 2012 [I-Wong (2)]*)

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"I think that's important, and that deals with the emergency egress part. So that was one thing that I noticed." (*Commissioner Antonini, public hearing, June 14, 2012 [PH-Antonini]*)

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"I wish to additionally respond to the contention that the area is adequately served by fire response. It's actually -- I'm not quite sure how people came up with that, and I'll talk to you about an incident that occurred in my house in April of 2006. We had a dryer fire at that time, and it was frightening at one point and we called the Fire Department. It actually took them ten minutes to get to my house. If in fact we hadn't been able to put out the dryer fire, the house would have burned down. As you may know, the houses in that area are right next to each other, so possibly more than one house would have burned down. Those are the comments that I wanted to make. So thank you very much." (*Dirk Hoekstra, public hearing, June 14, 2012 [PH-Hoekstra]*)

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"Questions about safety, emergency access, fire access, sufficiency of fire response, including road width, are all answered by those departments who are responsible for these actions. They are not inventions by the Department on their own, but they are solely reviewed and coordinated with necessary fire response. And if indeed there is a deficiency in fire response time due to the number of households or the increase in households, the Fire Department will address that. It's not just all of a sudden building a couple of more homes and thinking if there's a deficiency that that would not be picked up in terms of what the Department typically does for any neighborhood in the City. That holds also for road width, road widths, curb cuts, curb height, road drainage, retaining walls. All of that is reviewed by those people in DBI and in Public Works who are responsible for that. So this project is under as much scrutiny in its actual implementation as any other project is, and deficiencies, even on the level of EIR in the schematic nature of the design on which it is built, is immediately flagged by those departments that are responsible." (*Commissioner Moore, public hearing, June 14, 2012 [PH-Moore]*)

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"Emergency vehicle accidents discussed on Page 229, 232 and the hazards to residents who will be trapped in the cul-de-sac during an emergency are glossed over in the former case and ignored in the latter. The Fire Department study asserting adequate fire truck access in 2005 was flawed and not carried out under real-life conditions which exist daily when the street is most constricted with parked cars. It's

not even mentioned in the EIR that the City's largest fire apparatus is unable to access the site. And not mentioned anywhere in the Draft EIR is the fate of residents trapped in the cul-de-sac during an emergency. No vehicles can exit the area when Crestmont is blocked by emergency equipment. There's no outlet. It's a one-way street. It's a cul-de-sac. And the project has no provision for either vehicle egress or pedestrian escape routes downhill away from the property in case of fire, earthquake or landslide. As a result, Overlook residents will be trapped in the cul-de-sac with no way to escape. This issue must be addressed in the EIR. Human life is at stake. Thank you very much" (*Sam Sobol, public hearing, June 14, 2012 [PH-Sobol S (3)]*)

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"There's always fire trucks. It's like have you ever seen a hook and ladder like backing up a half mile cul-de-sac? It's not a pretty thing. This is really, really just not -- I mean, I don't know where people get the idea that -- you know, how do they say that it's not significant? What's the judge of that? I mean, it just seems like a value judgment." (*Pete Wohlers, public hearing, June 14, 2012 [PH-Wohlers (22)]*)

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"I especially am curious about the condition of the street being 26 feet wide and the condition of having to move over when there's two cars. In the EIR it does address it, but it says it happens infrequently. But I think that I would be interested to know a little bit more specifically within a certain time period, how often does it happen, and then how does that impact emergency vehicles or other vehicles that have to get into the area? It does really seem like there is just one street and then a cul-de-sac. Although maybe the frequency of cars may be somewhat low, I think that when that condition happens, it is quite dangerous." (*Commissioner Wu, public hearing, June 14, 2012 [PH-Wu]*)

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## Response HZ-1

These comments express concerns that the proposed project would increase traffic along Crestmont Drive, which could exacerbate existing conditions related to both emergency vehicle access under emergency situations and resident evacuation in the event of a fire in the adjacent open space areas. One issue detailed in these comments relates to the existing narrow streets and on-street parking, which constrain vehicle pass-by operations at certain points along Crestmont Drive (at times requiring one vehicle to pull over to allow another vehicle to pass in the opposite direction). The concern is that this would affect emergency access and response times to both the existing and proposed residential dwellings. Several comments also express concern that the proposed project would create conditions

similar to that of the Oakland Hills prior to the 1991 fire in constraining evacuation efforts. These concerns relate to the CEQA topics of Emergency Response Plans and Fire Hazards that are addressed in the Hazards section of the Initial Study and in the Emergency Access section of Chapter IV of the DEIR. The analyses and findings pertaining to these topics in the Initial Study and the EIR are summarized below, followed by additional discussion of the specific concerns raised in the comments.

The Planning Department would like to thank commenters for personal accounts of their experiences with the SFFD and incidents in and around their residences. The City respectfully acknowledges the comments.

The Planning Department would also like to thank commenters for speaking to a personal experience with a residential dryer fire. We respectfully acknowledge the comment.

The DEIR addresses the adequacy of emergency response to the project site on page 229. The series of tests conducted in the neighborhood determined that the response times meet all SFFD standards and that there would be no significant impact.

In September 2012, the SFFD reviewed the conclusions reached during the tests and measurements done in 2005 and found that there had been no change in the SFFD standards and equipment since those tests and measurements were done. The SFFD also confirmed that the emergency access and response times along Crestmont Drive and onto the proposed private street were within the normally accepted guidelines and met all SFFD standards.<sup>4</sup>

### **Overview of DEIR and Initial Study Findings**

The DEIR addresses emergency access in Chapter IV.G, Emergency Access on pages 229 to 232 and in Appendix A, Initial Study, on pages 29 to 30 and 45 to 46. The conclusions presented in these sections were reached based on a review of the proposed project plans and site visits conducted by the SFFD. On March 3, 2005, the SFFD reviewed the project plans and determined that the proposed project meets emergency access requirements. During a subsequent site visits on March 14 and 15, 2005 by members of the SFFD to the project site and surrounding areas, tests were conducted from Station 20 using Engine 20 to evaluate response times by available apparatus, as well as to determine whether or not the apparatus could access the project site. While the SFFD initially shared the commenters' concerns regarding several of the issues presented, the subsequent review and site visits resulted in a determination by the SFFD that

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<sup>4</sup> Janice Hayes, SFFD, letter to Irene Nishimura, September 27, 2012. A copy of this letter is available for public review in Case No. 2004.0093E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

the emergency access and response times along Crestmont Drive and onto the proposed private street are within normally-accepted guidelines and meet all SFFD standards (see DEIR pages 229 to 232). As the SFFD standards and equipment used by the SFFD have not changed since the tests were run, and the narrow streets and on-street parking conditions are the same in the surrounding neighborhood as they were in 2005, additional testing is not warranted.

The finding of whether or not a project impact is significant is made by comparing existing conditions to the conditions that will exist after a project is completed and measuring the changed conditions against established significance thresholds, which determine how much of an adverse change is considered significant. The project would have a significant effect on the environment if it results in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services; interfere with emergency response plans or emergency evacuation plans; or create a potentially substantial fire hazard. It is not the intention of the DEIR to address quality of life as that broad topic is outside the scope of CEQA. However, it is within the scope of consideration for project approval.

Under CEQA and in the City and County of San Francisco, cumulative impacts are considered as impacts from reasonably foreseeable future projects or projects that are proposed by property owners who have filed environmental evaluation applications and/or entitlement applications. Development, timing of future development on an adjacent site, and potential further extension of the private road is speculative and therefore not appropriate to consider in the cumulative impact analysis for the proposed San Francisco Overlook project.

Both the Initial Study and DEIR present the SFFD determination that the proposed project would conform to normally-accepted guidelines related to fire protection, emergency access, and response times. Based on the SFFD assessment, the Initial Study prepared for the project (Appendix A of the DEIR) concluded that the project would not have any significant impact relative to emergency response plans or fire hazards. The DEIR also concluded that the effect of the project related to these topics would be less than significant.

### **Street Width and Fire Code Requirements**

San Francisco Fire Code requires street widths to have a minimum 20 feet of continuous and unobstructed access to buildings and facilities. This minimum width allows fire apparatus to pass one another during fire ground operations. The project's new paved 20-foot-wide private cul-de-sac meets this guideline. A review of the schematic design drawings of the proposed project by the SFFD concluded that the project design was in compliance with the SFFD standards with respect to emergency vehicle access. The SFFD determined that on-street parking would not be permitted on the proposed new roadway, and that "no parking" signs and red painted curbs will be required along both sides of the roadway as well as in the turnaround located at the terminus of the roadway.<sup>5</sup>

In the vicinity of the project site, the narrowest existing roadways are 26 feet wide from curb to curb, including on-street parking spaces. While it is true that neither the width of Crestmont Drive nor Oak Park Drive comply with current fire standards, both of these roads were installed before these standards existed and therefore, like many roads in San Francisco, are considered legally non-conforming. As stated previously, the SFFD found that the emergency access and response times to the neighborhood and project site are within normally-accepted guidelines and meet all SFFD standards, even though some of the roads do not have a minimum of 20 feet of continuous, unobstructed travel lane.

### **Response Time**

Existing fire stations that service the neighborhoods in the vicinity of the proposed project site as well as the proposed project are Station 20, located at the intersection of Olympia Way and Clarendon Way, approximately 1 mile from the project site; and Station 12, located on Stanyan Street, approximately 2 miles from the project site. The SFFD conducted timing tests from each of these stations using equipment that would normally be utilized from each location. CEQA requires an evaluation of reasonably feasible impacts (CEQA Guidelines section 15151); therefore an evaluation of apparatus not normally housed at the locations that service the project site and surrounding area is not necessary. The timing tests were completed with the flow of traffic, without lights or sirens activated. Travel times from each station were timed by the SFFD at approximately 2 minutes and 45 seconds from Station 20 and approximately 7 minutes and 30 seconds from Station 12, both within the Department's response standards. In the event of an actual emergency, response times would be faster, because emergency vehicles would have lights and sirens activated. However, any double-parked vehicles and other obstructions on Crestmont Drive

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<sup>5</sup> Michie Wong, SFFD, letter to Alex Novell, Irene Nishimura and Toby Levy, August 3, 2008. A copy of this letter is available for public review in Case No. 2004.0093E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.



could impede emergency response times. Road obstructions caused by double parking in neighboring areas fall outside the evaluation criteria designated by CEQA as these conditions exist today. Finally, there are no immediate plans to close either of these firehouses pursuant to Proposition F passed by the San Francisco voters in 2004, which requires mandatory staffing of all firehouses.

#### **Requirement to Prepare Emergency Response Plan**

The proposed project would require the DPW's approval for the curb cut that would connect the proposed new private road to Crestmont Drive as well as a subdivision map approval. Where the SFFD determines that no parking is required on a private road, the SFFD has the authority to require the owner to post approved signs and other markings such as NO PARKING – FIRE LANE. See California Fire Code 2010 Section 503.3 As stated on page 228 to 229 of the DEIR, the SFFD has determined that, to meet its standards, parking will not be allowed on the private road. In regard to the enforceability of no parking on the private street proposed by the project, while CC&Rs cannot be enforced by the City, violations of the Fire Code are enforceable by the City.

#### **Increased Peak Hour Trips**

Commenters expressed concern that the addition of residents to the neighborhood would result in an impact to roadway operations. The proposed project is estimated to add 34 dwelling units, which in turn would result in an estimated additional 126 new residents to the neighborhood. The analysis on page 108 of the DEIR estimates that there would be an additional 59 person trips during the weekday p.m. peak hour, which is generally between 5:00 p.m. and 6:00 p.m. While this number of trips would be an increase from existing conditions, the DEIR found that the new trips generated would not substantially degrade existing roadway operations, nor would they have a significant impact on emergency access or egress based on the low volume existing trips and of the additional trips created by the proposed project.

#### **Oakland Fire**

Several commenters raised concerns that conditions in the areas around the project site are similar to those found in the Oakland Hills area prior to the 1991 Oakland Hills fire, citing narrow roads and heavy ground cover caused by a wooded area and eucalyptus trees. Roads in the vicinity of the project site are 26 feet wide at the narrowest points, much wider than the 12- to 14-foot widths of the roads in the area affected by the Oakland Hills fire. As previously acknowledged, while the roads in the project vicinity are narrow and somewhat difficult to maneuver by responding emergency apparatus, the SFFD determined that the access would be adequate for its vehicles. Additionally, the density of existing brush and trees, specifically eucalyptus trees, in the area of the 1991 Oakland Hills fire contributed to the spread of the fire

throughout a large area. The project proposes to remove 880 existing eucalyptus trees and ground cover from the project site and re-landscape with different vegetation, significantly minimizing fire hazards and facilitating the creation of a defensible space around the proposed dwelling units.

### **Emergency Evacuation**

Commenters raised issues related to evacuation of the neighborhood in the event of an emergency, specifically calling attention to the narrow streets and on-street parking that would contribute to congestion in the neighborhood if an emergency evacuation of the Parnassus/Mount Sutro area were required. The City has robust emergency plans in place, which focus on specific Emergency Support Functions (ESFs) that group the type of assistance most likely to be needed and identify the support necessary to sustain response actions. Evacuation orders and movements of evacuees is the responsibility of the SFFD. The SFFD, in collaboration with the DPW, Metropolitan Transportation Authority, Caltrans, and the California Highway Patrol, would establish evacuation routes within the City based on avenues and paths that remain clear for safe evacuation.

As stated previously, the project sponsor would be required to satisfy all SFFD requirements before DPW approves a final permit for the curb cut that would connect the private driveway to Crestmont Drive, thus allowing occupancy of the dwelling units. The consultations and approvals would ensure that the response plans tier off the City and County of San Francisco's adopted emergency response and emergency evacuation plans, and the proposed project would have a less-than-significant impact.

Several commenters also suggested that the stairs in the space located between the four duplexes on the east end (Crestmont Drive end) of the private road and the duplexes located to the west of the space containing the stairs located between these four duplexes and the fifth and sixth duplex building, shown in Figures 4 and 5 on pages 35 and 36 of the DEIR, could be used as an emergency evacuation route from the project site to 5th Avenue. However, although the stairs shown in Figures 4 and 5 could provide access to the lower units located on either side of the stairway, they would not provide a connection to 5th Avenue as the project site does not abut or access 5th Avenue. In addition, a suggestion was presented in the comments that the project provide access from the terminus end of the proposed private road to the Oakhurst Lane stairs for purpose of egress from the project site. This alternative is infeasible as the project sponsor does not own and is not in contract to own or lease property that connects the project site to the Oakhurst Lane stairs right-of-way. The project sponsor may choose to pursue acquiring access to the Oakhurst stairs, but this is not a required mitigation measure under CEQA, given that the EIR does not find a significant impact related to emergency access.

## Conclusion

While the Planning Department acknowledges the less-than-ideal existing conditions in the project vicinity, including narrow roads, on-street parking, and vegetation, the incremental change caused by the project would not be great enough to significantly worsen conditions and result in a significant impact related to: 1) emergency vehicle access to both the existing and proposed residential dwellings; or 2) resident evacuation in the event of a fire in the adjacent open space areas. This is consistent with the findings of the DEIR (pages 229 to 232) and Initial Study (pages 44 to 46). Therefore, the project would have a less-than-significant impact, and mitigation measures are not required.

Please see Response PD-3 on page 25 for a discussion of CC&Rs, Response TR-1 on page 52 for discussion of parking, Response TR-2 on page 62 related to public transit, and Response TR-4 on page 79 for a discussion of transportation and circulation.

The Emergency Access subsection of the DEIR that begins on page 231 is revised to provide more updated information regarding emergency access. These revisions do not change the analysis or conclusions presented in the DEIR.

. . . The project would not alter the current width or parking controls on Crestmont Drive or cause a high volume of new traffic on Crestmont Drive, and emergency vehicles would be able to travel on Crestmont Drive in the same manner as is done currently.

In September 2012, the SFFD reviewed the conclusions reached during the tests and measurements done in 2005 and found that there had been no change in the SFFD standards and equipment since those tests and measurements were done. The SFFD also confirmed that the emergency access and response times along Crestmont Drive and onto the proposed private street were within the normally accepted guidelines and met all SFFD standards.<sup>6</sup>

Fire hazards (including those associated with hillside development) would be reduced through the DBI building permit application review process, which includes Fire Code requirements, and the DPW street permit review process, which includes emergency vehicle access requirements. In addition, the project sponsor's plan would be reviewed by the Fire Department before the DPW issues a final permit for a new curb cut between the project's private road and the Crestmont Drive right-of-way.

The San Francisco Fire Code establishes that street width must have a minimum 20 feet of continuous and unobstructed access to buildings and facilities. This minimum width allows fire apparatus to pass one another during fire ground operations. The project's new paved 20-foot-

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<sup>6</sup>Janice Hayes, SFFD, letter to Irene Nishimura, September 27, 2012. A copy of this letter is available for public review in Case No. 2004-0093E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

wide private cul-de-sac meets this guideline. A review of the schematic design drawings of the proposed project by the SFFD concluded that the project design was in compliance with the SFFD standards with respect to emergency vehicle access. The SFFD determined that on-street parking would not be permitted on the proposed new roadway, and that no parking signs and red painted curbs will be required along both sides of the roadway as well as in the turnaround located at the terminus of the roadway.<sup>7</sup>

In the vicinity of the project site, the narrowest existing roadways are 26 feet wide from curb to curb, including on-street parking spaces. While it is true that neither the width of Crestmont Drive nor Oak Park Drive comply with current fire standards, both of these roads were installed before these standards existed and therefore, like many roads in San Francisco, are considered legally non-conforming. As stated previously, the SFFD found that the emergency access and response times to the neighborhood and project site are within the normally accepted guidelines and meet all SFFD standards, even though some of the roads do not have a minimum of 20 feet of continuous, unobstructed travel lane.

The proposed project would require the Department of Public Work's approval for the curb cut that would connect the proposed new private road to Crestmont Drive, as well as a requiring a subdivision map approval. As part of the City's approval process, the project plans would be reviewed by the Office of Emergency Services for its approval before the Department of Public Works issues final permits for the new curb cut between the project's private driveway and the Crestmont Drive right-of-way including ensuring adequate evacuation routes for residents of the proposed project. Both of these City processes will involve consultation with the Fire Department to ensure that all Fire Code requirements are met in the design of the street. Where the Fire Department determines that no parking is required on a private road, the Fire Department has the authority to require the owner to post approved signs and other markings such as NO PARKING – FIRE LANE. See California Fire Code 2010 Section 503.3 As stated on page 228 to 229 of the DEIR, SFFD has determined that to meet its standards, parking will not be allowed on the private road. In regards to the enforceability of no parking on the proposed private street, while CC&Rs cannot be enforced by the City, violations of the Fire Code are enforceable by the City.

The City has robust emergency plans in place which focus on specific Emergency Support Functions (ESF's) that group the type of assistance most likely to be needed and identify the support necessary to sustain response actions. Evacuation orders and movements of evacuees is the responsibility of the SFFD. The SFFD, in collaboration with the Department of Public Works (DPW), Metropolitan Transportation Authority (MTA), Caltrans, and the California Highway Patrol (CHP), would establish evacuation routes within the City based on avenues and paths that remain clear for safe evacuation.

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<sup>7</sup> Michie Wong, SFFD, letter to Alex Novell, Irene Nishimura, and Toby Levy, August 3, 2008. A copy of this letter is available for public review in Case No. 2004.0093E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

While the City acknowledges that the project would incrementally contribute to the less than ideal existing conditions in the project vicinity, including narrow roads, on-street parking, and vegetation, the increment of the project would not be great enough to significantly worsen conditions and result in in a significant impact related to 1) emergency vehicle access to both the existing and proposed residential dwellings; and 2) resident evacuation in the event of a fire in the adjacent open space area.

The impact of the proposed project on emergency access and egress would be *less than significant*.

## Comment HZ-2: Comment relating to cumulative impacts on emergency access and egress.

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-McElwee C (2)

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"Cumulative Impact C-HZ-1 (p. 231): EIR states "The proposed project in combination with other past and reasonably foreseeable future projects would not result in cumulatively considerable impacts on emergency access." This statement is not correct and failed to assess or even discuss the further designated legal lot at the continuation of the proposed project. This lot, which currently has very little value, will suddenly have real market value as developable land once the new road is constructed. With the high value of developable land in the area the potential for this next development is evident and cannot be ignored. The code definition as noted above specifically state 'reasonably foreseeable future project' and in the San Francisco real estate market and this desirable location this future development is unequivocally 'foreseeable.'" (Charles McElwee, letter, undated, [I-McElwee C (2)])

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## Response HZ-2

CEQA Guidelines Section 15130 states that cumulative impacts must be considered for projects that, when viewed in connection with past, current, and probable future projects, may cause significant impact. A cumulative impact is referred to in CEQA Guidelines Section 15355 as "two or more individual effects which, considered together, are considerable or which compound or increase other environmental impacts" and Section 15065 provides guidance on how cumulative impacts should be considered. In the City and County of San Francisco, cumulative impacts are considered as those from past projects, the proposed project, and future projects or projects proposed by property owners who have filed

environmental evaluation applications and/or entitlement applications. CEQA Guidelines Section 21082.2 states that significance of an effect should be based on substantial evidence, not speculation. As no projects have been proposed for the adjacent properties, the timing of future development of the adjacent site and any potential further extension of the private road is speculative and should not be considered in the cumulative impact analysis for the proposed San Francisco Overlook project.

Please see Response HZ-1 on page 122 for discussion of emergency access/egress.

## I. NOISE

The comments and corresponding responses in this section cover topics in Chapter IV, Section H, and Appendix A of the DEIR. These include topics related to:

- NO-1, Noise

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### Comment NO-1: Comments relating to impacts of noise during both the construction and operational periods of the proposed project.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Callan  
I-Eisman

I-Leonhardt (4)  
I-McElwee C (2)

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I-Ritenour  
PH-Drago

“Permanent, ongoing impacts associated with road noise should also be evaluated.” (*John Callan, letter, June 19, 2012 [I-Callan]*)

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“Anticipated ... and noise at all hours will create unsafe hazards and stress for seniors and other occupants of Forest Knolls” (*Maria Eisman, letter, June 8, 2012 [I-Eisman]*)

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“The draft states the noise of construction can be mitigated. Anyone who has ever lived next to either commercial or residential construction understands that you cannot control noise from large sawing, drilling, and pile driving which will be occurring for 10 hours each day. To hold a whole neighborhood hostage for 23 months of construction is unacceptable.” (*Lesley Leonhardt, letter, June 6, 2012 [I-Leonhardt (4)]*)

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“Additional items impacted but not analyzed under the same requirements: Impact CNO-1 (p.240)...:

“Objection to ‘no impact’ statement under C-RE-1:\_ The Draft EIR wording misstates the definition of the impact analysis requirement. The evaluation requirement is specifically not limited to development

submittal to the City; the requirement specifically requires study and evaluation of ‘Foreseeable projects.’ Since there was past approval for the development of the contiguous lot and a physical connection to Oak Park Drive, and, based on the potential increase of the market value of the land of the contiguous lot, there is no denial of the reasonable foreseeable additional development and future connection to Oak Park Drive. The subsequent discussion of this issue (V Other CEQA Issues, A. Growth Inducing Impacts p. 256) defers any impact consideration to a future EIR. Under the EIR requirements, this additional impact needs to be included in the Draft EIR.” (*Charles McElwee, letter, undated, [I-McElwee C (2)]*)

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“7. Anticipated ... and noise at all hours will create unsafe hazards and stress for seniors and other occupants of Forest Knolls” (*Lourena Ritenour, letter, June 8, 2012 [I-Ritenour]*)

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“The project will inflict serious harm on a wide area of the Inner Sunset because it will be on top, broadcasting noise, lights, debris. The area operates already as an amphitheater, especially (INAUDIBLE) is building a basketball court, recreation center and fire engine turnaround aimed directly at large apartment complexes. The managers of these buildings have not been informed.” (*John Drago, public hearing, June 14, 2012 [PH-Drago]*)

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## Response NO-1

This group of comments relates to impacts of noise during both the construction and operational periods of the proposed project.

As discussed in the Initial Study, the proposed project would not increase substantially the ambient noise levels for adjoining areas, violate Title 24 Noise insulation standards, or be substantially impacted by existing noise (see Appendix A, pages 18 to 22). Substantial increases in the ambient noise level due to operation and occupancy of the proposed project are not anticipated for reasons stated in the DEIR. Traffic is the main source of ambient noise throughout most of San Francisco, including in the area of the project site.

Construction noise, even when in compliance with the City’s noise ordinance, may be considered a nuisance by some; however for purposes of CEQA, construction noise levels that are perceptible, and even irritating, and that occur over a period of a year or more, do not automatically constitute a significant impact. The impact would be considered significant if it would:



- Increase substantially the ambient noise levels for adjoining areas;
- Violate Title 24 Noise Insulation Standards, if applicable; or
- Be substantially impacted or affected by existing noise levels.

Construction activities would take place over an 18-month timeframe and would not include pile driving. As discussed in the Initial Study (see Appendix A, pages 19 to 20), construction noise in San Francisco is regulated through the City's Noise Ordinance (Ordinance No. 274-72, Article 29). The project would be required to adhere to the ordinance, which would ensure that construction noise would be less than significant.

The Initial Study concluded that, based on an estimated 50 weekday p.m. peak hour vehicle trips, the increase in noise from traffic generated by the proposed project would cause the overall average noise level to change by less than 1 dBA, and therefore would be less than significant (see DEIR Appendix A, pages 18 to 19). Page 108 of the DEIR showed that the number of p.m. peak hour vehicle trips would be 59, nine more than was estimated for the Initial Study, which is consistent with the conclusion of the project having no significant noise impact.

CEQA Guidelines Section 15130 states that cumulative analysis of a project should consider impacts for projects that are proposed, under review, or under construction within close proximity to one another. The 1976 PUD approved for the current project site and adjoining parcels allow for up to 83 units on the site, 48 of which were built (see DEIR page 62). The proposed project would result in 34 residential units, one fewer than included on the previously approved PUD, which has expired. Because there are no other new construction projects that have been submitted to the City in close proximity to the project site that, in combination with the proposed project could generate cumulative impacts, no further cumulative impact analysis is required. Additionally, please see Response AE-1 on page 43 for a discussion of project aesthetics (lights) and Response GE-1 on page 102 for a discussion of geology and soils (debris).

Page 112, paragraph 3, of the DEIR has been revised to reflect the correct length of the project construction period. This revision does not alter the analysis or conclusions of the DEIR.

Construction of the project would take approximately ~~1823~~ months. Construction-related activities would typically occur Monday through Friday, from 7:00 a.m. to 7:00 p.m. The project sponsor does not anticipate that construction activities would occur on weekends.

## J. RECREATION

The comments and corresponding responses in this section cover topics in Chapter IV, Section H of the DEIR (page 238), as well as in Appendix A of the DEIR. These include topics related to:

- RE-1, Recreation

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### Comment RE-1: Comments relating to an increase in traffic that will increase safety hazards for children playing in the street.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Henriquez	I-Leonhardt (2)	I-Sobol S (1)
I-Jorgensen	I-Leonhardt (3)	I-Thayer
I-Kan (1)	I-Marks	I-Wohlers (1)
I-Kan (2)	I-Minuth E (2)	I-Wong (2)
I-Lee K (1)	I-Minuth S (2)	PH-Kan (6)
I-Lee K (2)	I-Scully N	PH-Sobol S (3)
I-Lee M (2)	I-Scully P	

An additional 74 people submitted comments related to recreation via a checked area of concern on a form letter provided by the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition; 34 of these commenters checked the box adjacent to “Family unfriendly, loss of accessible open space and play area for children.” A list of the commenters that submitted a form with this area of concern checked can be found in Table B-1 and B-2 located in Attachment B, DEIR Form Comment Letters.

“I grew up playing in these streets. When I think about the future generations of children running around the outside of an apartment complex I cringe with sadness. Safety will decrease in the neighborhood and this is something that cannot happen. With the arrival of these new apartments and with the increase in car traffic will also come the destruction of the community.” (*Rudy Henriquez, form personal comment, June 5, 2012 [I-Henriquez]*)

“9. Making neighborhood children's only play areas (the street and the currently undeveloped area since homes have no yards) inaccessible or more dangerous due to increased traffic.” (*James Jorgensen, letter, June 4, 2012 [I-Jorgensen]*)

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“Our children currently play on Crestmont Drive, and many people walk on the street safely (as sidewalks are narrow and at times uneven) due to the very low traffic volume currently. With SF Overlook traffic, no such activity on the street will be safe - for children or adults. Our houses are cantilevered over a steep hill. Our children have no backyard and no front yard, only the street. With San Francisco Overlook traffic, the street will be off limits for the neighborhood children forever more.” (*Jennifer Kan, email, June 14, 2012 [I-Kan (1)]*)

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“No place to play safely.” (*Jennifer Kan, form personal comment, June 15, 2012 [I-Kan (2)]*)

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“No place for kids to safely play.” (*Kerry Lee, form personal comment, June 15, 2012 [I-Lee K (1)]*)

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“I live at 223 Crestmont Drive. Our house is on the only road that directly accesses the proposed new development project, ‘San Francisco Overlook.’

“I have lived on this street all my life. When I was younger, I played on the street, as our house is built over the cliff, and we don't have any backyard. We also have a very short driveway, so there is no room to play there as well.

“I have been practicing my archery in the street, and with the light traffic we have on our current dead-end street, it hasn't been a problem.

“I see other younger kids in our neighborhood riding their bikes in the street. They also practice their football throws out in the street. Our house is on a flat part of Crestmont Drive so it is good for activities in the street, unlike other parts of the neighborhood, which are very hilly and therefore not good for kids' activities.

“The new development will bring lots of traffic to our street. I won't be able to do my archery anymore, and the other kids on our block will not be able to ride their bikes or practice their football throws. This directly affects our lives.

“I understand that someone wants to build over 30 houses down at the dead end, and that each house will probably have at least 2-4 people in them. This will probably bring at least 60 more cars to our street, driving back and forth, resulting in a lot more traffic. It will then be unsafe for our neighborhood kids to play as we have been. I am very sad and disappointed that the city would allow this change.” (*Kerry Lee, letter, June 12, 2012 [I-Lee K (2)]*)

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“Our child, Kerry Lee, has grown up in this home, and he has played in the street all his life. When he was young, he played ball and learned biking, as many of the neighborhood children still do. Now that he is a teen, Kerry practices his archery in the street, setting up targets toward the unoccupied forest with cones for safety. We have young children in other homes on our block that frequently ride bikes out and around the street here, as it is one of the few flat places to ride in our hilly neighborhood.” (*Mark Lee, letter, June 12, 2012 [I-Lee M (2)]*)

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“Another question I have on the DEIR for the Overlook Development Residential project is that the city has said it wants to retain families in SF so why would the Planning Department approve a project that has no back yards? It would seem to me that this project is being created to attract anything but families. Are children expected to play in the street?

“Why would the City allow this?” (*Lesley Leonhardt, email, May 18, 2012 [I-Leonhardt (2)]*)

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“How can the Department ignore ... 8) preservation of open space?” (*Lesley Leonhardt, email, May 18, 2012 [I-Leonhardt (3)]*)

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“My children walk this walk and play on the streets of this neighborhood, due to lack of yards. Again, we have chosen this area to raise our children so they can be outside and play and get the feeling of a neighborhood where they are known. This development will destroy that uniqueness.” (*Pam Marks, email, June 2, 2012 [I-Marks]*)

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“I grew up on this street and increase in traffic would put kids at risk.” (*Erin Minuth, form personal comment, June 5, 2012 [I-Minuth E (2)]*)

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“As a lifelong resident of Crestmont Drive I am concerned with the safety hazard presented by the SF Overlook the safety [sic] of our neighborhood children and community is in danger.” (*Seana Minuth, form personal comment, June 5, 2012 [I-Minuth S (2)]*)

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“I am concerned for the safety of my grandchildren” (*Niall M. Scully MD, form personal comment, June 6, 2012 [I-Scully N]*)

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“The only place for my grandchildren and others is to play/ride bikes etc in the Crestmont cul-de-sac. Safety is my concern.” (*Pegi Scully, form personal comment, June 6, 2012 [I-Scully P]*)

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“C Loss of ... Open Space & Children's Play Area p. 259

“This section fails to take into consideration the increased risk to children on the existing Crestmont Drive cul-de-sac due to increased traffic, since the street itself is usually their ‘play area’ in view of the fact that the hillside homes have no backyards. Further study required.” (*Sam Sobol, email, June 15, 2012 [I-Sobol S (1)]*)

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“Please don't develop Mount Sutro any further. The area needs to maintain its serenity in order to remain a nice destination for people from all around the Bay Area, both for hiking and otherwise.

“Thank you for your time and for keeping Mount Sutro one of the few natural areas left in the city.” (*Nick Thayer, email, June 8, 2012 [I-Thayer]*)

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“8) My children walk this walk and play on the streets of this neighborhood, due to lack of yards. Again, we have chosen this area to raise our children so that they can be outside and play and get the feeling of a neighborhood where they are known. This development will destroy that uniqueness.” (*Peter Wohlers, email, June 12, 2012 [I-Wohlers (1)]*)

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“The lack of play areas and open space in the area would be further jeopardized by this development since all of the homes have no yards and children playing in the street would be exposed to the dangers of increased traffic that this development would bring.” (*Susan Wong, email, June 14, 2012 [I-Wong (2)]*)

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“Now my son Kerry has grown up in our home and he played in the street all his life. He learned to bike; he played ball, and there are many neighborhood children who play in the street currently. On our little block alone we have six young children, and they all play in the street. They throw footballs; they bike. ...” (*Jennifer Kan, public hearing, June 14, 2012 [PH-Kan (6)]*)

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“The section on Page 259 regarding children's play area -- Ms. Kan referred to this -- makes no mention of the fact that the street is the main play area for children on Crestmont where the homes have no backyards and no front yards. Doubling the traffic on lower Crestmont at peak hours doubles the risk for kids playing in the street, but this is nowhere addressed in the Draft EIR, either as a quality of life issue or, more importantly, a safety issue. Given the poor sight lines and the hill crests and the blind curves on lower Crestmont, do we need the tragedy of injured children for the City to see the risk of doubling the population and the traffic at the lower end of this narrow, winding street?” (*Sam Sobol, public hearing, June 14, 2012 [PH-Sobol S (3)]*)

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### Response RE-1

The proposed project would generate approximately 340 person-trips on a daily weekday basis and 59 person-trips during the weekday p.m. peak hour at an average vehicle occupancy rate of 1.19. About 37 new vehicle trips would be generated by the project during the weekday p.m. peak hour, of which about 25 (68 percent) would be inbound to the project site, and 12 (32 percent) would be outbound from the project site (see DEIR, pages 107 to 108). The 37 vehicle trips would use the new private road and Crestmont Drive for access to and from the project site. Currently, during the weekday p.m. peak hour, about 41 vehicles use Crestmont Drive, north of Devonshire Way. With the project, this number would increase to 78 and 91 vehicles during the weekday p.m. peak hour under the U.S. Census and 100-percent auto modal split assumptions, respectively. While this would be about doubling the vehicle traffic during the p.m. peak period, traffic volumes would remain low and thus have a less-than-significant impact on recreational use of Crestmont Drive. Although Crestmont Drive may be used for recreational purposes, the Street is not a designated recreational resource. While increased traffic attributable to the proposed project may increase safety risks for children playing in the street, this concern is not a CEQA issue, but rather a matter that is more appropriately considered as part of the project approval process.

The project site is private property and is neither formally designated nor dedicated open space, although some neighbors trespass and use the site for recreational purposes such as dog walking since it is not fenced. The project site's north portion slopes sharply down to an abandoned quarry that is on an adjacent parcel northwest of the project site. The new paved 20-foot-wide private cul-de-sac included as part of the proposed project would extend about 700 feet west from near the north end of Crestmont Drive. The new units would be built on the downslope portion of the project site, on the north side of the new private road.

The DEIR on page 239 states that "Recreation properties near the project site include UCSF's Mount Sutro Open Space Reserve (on the opposite side of Crestmont Drive to the east) and the Recreation and Park Department's Golden Gate Park (located approximately 0.7-mile north of project site, although travel from the project site to the Park would involve descending a hill and travelling a greater distance due to the local topography and pedestrian and roadway network)." The project would not include any public recreational facilities, but it would be within walking distance of the Mount Sutro Open Space. Thus, project residents have and would continue to have convenient access to public open space. The additional residents of the project would not substantially increase demand for or use of Mount Sutro Open Space Reserve or citywide facilities, such as Golden Gate Park, to the extent that substantial physical deterioration would occur. The incremental addition of up to 80 residents of the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities. The project would not have a direct effect on existing recreational facilities (see DEIR, Appendix A, pages 238 to 241).

In 1998, the City and County of San Francisco initiated the Great Parks for a Great City Assessment Project to determine the condition of the park system as well as to determine future needs. In August 2004, the San Francisco Recreation and Park Department published a Recreation Assessment Report that presented the results of that evaluation and a five-year action plan to enhance the City's recreational facilities and services. Nine service area maps were developed for the Recreation Assessment Report. The service area maps were intended to help the Recreation and Park Department assess service delivery standards, effectiveness, and equity. The San Francisco General Plan's Recreation and Open Space Element contains an evaluation of neighborhoods' needs for recreation and open space resources. The project vicinity and surrounding areas are not identified as underserved, although the project vicinity is assessed as a protected area where street space for recreation and landscaping should be undertaken where possible. (See DEIR, Appendix A, pages 238 to 239.)

The private road planned for the existing, mostly level portion of the project site would not be gated, and the public would have access to it for recreational purposes (such as dog walking), similar to the access

now afforded on the existing private dirt road on the site (see DEIR, page 43). The lack of open space at existing residencies is an existing condition not caused by the proposed project. Therefore, it is not an impact of the project per CEQA. Crestmont Drive is not a designated open space area. While children may now play in the street and may be less inclined to do so with increased traffic on the street, the change will not result in loss of a designated recreational resource within the scope of CEQA. Therefore, the impacts to recreation and open space would be less than significant.

CEQA Guidelines Section 15130 state that cumulative impacts must be considered for projects that, when viewed in connection with past, current, and probably future projects, may cause significant impact. A cumulative impact is referred to in CEQA Guidelines Section 15355 as “two or more individual effects which, considered together, are considerable or which compound or increase other environmental impacts,” and Section 15065 provides guidance on how cumulative impacts should be considered. For the purposes of the EIR, cumulative impacts are considered as those from the proposed project in addition to those from reasonably foreseeable future projects or projects proposed by property owners who have filed environmental evaluation applications and/or entitlement applications. Development and the timing of any possible future development on an adjacent site is speculative and therefore not appropriate to consider in the cumulative impact analysis for the proposed San Francisco Overlook project.

As discussed on pages 68 to 69 of the DEIR, the proposed project would be considered as a PUD requiring a Conditional Use Authorization from the Planning Commission. The project sponsor also plans to seek an exception from the required rear yard depth based on the steeply sloped character of the project site.

Please see Response PD-6 on page 29 for a discussion of project objectives, Response LU-3 on page 38 for a discussion about land use, and Response TR-4 on page 79 for a discussion of transportation and circulation.



## K. UTILITIES AND SERVICE SYSTEMS

The comments and corresponding responses in this section cover topics in Chapter IV, Section H, and Appendix A of the DEIR. These include topics related to:

- UT-1, Utilities and Service Systems

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### Comment UT-1: Comment relating to concerns of cumulative impacts to utilities.

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-McElwee C (2)

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“Additional items impacted but not analyzed under the same requirements: ..., C-UT-1 (p.242)...:

“Objection to ‘no impact’ statement under C-RE-1:\_ The Draft EIR wording misstates the definition of the impact analysis requirement. The evaluation requirement is specifically not limited to development submittal to the City; the requirement specifically requires study and evaluation of ‘Foreseeable projects.’ Since there was past approval for the development of the contiguous lot and a physical connection to Oak Park Drive, and, based on the potential increase of the market value of the land of the contiguous lot, there is no denial of the reasonable foreseeable additional development and future connection to Oak Park Drive. The subsequent discussion of this issue (V Other CEQA Issues, A. Growth Inducing Impacts p. 256) defers any impact consideration to a future EIR. Under the EIR requirements, this additional impact needs to be included in the Draft EIR.” (*Charles McElwee, letter, undated [I-McElwee C (2)]*)

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### Response UT-1

As no specific area of concern related to utilities was identified, no specific response is provided. However the commenter’s previous comment related to cumulative analysis. CEQA Guidelines Section 15130 states that cumulative analysis of a project consider impacts for projects that are proposed, under review, or under construction within close proximity to one another. The 1976 PUD approved for the current project site and adjoining parcels allow for up to 83 units on the site, 48 of which were built (see DEIR page 62). The proposed project would result in 34 residential units, one fewer than included on the

previously approved PUD, which expired. Because there are no other new construction projects that have been submitted to the City in close proximity to the project site that, in combination with the proposed project could generate cumulative impacts, no further cumulative impact analysis is required. Development, timing of future development on an adjacent site, and potential of a change in property values due to the addition of the private road is speculative and therefore not appropriate to consider in the cumulative impact analysis for the proposed San Francisco Overlook project.

Please see Response PS-1 on page 144 for a discussion on public services and Response RE-1 on page 139 for a discussion related to Recreation.

## L. PUBLIC SERVICES

The comments and corresponding responses in this section cover topics in Chapter IV, Section V, and Appendix A of the DEIR. These include topics related to:

- PS-1, Public Services

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### Comment PS-1: Comment relating to cumulative impacts to public services.

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-McElwee C (2)

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“Additional items impacted but not analyzed under the same requirements: Impact ... C-PS-1 (p.243):

“Objection to ‘no impact’ statement under C-RE-1: The Draft EIR wording misstates the definition of the impact analysis requirement. The evaluation requirement is specifically not limited to development submittal to the City; the requirement specifically requires study and evaluation of ‘Foreseeable projects.’ Since there was past approval for the development of the contiguous lot and a physical connection to Oak Park Drive, and, based on the potential increase of the market value of the land of the contiguous lot, there is no denial of the reasonable foreseeable additional development and future connection to Oak Park Drive. The subsequent discussion of this issue (V Other CEQA Issues, A. Growth Inducing Impacts p. 256) defers any impact consideration to a future EIR. Under the EIR requirements, this additional impact needs to be included in the Draft EIR.” (*Charles McElwee, letter, undated [I-McElwee C (2)]*)

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### Response PS-1

As no specific area of concern related to Public Services was identified, no specific response is provided. However, the commenter’s previous comment related to cumulative analysis; CEQA Guidelines Section 15130 states that cumulative impacts must be considered for projects that, when viewed in connection with past, current, and probably future projects, may cause significant impact. The 1976 PUD approved for the current project site and adjoining parcels allow for up to 83 units on the site, 48 of which were built (see DEIR page 62). The proposed project would result in 34 residential units, one fewer than remain

on the previously approved PUD, which has expired. Because there are no other new construction projects that have been submitted to the City in close proximity to the project site that, in combination with the proposed project could generate cumulative impacts, no further cumulative impact analysis is required. Development, timing of future development on an adjacent site, and potential of a change in property values due to the addition of the private road is speculative and therefore not appropriate to consider in the cumulative impact analysis for the proposed San Francisco Overlook project.

Please see Response UT-1 on page 142 for a discussion of utilities and service systems and Response RE-1 on page 139 for a discussion related to Recreation.

## M. BIOLOGICAL RESOURCES

The comments and corresponding responses in this section cover topics in Chapter IV, Section H of the DEIR (page 243), as well as in Appendix A of the DEIR. These include topics related to:

- BI-1, Impacts to Biological Resources

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### **Comment BI-1: Comments relating to impacts on biological resources on and around the project site, specifically impacts related to removal of trees and potential impacts to wildlife habitat.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Gallagher (1)

I-Sobol J

I-Gallagher (2)

PH-Drago

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“What will happen to the

A) Trees (going to lumber yard)

B) Birds/all animals” (*Claire Gallagher, letter, June 10, 2012 [I-Gallagher (1)]*)

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“ANIMALS:

“The forest is habitat for a number of bird species including Great Horned Owls and various woodpeckers. Over thirty species were recorded in one morning of birding.

“QUESTIONS:

“1) what will happen to the owls & woodpeckers? & trees/lumber?” (*Claire Gallagher, email, June 18, 2012 [I-Gallagher (2)]*)

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“In order to build the development, the report states that 880 trees will be removed, which is unsatisfactory. Allowing this overbearing development to drastically change the character and appearance of a classic San Francisco neighborhood and allow unnecessary safety risks to be taken is offensive and must be more thoroughly addressed in the EIR!” (*Jillian Sobol, letter, June 14, 2012 [I-Sobol JJ]*)

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“Mount Sutro has evolved through the years and is not all foreign trees. The space above Mount Sutro Terrace Apartments is wild space. No human being has ever been there. It is inaccessible. Wildlife, fauna bushes and trees have appeared. Now we’re getting pretty white ground flowers for the first time. Red tail hawks do alight on the property. You look around and catch rodents. That’s because of the dog poop. Because of them, pigeons no longer defile the property and area.” (*John Drago, public hearing, June 14, 2012 [PH-Drago-06]*)

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## Response BI-1

These comments address existing biological resources on and around the project site and the potential impact of the proposed project on such resources. The proposed project would include the removal of approximately 880 eucalyptus, red gum, plum, and acacia trees from the project site, none of which are considered to be “landmark trees” or “significant trees” under Article 16 of the San Francisco Public Works Code (see DEIR, page 87, and Appendix A, page 40). If one or more trees on the property designated for removal were to be officially designated as a “landmark” or “significant” tree, a tree removal permit from the Department of Public Works (DPW) would be required. The approximately 880 trees to be removed from the site as part of the proposed project would be hauled off site for disposal.

During field surveys conducted on February 15, 2004, September 23, 2004, and January 19, 2006, which encompassed the entire project site, no special-status or sensitive habitats were identified on the project site. No special-status animal species were observed on the project site, and no evidence was found in the standard set of biological resource inventories such as the California Natural Diversity Database and research resources to support the occurrence of special-status plants or animals on the project site. No nest was observed in the trees on the project site during the field visits. However, Mitigation Measure 3 from the Initial Study (see pages 51 to 52) would protect any established nests at the time of project construction. Further, any established raptor or migratory bird nests found in the trees on the project site before the start of project construction would be subject to protection under the federal Migratory Bird

Treaty Act (MBTA) (see Appendix A, page 39). The list of birds protected under the MBTA includes almost every native bird in the United States, including those mentioned in the commenters' letters. The MBTA extends protection to parts of birds' nests and eggs. It is therefore a violation of the MBTA to directly kill these birds or destroy an active nest of any bird species. Based on the Mitigation Measure 3 from the Initial Study and the MBTA, the DEIR concluded that the project's impact to biological resources would be less than significant. The issues raised by the commenters do not provide evidence that disputes this conclusion.

The Initial Study, pages 33 to 40, states that based on the dominant eucalyptus cover and surrounding residential land uses, wildlife expected to occur on the site would be typical of eucalyptus plantations in urban areas throughout the Bay Area and would be easily absorbed into the surrounding areas. The soil composition and soil nutrient disturbance by eucalyptus trees frequently results in fewer birds than in areas lacking eucalyptus.

The purpose of environmental review is not to prevent approval of projects deemed undesirable by the public or other parties. Rather, it is to disclose the physical environmental impacts that would occur if a project is implemented. Decision-makers (in this case, the Planning Commission) are required to review and consider the EIR in their consideration of whether to approve a project.

Additionally, please see LU-3 on page 38 for a discussion of the project's relationship with the neighborhood, Response AE-1 on page 43 for a discussion of impacts to aesthetic resources, Response GE-1 on page 102 for a discussion of geology and soils, and Response GC-3 on page 172 for a discussion of project approvals.

## N. WIND

The comments and corresponding responses in this section cover topics in Chapter IV, Section V, of the DEIR. These include topics related to:

- WS-1, Wind

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### Comment WS-1: Comment relating to impact of wind to the project site.

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Kane

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“Environmental concerns have not been given adequate consideration. The proposed site is exposed to prevailing winds from the west and north. The high exposed hillside location and steepness of the slope result in windier conditions and higher wind velocities than in many areas of San Francisco.” (*Leslie Kane, email, May 21, 2012 [I-Kane]*)

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### Response WS-1

Wind impacts are analyzed in the Initial Study prepared for the proposed project, and can be found on pages 25 to 26 of Appendix A of the DEIR. The analysis presented in the Initial Study stated that the project site is exposed to prevailing winds and has no shelter from existing buildings or terrain. For the most part, the buildings would face to the north and not directly west into the prevailing winds. The structures would intercept some of the prevailing winds and redirect them to ground level on the north and west sides of the project, although the alignment of the buildings limits the amount of wind that would be intercepted.

The buildings would be four stories tall at the rear portion of the site (away from the private street), and the design of the structures would include a setback between the second and third levels, to create decks. These deck areas, as well as the gaps between the buildings, would likely have moderately accelerated winds. These areas of accelerated winds would be within the project site itself, and the proposed project would have little potential to accelerate wind speeds beyond the project site boundaries. The project’s



private street and existing homes above the project site and along Crestmont Drive would likely have winds slightly diminished by the sheltering effect of the proposed project for the northwesterly to westerly wind directions (see Appendix A pages 24 to 26).

In summary, based on considerations of exposure, massing, and orientation, potential pedestrian-level wind impacts of the project would not cause significant changes to the wind environment in pedestrian areas on, adjacent to, or near the site.

## O. OTHER CEQA

The comments and corresponding responses in this section cover topics in Chapter V, Section A, of the DEIR. These include topics related to:

- OC-1, Growth Inducing Impacts

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

### Comment OC-1: Comment raising concerns regarding the growth-inducing impact analysis and the project's projected population increase.

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Sobol S (1)

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"A Growth Inducing Impacts pp. 255-256

"Estimates development would have local census tract average of 2.34 persons per unit, and does not consider likely higher average given proximity to UCSF and probable rentals to students and trainees with at least 1: 1 per bedroom occupancy. Similarly under-estimates likely population if adjoining lot 27 is developed.

"States that increased population growth would 'be consistent with the General Plan and would not be considered a substantial adverse impact.' This boilerplate language totally ignores the actual impact of a doubling to tripling of the population at the end of an isolated cul-de-sac." (*Sam Sobol, email, June 15, 2012*  
[I-Sobol S (1)])

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### Response OC-1

This comment raises concerns regarding the growth-inducing impact analysis and the project's projected population increase. The comment specifically questions the average household size of 2.34 (from the 2010 Census for the Census Tract in which the project site and vicinity are located) that was used to estimate that the project could have up to 80 residents. This information is provided for context, and the use of a higher number would not generally result in a finding that the proposed project would generally

encourage or “induce” substantial population increase, as small infill residential projects such as this do not generally induce population growth. A major employment project such as a new business park is an example of a project that may induce a substantial increase in population.

There is a strong demand for housing in San Francisco. The proposed project would not be the factor that would induce substantial growth or concentration of population beyond that which would have occurred without the project, but rather would help serve an existing housing need. Some project residents may relocate from other parts of the Bay Area to be closer to their employment in San Francisco. To the extent that this occurs, the project would result in reduced commuting distances to work.

## P. ALTERNATIVES

The comments and corresponding responses in this section cover topics in Chapter VI of the DEIR. These include topics related to:

- AL-1, Alternative with Fewer than the 16 Single-Family Homes Considered in the Reduced Project Alternative
- AL -2, Feasibility of Alternatives
- AL-3, Alternative Access 5<sup>th</sup> Avenue
- AL-4, Alternative Access, Other

The comments in this section that also address cumulative impacts or project alternatives are additionally addressed in those respective sections of the Responses to Comments document.

**Comment AL-1: Comments generally stating a desire for decision-makers to disapprove the proposed project and instead consider an alternative with fewer units than the 16 single-family homes considered in the Reduced Project Alternative (Alternative B).**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Ajoudani  
I-Callan  
I-Cleland  
I-Hou  
I-Jorgensen

I-Kan (1)  
I-Kane  
I-McElwee C (1)  
I-McElwee E (4)  
I-Popp

I-Sobol S (1)  
I-Tsui-YunLiu  
I-Wong (2)  
PH-Sieper

“We ask your help in putting a stop to this proposed development and to consider the alternate suggestion of building 12-16 single family detached homes with adequate parking.” *(Tony & Andrea Ajoudani, letter, May 24, 2012 [I-Ajoudani])*

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“(a) New Alternative. The Association requests consideration of a new Project alternative. This alternative should consider a development featuring a small cluster of homes built at the westerly portion of the Project site. That relatively flat area (see Figure 4 below) could accommodate three to five single family homes with less than significant impacts to the surrounding environment. The cost associated with such a smaller development would be much less, and the purchase price that could be commanded for such a single family residences would be more than sufficient to ensure a profit to the developer. Moreover, such an alternative would still meet the stated Project objectives as it would, (i) allow infill development with fewer than 61 units, (ii) create an appropriately scaled residential development, (iii) develop a project that is considerate of the views of existing houses in the neighborhood, (iv) provide more than one parking space per unit, (v) comply with regulations and recommendations relating to hillside stability and improve the stability of the site and surrounding area, and (vi) produce a sufficient return on investment for the project sponsor. The City should prepare a revised DEIR evaluating this additional alternative and the public should have an opportunity to review and comment on that new alternative. 3-5 single family residences could be constructed on the relatively flat area shown here.” *(John Callan, letter, June 19, 2012 [I-Callan])*

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“I recommend the single family home alternative. (12-16 single family detached homes with adequate parking (2-3 spaces per home))” *(Wallace B. Cleland, form personal comment, May 30, 2012 [I-Cleland])*

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“The proposed 34 unit project is out of character for the neighborhood given its resident per unit density. As an alternative, I suggest 10-12 single family units with at least 2 parking spaces per home.” *(Craig Hou, email, May 21, 2012 [I-Hou])*

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“If the developers are so greedy, to have this project created at the peril of the residents in the area, then please: let's compromise and have the developer make 12-16 single family detached homes with adequate parking (2-3 spaces per home) instead. This would also be much more in character with the existing neighborhood as well.” *(James Jorgensen, letter, June 4, 2012 [I-Jorgensen])*

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“The proposed SF Overlook Development is much too large, with too many cars for the ‘1 lane’ of driving on Crestmont Drive to support safely. Please consider scaling the size of this project down significantly.”  
(*Jennifer Kan, email, June 14, 2012 [I-Kan (1)]*)

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“I request that approval for this project be denied. In the alternative, the Planning Commission should grant approval for construction of no more than 15 single family units on the Crestmont Drive cul-de-sac.” (*Leslie Kane, email, May 21, 2012 [I-Kane]*)

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“If some development is inevitable, 12-16 single family detached homes with adequate parking (2-3 spaces per home) would be significantly preferable and would lessen the impacts on our neighborhood.”  
(*Charlie McElwee, letter, June 2, 2012 [I-McElwee C (1)]*)

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“Please build 12-16 single family homes or townhouses and set access from 5<sup>th</sup> street.” (*Ellen McElwee, form personal comment, June 4, 2012 [I-McElwee E (4)]*)

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“I hope the suggested alternative is taken into consideration because no one will be able to stop this development. Why, the City needs money.” (*Roland Popp, form personal comment, May 24, 2012 [I-Popp]*)

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“B Reduced Project Alternative pp.274-279

“This reduced alternative, 16 larger single family homes, would certainly be preferable and more acceptable to the community, reducing the density, traffic and parking requirements by half compared to the proposed 34 unit development, thereby having considerably less adverse impact on safety and quality of life. Far more preferable, however, would be a limited tract of 6-8 single family homes.

“The developer’s statement that the market for such homes in this location is ‘not established’ is not substantiated by any referenced study and seems contradicted by the successful construction and sale of larger, more costly homes nearby (Clarendon Ave, Warren Drive.) in locations with less desirable features of seclusion and spectacular views than the proposed project site.

“The developer’s return on investment should be subject to proof and weighed against the dramatic benefit to the community if a much smaller number of larger homes or a variation of alternative B were to be chosen as opposed to the current project.” (*Sam Sobol, email, June 15, 2012 [I-Sobol S (1)]*)

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“Suggest alternative: 12-16 single family detached homes with adequate parking” (*Jane Tsui-Yun Liu, form personal comment, May 30, 2012 [I-Tsui-YunLiu]*)

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“I would like to suggest the resizing of this project to fit in with our neighborhood and decrease the traffic burden of our crowded, narrow streets. The development of 12 - 16 single family detached homes with adequate parking of 2- 3 spaces per home would better suit the character of the neighborhood and reduce the impact of increased traffic and parking congestion, as well as all the other risks and safety concerns I mentioned above.” (*Susan Wong, email, June 14, 2012 [I-Wong (2)]*)

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“I live at 475 Crestmont Drive in San Francisco. The Mount Sutro Homeowners Association would like to see several explanations and alternatives added to the DEIR. We would consider a small cluster of homes built at the westerly portion of the project. This is a relatively flat area that would have significantly less impact on the community. We would prefer if no building alternative at all if possible.” (*Williams Sieper, public hearing, June 14, 2012 [PH-Sieper]*)

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## Response AL-1

These comments generally state a desire for decision-makers to disapprove the proposed project and instead consider an alternative with fewer units than the 16 single-family homes considered in the Reduced Project Alternative (Alternative B). Some comments requested 12 to 16 units, while others requested 15, 10 to 12, and 3 to 5 units, all with an appropriate number of parking spaces. The comments are noted and will be considered by the Planning Commission when the Conditional Use Authorization for the proposed PUD is considered.

The CEQA Guidelines require the analysis of a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the project’s basic objectives and avoid or substantially lessen any of the significant effects of the project. The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to

permit a reasoned choice.<sup>8</sup> An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. The Alternative B and Reduced Foundations (Alternative C) alternatives analyzed in this EIR meet the intent of this requirement. The DEIR considers three alternatives—the No Project Alternative, which is required by Section 15126.6(c)(1) of the CEQA Guidelines; the Reduced Project Alternative, which consists of 16 single-family dwellings; and the Reduced Foundations Alternative, which consists of two buildings in a generally similar layout as the propose project and 34 residential units. The alternatives considered in the DEIR were selected based on the potential of each alternative to avoid or reduce significant impacts identified for the proposed project. Alternatives that consider the number of single-family homes requested by the commenters are not appreciably different from the Reduced Project Alternative with regard to environmental impacts.

The DEIR identified significant impacts of the proposed project for the following environmental topics: air quality, geology and soils, cultural and paleontological resources, biological resources, and hydrology and water quality. The DEIR identified mitigation measures to reduce the effect of each identified impact to a less-than-significant level for the proposed project and the project alternatives. The DEIR found that the project would not result in any significant effects related to land use, aesthetics, transportation, greenhouse gas emissions, emergency access, historical resources, noise, wind and shadow, recreation, utilities and service systems, public services, hazards and hazardous materials, mineral and energy resources, and agricultural and forest resources.

A brief discussion of the requested additional alternatives is provided below for informational purposes only. The analysis of the suggested 12- to 16-unit, 10-unit, or 15-unit project alternatives would be similar to the Reduced Project Alternative; however, if the number of units were further reduced from 16 units, the effects of the suggested lower-units project would be incrementally less than the Reduced Project Alternative. The implementation of such an alternative is not anticipated to avoid or lessen project impacts any more than the proposed project with its mitigation measures or the need for the required mitigation measures (see pages S51 to S61 and 274 to 279 of the DEIR). The requested 3- to 5-unit alternative would further reduce most of the impacts identified for the Reduced Project Alternative, particularly given that it would disturb a smaller portion of the project site. The implementation of such an alternative is not anticipated to avoid any of the project impacts or reduce impacts substantially more than the proposed project with its mitigation measures. The required mitigation measures for geology and soils would need to be refined to address this specific alternative. Its implementation also would

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<sup>8</sup> *CEQA Guidelines*, Section 15126.6.

further reduce some of the less-than-significant effects of the project, including non-CEQA effects, such as parking. It is also possible that a 5-unit alternative could result in different and potentially more significant aesthetic impacts depending on the placement and size of the homes.

Similar to Alternative B analyzed by the DEIR, a further reduced alternative with even fewer units than the 16 residential units considered in Alternative B would have similar effects on visual quality, urban design, and views as the proposed project. The less-than-significant impacts of the further reduced project suggested in the comments on transportation, air quality, and greenhouse gas emissions would be less than those of the proposed project. The impacts of this further reduced project alternative on geology and soils would be slightly less than those of the proposed project and of Alternative B. Similarly to the Alternative B, implementation of the same geotechnical mitigation measures as the proposed project would be required to reduce the geologic impacts of this further reduced alternative to less-than-significant levels. Impacts of the further reduced alternative on construction air quality, and archeological, paleontological, and biological resources, would be similar to those of the proposed project and Alternative B, and would be significant and would be reduced to less-than-significant levels by implementation of mitigation measures identified in this EIR. Similar to Alternative B, a further reduced project alternative would not meet San Francisco Overlook Development, LLC's objectives to produce a sufficient return on investment for the project sponsor and its investors to implement necessary hillside stabilization measures and provide or upgrade deficient site infrastructure (including a new access roadway, utilities, and fire hydrants).

The Reduced Project Alternative is identified in the DEIR as the alternative with the fewest impacts prior to the implementation of mitigation measures. However, under the project, the Reduced Project Alternative, and the Reduced Foundation Alternative, all impacts can be mitigated with the implementation of mitigation measures recommended for the proposed project. Prior to considering whether or how to approve and carry out the proposed project, the City will have to certify the EIR (see Section 15090 of the CEQA Guidelines) and make findings pursuant to Section 15091. As part of the findings process, the City will consider whether all significant impacts can be avoided or substantially reduced to a less-than-significant level by mitigation measures. If so, and if those mitigation measures are feasible, they must be adopted. If mitigation measures are not adopted so as to avoid or lessen all significant impacts, the City must consider project alternatives presented in the DEIR that would avoid or lessen the remaining significant impacts and make a determination of whether or not the alternatives should be considered or rejected. If any significant impact remains, the findings must explain why mitigation measures or alternatives identified in the EIR are rejected as infeasible based on specific



economic, legal, social, technological, or other considerations. The findings are required to be supported by substantial evidence, which often includes information prepared independent of the EIR.

The comments also include requests for denial of the project and consideration of the various reduced project alternatives. These comments generally pertain to the merits of the project. The comments are noted and will be considered by the Planning Commission when the Conditional Use Authorization for the proposed PUD is considered.

Also, please see Response AL-3 on page 160 for a discussion regarding alternative site access.

### **Comment AL-2: Comments relating to the feasibility of Project Alternative B: Reduced Project Alternative, and Project Alternative C: Reduced Foundations Alternative.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Callan  
I-McElwee C (2)

PH-Sieper  
PH-Sieper

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“(b) Project Feasibility. The DEIR rejects Project Alternatives B and C on the grounds that they are not economically feasible. In order to reject alternatives on that basis, CEQA requires the DEIR to provide detailed analysis of construction costs, projected sales and other relevant factors to demonstrate such infeasibility. (Citizens of Goleta Valley vs. Board of Sup. (1990) 52 Cal.3d 553, 575 n.7.)” (*John Callan, letter, June 19, 2012 [I-Callan]*)

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“The per square foot values in the neighborhood for single family homes is much higher than duplexes. There are single family homes in the neighborhood that are 2500 to 3000+ square feet that are in the 1.5 to 2 million dollar range. As part of the evaluation of Option B the Draft EIR should not rely on the Developer’s unsupported statement that there is no market for 3,600-4,600 square foot houses. Only independent fact should be included and an independent market analysis might find that in fact the developer can in fact build 5 to 14 single residences with great economic success and keep them in character with the neighborhood and actually raise property values for existing residents.” (*Charles McElwee, letter, undated, [I-McElwee C (2)]*)

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“No. 2, the developer should explain why Alternatives B and C were not economically feasible and why a cluster of homes at the western portion of the site would also not be feasible.

“No. 3, inasmuch as rejection of Alternatives B and C in the DEIR are based on economic feasibility, the DEIR must provide a detailed explanation of construction costs and projected sales to demonstrate why the alternatives are not feasible. Thank you.” (*William Sieper, public hearing, June 14, 2012 [PH-Sieper]*)

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## Response AL-2

The DEIR does not reject any of the three alternatives identified and analyzed in the Alternatives chapter. The DEIR explains the extent to which the alternatives meet identified project objectives. Formal determinations of feasibility of mitigation measures and alternatives will be made as part of the CEQA findings adopted by decision-makers as part of their deliberations on the proposed project. As noted in CEQA Guidelines Section 15021 and Section 15091, a project should not be approved if there are feasible mitigation measures or alternatives available that would substantially lessen the significant environmental effects of a project. If it is not feasible to mitigate or avoid, through either mitigation measures or a project alternative, all significant impacts, the findings need to explain the specific economic, social, legal, technological, or other conditions that may make an alternative or mitigation measures infeasible. The evidence need not be presented in the EIR, however. If the Planning Commission approves the project, it will adopt CEQA findings at that time, supported by any necessary evidence to support the required findings. No further response is necessary as part of the EIR.

## Comment AL-3: Comments proposing alternative routes to access the project site.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Kan (1)

I-Kan (3)

I-McElwee L

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“Alternatively, please consider finding other ‘outflows’ for the traffic, such as down to the Kirkham corridor, which has many, wide 2 lane streets even with parked cars, as well as much better public transportation options, or potentially through the dead-end of ‘Oak Park’ creating a ‘traffic loop’ if

negotiation with the homeowner of the end house can be managed.” (*Jennifer Kan, email, June 14, 2012 [I-Kan (1)]*)

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“The proposed 34 condos would be better suited with street access to the 4th, 5th or 6th Avenue corridor, where there are multiple outflows as well as much better public transportation options than Crestmont Drive and the Forest Knolls streets.” (*Jennifer Kan, letter, June 12, 2012 [I-Kan (3)]*)

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“5<sup>th</sup> Avenue Access better” (*Lily McElwee, form personal comment, May 17, 2012 [I-McElwee L]*)

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### Response AL-3

Several commenters suggested that access from the proposed dwelling units to 4th, 5th, or 6th Avenue would provide better access to public transit and other outflow options to Crestmont Drive and Forest Knoll streets. The project site does not abut 4th, 5th, or 6th Avenues, or Kirkham Street, or have access to these streets. Thus, the proposed dwelling units would not have access from the site to 4th, 5th, or 6th Avenues. These alternative routes are infeasible as the project sponsor does not own nor is in contract to own or lease property that connects the project site to the 4th, 5th, or 6th Avenue right-of-way. Although the project applicant did take steps in 2011 and 2012 to reach an agreement with the owner of the adjacent property to allow pedestrian access to 5<sup>th</sup> Avenue from the proposed project, the adjacent owner ultimately decided this agreement could restrict future use of that site, and no agreement was reached.

These comments express a desire for an alternative access/egress from the 5th Avenue and Kirkham Street areas. The comments address the merits of the project. The comments are noted and will be considered by the Planning Commission when Conditional Use Authorization for the PUD of the proposed project is considered. Additionally, see Response TR-4 for a discussion of comments related to potential increases in traffic as a result of the proposed project.

### Comment AL-4: Comments expressing the commenter’s opposition to the proposed project.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-McElwee E (1)

I-McElwee E (5)

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“Please the developer find *[sic]* another access inlet for his project. A much smaller development would be better for the community, but my primary concern, of the accuracy of DEIR’s ‘No problem’ assessment on the proposed approach, might apply to any extensive development desiring to use, years after Mt. Sutro Woods forming, long cul de sac Crestmont as an exclusive means of public access.” (*Ellen McElwee, email, June 1, 2012 [I-McElwee E (1)]*)

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“Please help the developer find another access inlet for the project. While I agree that a smaller development would be better for the community, my primary reaction to the DEIR report, of the confounding blind eye of the ‘No Problem’ assessment on the latecomer’s desired approach, might apply to any extensive development proposing to use, years after Mt. Sutro Woods’s forming, the long cul de sac Crestmont as its exclusive means of public access.” (*Ellen Schulz McElwee, letter, June 1, 2012 [I-McElwee E (5)]*)

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#### Response AL-4

These comments express the commenter’s opposition to the proposed project. The comments are noted and will be considered by the Planning Commission when Conditional Use Authorization for the PUD of the proposed project is considered.

## Q. GENERAL COMMENTS

The comments and corresponding responses in this section cover general topics related to the DEIR and project. These include topics related to:

- GC-1, Adequacy of the DEIR
- GC-2, Project Merit
- GC-3, Speculative Comments
- GC-4, Specific Concerns not Identified
- GC-5, Process
- GC-6, Praise of Document
- GC-7, Payment of Fees
- GC-8, Medical Personnel
- GC-9, Objectivity of DEIR
- GC-10, Adequacy of DEIR
- GC-11, Additional Information required in EIR
- GC-12, Pricing of Residential Units
- GC-13, Developer, Property Ownership
- GC-14, Pre-Application Meeting Process

### Overview of General Comments

The comments and corresponding responses in this section cover general subjects not directly related to a specific section of the EIR, although in some cases they address a number of interrelated topics discussed in various sections of the EIR. Portions of some of the comments addressed in this section also relate to other resource topics and are therefore responded to in those sections.

### Comment GC-1: Comments that do not pertain to the adequacy of the DEIR.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

O-MSWOA-Gorman (2)	I-McElwee E (2)	PH-Eade (2)
I-Ajoudani	I-McElwee E (6)	PH-Moore
I-Callan	I-Miller F	PH-MSWOA-Gorman (1)
I-Doherty (2)	PH-Antonini	PH-Sobol S (3)
I-Furman	PH-Doherty (3)	

"I am Paul J. Gorman, Ph.D., chairperson of the Architectural Control Committee of the Mount Sutro Woods Owners Association and I am presenting as a representative of the Association. I am an Experimental Psychologist and former Chief of Planning for the California Department of Mental Health (1979-1999)." (*Mount Sutro Woods Owners Association–Paul J. Gorman, Ph.D., letter, June 14, 2012 [O-MSWOA-Gorman (2)]*)

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"We are among many long-time Forest Knoll residents who are greatly concerned about the issues brought by this Crestmont Hills Project, the San Francisco Overlook Development." (*Tony & Andrea Ajoudani, letter, May 24, 2012 [I-Ajoudani]*)

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"Thank you for the opportunity to comment on the Draft Environmental Impact Report for the San Francisco Overlook Development residential project ('DEIR'). These comments are submitted on behalf of the Mount Sutro Homeowners Association ('Association') representing residents that live near the site of the proposed San Francisco Overlook residential project ('Project').

"We also join in the concerns raised in on the website for the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition at <http://www.crestmontpreservation.org/news.html>, a copy of the relevant text for which is attached hereto as Exhibit 2. Said comments are incorporated herein." (*John Callan, letter, June 19, 2012 [I-Callan]*)

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"I am snail-mailing signed letters to you, and to the Commissioners, but since I am uncertain whether the deadline is determined by postmark or by actual receipt. I am also emailing you a copy of the letter." (*Jack and Sally Doherty, email, June 18, 2012 [I-Doherty (2)]*)

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"I am writing to express my concern about the proposed development known as San Francisco Overlook. I am a resident and homeowner in Forest Knolls, the subdivision that would be profoundly affected by this proposed development." (*John Furman, email, June 18, 2012 [I-Furman]*)

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"The developer is not local and is not motivated by public interest. The DEIR by its nature doesn't address this, but it will. By [*sic*] attempting to address public alarm with bland assessments of "No Effect" (endangered wildlife if it exists can be protected by several people holding a drape around a nest!) will

embolden the developer and have a role in what happens after approval, and will disillusion those who want to believe the city takes steps to protect neighborhoods from slash and burn Bigfoots in order to preserve character –at an acknowledged cost of not being a metropolitan front - runner in pro-business obsequiousness. The latter is one of the chief attributes of San Francisco, and has not stopped growth or made it any less pleasant a place of remarkable invention and stunning industriousness.” (*Ellen McElwee, email, June 14, 2012 [I-McElwee E (2)]*)

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“We are owners in the immediate vicinity of the proposed project. Tragically, neither of us can attend the hearing! Financial obligations demand that I be out of state and my husband Charlie McElwee is on his way to a global environmental summit in Malta on behalf of his firm Climateworks. However, we claim a vital interest in the proceedings and want you to know of our concern over the DEIR on a number of points. We have both already written. My children have written. Charlie will be writing again this week. I will be sending a second letter today and have posted some from the road and from San Francisco.” (*Ellen McElwee (for the family), email, June 14, 2012 [I-McElwee E (6)]*)

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“This is to address the proposed 34-unit project by SF Overlook Development on Crestmont Drive in the Mt. Sutro/Forest Knolls neighborhood, Planning Department Case No. 2004.0093E. Due to much effort by neighborhood groups we thought that this project, which was named Crestmont Hills Residential Project, was stopped in 2007. The taxes and fees were unpaid and the project was deemed inactive. The land was sold at a Trustee Sale. However the purchaser at the sale was by one of the original partners.” (*Fred Miller, letter, June 3, 2012 [I-Miller F]*)

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“Okay. Thank you. Well, we’ll be interested in hearing the responses to these comments. (*Commissioner Antonini, public hearing, June 14, 2012 [PH-Antonini]*)

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“Then the other one was a comment about whether or not -- I believe there has been -- plans were laid out long before to have development in the middle of this space dating back 30 or 40 years, and there is, of course, development at the top and development at the bottom but none in the middle. So I think that history is in the EIR which is an important issue that has to do with a number of the issues.” (*Commissioner Antonini, public hearing, June 14, 2012 [PH-Antonini]*)

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“Yeah. And one additional thing in keeping with what Commissioner Miguel says, we're fortunate that we live in a city that has a lot of hills and is not a stranger to construction on hills. And this is something that seems to be well documented in the EIR. But as I mentioned before, there are some areas of concern that still probably need to be addressed in Comments and Responses. But in some parts of the eastern part of San Francisco, we have situations that are even more intense as far as the impacts that have to be analyzed.” (*Commissioner Antonini, public hearing, June 14, 2012 [PH-Antonini]*)

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“My wife and I have owned the two-unit building at 315-317 Crestmont Drive for 40 years now. We know the neighborhood fairly well. I'm here today to articulate to you why I think the Draft Environmental Impact Report is inadequate, and I intend to address two areas that are of particular interest to me, namely parking and also traffic as it interrelates to fire safety. And I have not previously filed any written comments, but I brought my written comments with me today. There's I believe nine copies there, one for the file and one for each of the Commissioners.” (*John J. 'Jack' Doherty, public hearing, June 14, 2012 [PH-Doherty (3)]*)

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“For those who live close by, I think the questions asked by the public are relevant questions. And I know that the Department would do everything to answer them. . . .

“I acknowledge a need for the additional questions having been asked and we will see where it goes. And again, this project is not a review or a critique of the project as it is currently designed. It is basically taking the quantitative and qualitative issues and their effect on the environment and does as best as possible to create the worst case scenario and the impact on the environment and CEQA related issues.” (*Commissioner Moore, public hearing, June 14, 2012 [PH-Moore]*)

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“I am chairman of the Architectural Control Committee of the Mount Sutro Owners Association. I'm a research psychologist by trade, and I'm past Chief of Planning for the State Department of Mental Health and also consultant to the legislature. I'm going to put this map here. Can this be seen? Good. To keep your mind on -- just as a focus. One thing has to be known, and I think it's become clear that this site is not two dimensional; it's three dimensional. Very three dimensional. And Planning comes from a two dimensional basis. I just want to mention that.”

“I'm really just going to speak about the Architectural Control Committee guidelines and how they affect this project. I'll leave my testimony in writing with the backups so I don't need to repeat all of this. When



the Planned Unit Development was created, the CCNRs *[sic]* authorized a committee, the Architectural Control Committee, mainly to maintain the character of the neighborhood. When I came on to the board about ten years ago, I realized that it was vague, and as a researcher I like to operationalize it.” (*Mount Sutro Woods Owners Association–Paul Gorman, public hearing, June 14, 2012 [PH-MSWOA-Gorman (1)]*)

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“I’m a resident of Crestmont Drive, 435 Crestmont Drive. I live directly above the site of the proposed project. Throughout the Draft EIR, we’re presented with a number of theoretic models and superficial and incomplete observations which sometimes bear little relation to the real-life experience of living on this unique street. And I want to focus partially on traffic and safety issues contained in Part 4, Section C and G of the Draft EIR.” (*Sam Sobol, public hearing, June 14, 2012 [PH-Sobol S (3)]*)

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### Response GC-1

The San Francisco Planning Department appreciates the time spent by the commenters in reviewing the DEIR and preparing comments. Comments pertaining to the adequacy of the DEIR submitted by the commenters have been responded to in response to comments that have been sorted by topic.

Comments expressing opposition to or support for the project do not pertain to the adequacy of the DEIR but may be considered by the Planning Commission in its review of the Conditional Use Authorization.

Please also see Response LU-3 on page 38 for a discussion of the project’s relationship with the neighborhood; Response AE-1 on page 43 for a discussion of aesthetic resources; Response TR-1 on page 52 for a discussion of parking, transportation, and circulation; Response BI-1 on page 147 for a discussion of biological resources; Response GE-1 on page 102 for a discussion of hillside construction; Response HZ-1 on page 122 for a discussion of fire safety; and Response GC-3 on page 172 for a discussion of project approvals.

### Comment GC-2: Comments relating to the project’s merit.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Ajoudani	I-Eade (1)	I-Gallagher (2)
I-Anastas	I-Eade (2)	I-Greggains
I-Boston	I-Eisman	I-Jorgensen
I-Chu	I-Gallagher (1)	I-Kan (1)

I-Kan (3)	I-Mattox	I-Saks
I-Kane	I-McAleece	I-Seeley
I-Larson	I-McElwee C (1)	I-Wohlers (1)
I-Lee M (2)	I-Miller F	I-Wong (2)
I-Leonhardt (3)	I-Rector (1)1	PH-Kan
I-Marks	I-Rockwell	PH-SFHAC-Colen

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An additional 74 people submitted comments related to project merits via a checked area of concern on a form letter provided by the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition; all 74 of these of these commenters are assumed to be registering their opposition to the project by virtue of this comment on each form, "I wish to register my strong opposition to the San Francisco Overlook development project." A list of the commenters that submitted a form can be found in Tables B-1 and B-2 located in Attachment B, DEIR Form Comment Letters.

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"We strongly oppose a project with such magnitude and density." (*Tony & Andrea Ajoudani, letter, May 24, 2012 [I-Ajoudani]*)

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"I came across a flyer about a proposed development of the west side of Mt. Sutro. I do not know your role but, I do not support any further development in any part of Mount Sutro. Any reasonable person only has to look at the 400 block of Warren Avenue for an excellent example of a development gone bad. I often walk down Warren Ave and wonder what city agency would have approved that development and willingly destroyed what should a natural asset. One has to think ... what if ... Mount Sutro had remained a natural asset. And maybe someday it can be restored. So, I would like to respectfully ask that you and your department protect is left of Mount Sutro and the surrounding green belt for all to enjoy." (*Sheila Anastas, email, June 12, 2012 [I-Anastas]*)

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"As a residence owner living below Lot 25, Crestmont Drive, San Francisco, I oppose development of this property as currently requested." (*Larry Boston, email, June 12, 2012 [I-Boston]*)

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"I urge you to recommend disapproval of this project to the San Francisco Planning Commission at its meeting June 16." (*Larry Boston, email, June 12, 2012 [I-Boston]*)

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"No to SF Overlook Development!" (*Felix Chu, form personal comment, July 12, 2012 [I-Chu]*)

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“Please accept my comments below in regards to the DEIR publication for the San Francisco Overlook Development Residential Project (Planning Department Case number 2004.0093E).

“My name is Jeffrey Eade and I am the President of the Mount Sutro Woods Home Owners Association of which the project sponsor is a member. I would like to begin by stating that the HOA is opposed to this project in its current form and has expressed this in a letter dated September 9<sup>th</sup>, 2011 to the Planning Commission members, Supervisor Elsbernd, and the Planning Department Staff in charge of this project.”  
*(Jeffrey Eade, letter, June 18, 2012 [I-Eade (1)])*

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“I’m the president of the Mount Sutro Woods Homeowners Association, and my address is 407 Crestmont Drive. I would like to begin by stating that the HOA is opposed to this project in its current form and has expressed this in a letter dated September 9<sup>th</sup>, 2011 to the Planning Commission members, Supervisor Elsbernd and the Planning Department staff in charge of this project.” *(Jeffrey Eade, public hearing, June 14, 2012 [PH-Eade (2)])*

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“Your support of my objections to the proposed Crestmont Hills Project would be greatly appreciated.”  
*(Maria Eisman, letter, June 8, 2012 [I-Eisman])*

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“Don’t Build. Too Congested Already” *(Claire M. Gallagher, letter, June 10, 2012 [I-Gallagher (1)])*

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“God forbid this move forward.” *(Claire M. Gallagher, email, June 18, 2012 [I-Gallagher (2)])*

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“Regarding the proposed Housing Development that is being discussed for Crestmont Drive, Case Number 2004.0093E - I object to this project for the following reasons:” *(Raymond Greggains, letter, June 13, 2012 [I-Greggains])*

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“I am writing once again to voice my extreme objection to the Crestmont Overlook Development Project, Case No. 2004.0093E. I am a resident of Forest Knolls, living at 369 Oak Park Drive, and I will be directly affected by this monstrous 34 unit nightmare that is proposed to be built right above my neighborhood. I

voiced my concerns the last time this project was proposed before the economic bust in 2008, and I once again am expressing my concerns as outlined below:" (*James Jorgensen, letter, June 4, 2012 [I-Jorgensen]*)

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"I would urge the planning commissioners to make a site visit to better understand the issues at hand so they can make a sound, fully informed decision on this issue. The evening hours are the most impacted with parked cars and would help them understand the congested road that leads into the potential SF Overlook Development. The project owner's motivation is clear, but he won't be around to help us live day in and day out with the increased and unsafe traffic on Crestmont Drive. I hope the planning commissioners can help protect us, as San Francisco residents from bad and unsafe decisions, by making a thoughtful study of the issues at hand." (*Jennifer Kan, email, June 14, 2012 [I-Kan (1)]*)

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"I strongly oppose the traffic and traffic safety issues that the San Francisco Overlook development will bring to our Forest Knolls neighborhood." (*Jennifer Kan, letter, June 12, 2012 [I-Kan (3)]*)

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"I write in opposition to the proposed development of San Francisco Overlook. As a neighbor on Crestmont Drive I believe that this development poses unacceptable danger to the neighborhood and its residents and I strongly urge that permission to build be denied." (*Leslie Kane, email, May 22, 2012 [I-Kane]*)

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"Dear Bill, If you haven't already, I invite you to drive down to the end of Crestmont Dr. to see for yourself what a bad idea this is. Sincerely, Mark L." (*Mark Larson, form personal comment, May 30, 2012 [I-Larson]*)

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"We are strongly against the proposed massive scale of the SF Overlook Development. It is much too massive for the type of street we have (narrow and not a through street); it will greatly affect our way of life and change our neighborhood forever in an extremely negative way. Please stop San Francisco Overlook, or at least scale the project size back significantly." (*Mark Lee, letter, June 12, 2012 [I-Lee M (2)]*)

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"Why does Planning spend time on developments not in compliance with what the City deems as important for our quality of life? It seems to me this project is a huge waste of the department's time and talent." (*Lesley Leonhardt, email, May 18, 2012 [I-Leonhardt (3)]*)

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“Due to the above issues I would like to register my strong opposition to the San Francisco Overlook Development Project.” (*Pam Marks, email, June 4, 2012 [I-Marks]*)

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“This project seems to be all about making money for the builders with no thought or consideration as to the impact of the neighborhood – one of the few peaceful areas left in San Francisco.” (*Patricia Mattox, form personal comment, May 31, 2012 [I-Mattox]*)

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“As a Forest Knolls resident, my neighbors and I are very concerned that the SF Overlook Project will have a huge negative impact on the neighborhood.

“Please do what you can to stop this project!” (*Erin Jean McAleece, email, May 7, 2012 [I-McAleece]*)

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“I am writing in opposition to the 34 unit San Francisco Overlook Residential Project on Crestmont Drive. I have lived on Crestmont Drive for 12 years. My children grew up there, and I have enjoyed watching new families with young children move onto the street. Since homes in this area have no yards, my children had no place to play but on the street and in the green space where the development is now proposed. The fact that the street is a dead end with houses on only one side of the road has reduced traffic speed and volume and made the street a relatively safe place to play. Indeed, it is one of the few remaining areas in the city where families feel comfortable raising their children.” (*Charlie McElwee, letter, June 2, 2012 [I-McElwee C (1)]*)

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“As a longtime resident of this stable and quiet neighborhood I feel very strongly that this project should be rejected, so that what is now a very desirable area is not degraded into one that will be much less so.” (*Fred Miller, letter, June 3, 2012 [I-Miller F]*)

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“As a resident of the Inner Sunset, I have recently discovered the joy of hiking the trails of the Mt. Sutro Open Space area. One day while walking there, a paper posted on a telephone pole informed me of the proposed development. I was moved to take action by contacting you and speaking out against this development. Please don't let this project be an embarrassment to you and your colleagues.” (*Clark Rector, letter, May 30, 2012 [I-Rector (1)]*)

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“If you can think of compelling reasons why this project should still continue, I would like to hear from you.” (*Clark Rector, letter, May 30, 2012 [I-Rector (1)]*)

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“I believe that the environmental impact statement is deficient in certain important ways. In light of these deficiencies, the proposed development is a mistake that would place a negative toll on the neighborhood and on the City of San Francisco.” (*Paul Rockwell, letter, June 17, 2012 [I-Rockwell]*)

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“My name is Michael Saks, I live at 355 Crestmont Dr in the Forest Knolls section of San Francisco. I am writing you to oppose the proposed development project on Mt Sutro, at the end of Crestmont Dr. I have read much of the literature, and heard arguments for and against the project. I will keep my comments brief, because I feel this is a very simple issue, requiring only common sense to understand.

“There are many people below the proposed site, namely a world renowned hospital, and only a money-hungry fool would want or allow a big condo to be built on that site. You are really playing with a bunch of danger if you allow this project to go through. I would hope that common sense, not money will prevail. Be a trailblazer and become one of the very first politicians to actually rule in favor of common sense and safety, and not money” (*Michael Saks, email, June 19, 2012 [I-Saks]*)

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“I am writing to you this evening in hopes of persuading you against the commencement of the Sutro forests [*sic*] construction. Here are three main reasons that the construction of new housing on Mt. Sutro would be negative for the community...Please take these thoughts into consideration, because following through with this plan for the housing development of forest knolls is something that will have a drastically negative affect on many lives. Thank you for your time.” (*Emily Seeley, email, June 4, 2012, [I-Seeley]*)

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“Due to the above issues I would like to register my strong opposition to the San Francisco Overlook Development Project.” (*Peter Wohlers, email, June 13, 2012 [I-Wohlers (1)]*)

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“I am writing to express my concerns about and strong opposition to the 34 unit San Francisco Overlook Development. The development would bring increased traffic congestion, parking problems, unacceptable safety risks because of limited access for emergency vehicles, geo-seismic and other

landslide hazards resulting from construction activities and would drastically change the character of our neighborhood.” (*Susan Wong, email, June 18, 2012 [I-Wong (2)]*)

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“I am strongly against the proposed massive scale of the San Francisco Overlook Development. It is much too massive for the type of street we have, narrow and not a through street. It will greatly affect our way of life and change our neighborhood forever in an extremely negative way. Thank you.” (*Jennifer Kan, public hearing, June 14, 2012 [PH-Kan]*)

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“Tim Colen on behalf of the San Francisco Housing Action Coalition. We've been following this project for years. I was up at the site walking it with the plans on Monday. We have not taken formal action because we wanted to see the published DEIR first.

“Our views to this point are the following: We think that this project is an entirely appropriate use of the land at this location. We think that it brings housing to the west side; brings density to an area notable for its lack of density. One of the conversations that we hear most frequently is why are some neighborhoods exempt, it would appear, from taking more housing and other neighborhoods are required to bear the entire burden? We think this is a good use of the land, for what it's worth.

“As to the project itself, our view is what's not to love about the design? Levy Design has done an excellent job of making something beautiful that fits in beautifully with that neighborhood. We see this -- it was designed originally -- the land was graded. Sewer lines were put in. This was intended to be developed, and we think it's a good use of the land and we look forward to following it as it goes along.” (*San Francisco Housing Action Coalition-Tim Colen, public hearing, June 14, 2012 [PH-SFHAC-Colen]*)

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## Response GC-2

The San Francisco Planning Department appreciates the time spent by the commenters in reviewing the DEIR and preparing comments. Comments pertaining to the adequacy of the DEIR are responded to in response to comments that have been sorted by topic.

Comments expressing opposition to or support for the project do not pertain to the adequacy of the DEIR, but may be considered by the Planning Commission in its review of the Conditional Use Authorization.

Additionally, see Response PD-1 on page 19 for a discussion of project sequencing, Response LU-1 on page 30 for a discussion of land use, Response LU-3 on page 38 for a discussion of the project's relationship with the neighborhood, Response AE-1 on page 43 for a discussion of aesthetics, Response TR-1 on page 52 for a discussion of parking, Response TR-4 on page 79 for a discussion of transportation and circulation, and Response RE-1 on page 139 for a discussion of the use of existing streets as a play/recreation area.

### **Comment GC-3: Comments that are speculative and may include unsupported statements.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-McElwee E (2)

PH-Drago

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"I have read the DEIR for latecomer San Francisco Overlook Development's aspirations for the land purchased through various nontransparent transactions and I am concerned first of all by the report's tone and specific aspects of its content (to be named below) in conjunction with the overall aggressive legal stances the developer has taken with the neighboring community. The developer's identity as an LLC, while regrettably common in this age of frivolous lawsuit, signals to the community its prioritization of self as an outsider entity unaccountable once permission is granted initially by the City Planning Commission, to those without budgets or public relations staffs to deal with misrepresentations. There is a false gentility adopted by this group that bodes badly for future problems (no doubt foreseen by the profit-motivated foreign - -? - - developer) problems that will predictably occur and need straightening out to preserve the usability and safety of the existing homes." (*Ellen McElwee, email, June 14, 2012 [I-McElwee E (2)]*)

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"478 Warren Drive, Mount Sutro Terrace Apartments, a few yards from the base of Mount Sutro. John King says that buildings have to be good neighbors. The Overlook will be everything but a good neighbor." (*John Drago, public hearing, June 14, 2012 [PH-Drago]*)

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“The developers have not taken the neighbors’ plight into consideration as they plan to put wealthy families on top of us lower-income residents, and they will have noisy parties. There will be push-back.”  
*(John Drago, public hearing, June 14, 2012 [PH-Drago])*

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### Response GC-3

These comments are speculative and many include unsupported statements; they do not relate to the adequacy of the EIR and no further response is necessary.

Also please see Response PD-3 on page 25 for a discussion of CC&Rs, Response GE-1 on page 102 for a discussion of geotechnical concerns, Response HZ-1 on page 122 for a discussion of safety, Response GC-1 on page 166 for a discussion of general project clarifications and Response GC-11 on page 186 for a discussion of bias in the DEIR analysis.

### Comment GC-4: Comments with no specific concerns identified.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Sirivansanti

I-Sung

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“Commenter submitted a form letter with no specific concerns identified.” *(Vera Sirivansanti, form, June 8, 2012 [I-Sirivansanti])*

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“Commenter submitted a form letter with no specific concerns identified.” *(Jim Sung, form, May 30, 2012 [I-Sung])*

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### Response GC-4

As no specific area of concern was identified, no specific response is provided. See the following responses to the concerns raised in the form letter: AL-1, HZ-1, GC-3, GE-1, LU-3, RE-1, TR-1, TR-2, and TR-4. Please see Response AL 1 on page 157 for a discussion of alternatives, Response HZ-1 on page 122 for a discussion of emergency access/egress, Response GC-3 on page 179 for a discussion of project

merits, Response GE-1 on page 122 for a discussion of geology and soils, Response LU-3 on page 35 for a discussion of land use and land use planning, Response RE-1 on page 99 for a discussion of recreation, Response TR-1 on page 52 for a discussion of parking, Response TR-2 on page 58 for a discussion of transit, and Response TR-4 on page 79 for a discussion of traffic and circulation

**Comment GC-5: A group of inquiries relating to the project approval and CEQA process.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Gallagher (1)

I-Gallagher (2)

I-Valliancourt (2)

“There was no date on the letter. Luckily, I saved the envelope postmark of May 3, 2012.” *(Claire M. Gallagher, letter, June 10, 2012 [I-Gallagher (1)])*

“Why did you not provide email address of Bill Wycko? You know snail mail is antiquated. Email is easily documented.” *(Claire M. Gallagher, letter, June 10, 2012 [I-Gallagher (1)])*

“What is the difference between ‘public comments’ and ‘planning department’s Negative declaration and EIRs’ listed on letter? No website is listed on letter.” *(Claire M. Gallagher, letter, June 10, 2012, [I-Gallagher (1)])*

“How will I know this letter was received? How will you address my questions?” *(Claire M. Gallagher, letter, June 10, 2012 [I-Gallagher (1)])*

“6) Why was there no date listed on public notice? I kept the envelope dated May 3rd.

“7) Why was your email not provided on that notice?

“8) What is planned next? More public mtgs, *[sic]* hopefully” *(Claire M. Gallagher, letter, June 18, 2012, [I-Gallagher (2)])*

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“Previously submitted: defects in “Neighborhood notification process”” (*John Vaillancourt, form, June 13, 2012 [I-Vaillancourt (2)]*)

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### Response GC-5

It is assumed that the commenters may be referring to the memorandum included inside the front cover of the DEIR for the San Francisco Overlook Development Residential Project. This memo is dated May 2, 2012, which is also the date of the DEIR it introduces. The memorandum and a separate Notice of Availability (NOA) were both distributed with the Draft EIR. Some agencies and residents were only sent the NOA, which was not dated. However, the NOA did include a date by which anyone interested in providing comments needed to submit those to the City. It also included a link to the DEIR that included the memorandum.

The first paragraph of the NOA directs the reader to the Planning Department’s Negative Declaration and EIRs web page located at <http://tinyurl.com/sfceqadocs> (web address is formatted as a tiny url) to find a copy of the DEIR published and available for public review and comment at that location. This reader is directed to a page on the Planning Department’s website and does not specifically refer to the DEIR for the San Francisco Overlook Development Residential Project.

A statement related to public comments being accepted from May 3, 2012 through 5:00 p.m. on June 18, 2012 is found in the penultimate paragraph of the same letter. In this case, the term “public comments” refers to comments about the contents of the DEIR from interested members of the public received by the Planning Department during the defined time frame.

The commenter is correct in stating that Bill Wycko’s email address was not provided in the NOA; however, it was provided in the main body of the DEIR on page 25. The Planning Department thanks the commenter’s stated preference for electronic communications and will include Bill Wycko’s email address more visibly on future CEQA document publications as applicable.

All public comments received by the Planning Department, whether through letter, email, or public hearing, are included as part of this Responses to Comments document, along with responses to comments made and questions asked. The commenter can see a copy of any comments submitted and the corresponding response from the Planning Department.

All responses and minor changes to the DEIR will be presented to the Planning Commission for certification. The Responses to Comments document and notice of the date reserved for certification of the Final EIR will be sent to all those who submitted written comments or who testified at the public hearing on the DEIR held on June 7, 2012. Others may receive a copy of the Responses to Comments document by request or by visiting the Planning Department office. The DEIR together with the Responses to Comments document will be considered by the Planning Commission in an advertised public meeting. If the Final EIR is certified by the Planning Commission, the project could then be considered by the City for approval or disapproval. An approval hearing would occur after the certification of the Final EIR.

### Comment GC-6: Comments praising the work of the Planning Department on the DEIR for this project.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

PH-Colen

PH-Miguel

PH-Moore

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“I think that the EIR is absolutely adequate, thorough and fair and balanced. Thank you.” (*Tim Colen, public hearing, June 14, 2012 [PH-Colen]*)

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“Yes. I have to totally agree with Commissioner Moore. I have often been a critic of EIRs which seem to take a point of view which seem to be prejudiced in the manner in which they use the English language. I found this one to be factual, neutral in its language and use of syntax, eminently readable, rather simple in its form and totally thorough in my opinion in the analysis of what an EIR is supposed to do under CEQA. I thought it is an excellent example, albeit for a small project, but an excellent example of what an EIR is supposed to do.” (*Commissioner Miguel, public hearing, June 14, 2012 [PH-Miguel]*)

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“Overall, I find the structure of the EIR very logical. It is a very hands-on document, very easy to read, and it layers the history of the project, the initial EIR, including the development history prior to even the fully fledged EIR as we know it today. It lays it out quite well and gives us the ability to see how

requirements have changed and how this EIR takes a more comprehensive look to answer questions which at the time of the original EIR were not required.

“I commend the Department for this very simple layering of the document. You can find your way; it cross references well. I tried several ways of reading between land use and aesthetics and the past history and found it partially because the project is a smaller size project compared to the EIRs we normally read easily accessible.

“I am often very critical of EIRs which are too complicated and convoluted and not easily readable documents. This document is accessible, and anybody who has questions within the time that is set aside to ask further will find their way through the document and cross references to look at the source by which its put together. So I generally am comfortable.” *(Commissioner Moore, public hearing, June 14, 2012 [PH-Moore])*

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### Response GC-6

The San Francisco Planning Department wishes to thank the public and the Planning Commission members for their positive feedback on this DEIR.

### Comment GC-7: Comments relating to fees paid by the project sponsor for environmental review.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

PH-Drago

PH-Miguel

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“Equally enraging is that I've been told the developers paid for the wrong EIR.” *(John Drago, public hearing, June 14, 2012 [PH-Drago])*

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“Yes. Not to prolong this, and I usually do not comment on the public's EIR comments. However, there was a statement made by one of the speakers, questioning, I guess, the manner the fact that the developer paid for the EIR. All developers pay a fee. The Department the EIRs are under the auspices of the

Department. But the developers pay a fee for this. We don't have unlimited pockets within city government just to pay for EIRs. This is a fee that's charged. So that is a standard situation. I don't care if you're building a hundred story office building or a project such as this." (*Commissioner Miguel, public hearing, June 14, 2012 [PH-Miguel]*)

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### Response GC-7

As part of the standard City and County of San Francisco environmental review process, all project sponsors pay a fee for the preparation of environmental documents related to a proposed project. Details of how those fees are calculated are specified in the Planning Department's schedule of fees, which can be found here:

- [www.sf-planning.org/modules/showdocument.aspx?documentid=8631](http://www.sf-planning.org/modules/showdocument.aspx?documentid=8631).

Finally, while the project sponsor pays all costs for preparation of the necessary consultant-prepared documents, including EIRs, the San Francisco Planning Department scopes, monitors, reviews, and approves all work completed by consultants.

For further explanation of developer fees paid to the City for environmental review, see the Comment from Planning Commissioner Miguel found on page 179.

### Comment GC-8: Comment relating to the presence of medical personnel in the vicinity of the project site.

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

PH-Drago

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"Are you aware that the area is home to medical personnel?" (*John Drago, public hearing, June 14, 2012 [PH-Drago]*)

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### Response GC-8

The comment questions whether the City is aware that the area is home to medical personnel. It is unclear how this relates to the adequacy of the DEIR. No further response is necessary.

### Comment GC-9: Comments relating to the objectivity of the DEIR for this project.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-McElwee C (2)

PH-Colen

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“We have lived in Forest Knolls for 12 years. We object to the adoption of the proposed EIR and find that the report and recommendations are biased toward the objectives of those who paid for the report. The report is missing discussion and analysis of specific concerns that are real quality of life issues and furthermore the report failed to properly define the scope of the affected neighborhood / vicinity.”  
*(Charlie McElwee, letter, June 2, 2012 [I-McElwee C (2)])*

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“As to the issues being discussed in the DEIR, we would say what stood out is the bold-face type at the bottom that says, ‘not a significant impact,’ on issue after issue after issue. This is a modest project without significant impact. And it appears again that we see parking is the tail that wags the dog, that somehow the idea of housing -- which by the way is in close proximity to some of the best public schools in San Francisco in a wonderful neighborhood in the inner Sunset -- is somehow -- that should be the determinant in whether it's an appropriate use of land or not.” *(Tim Colen, public hearing, June 14, 2012 [PH-Colen])*

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### Response GC-9

The DEIR satisfies and is consistent with Chapter 31 of the San Francisco Code and CEQA Statutes and Guidelines, which require the City to find that the EIR reflects the independent judgment of the City. This chapter of the Responses to Comments document provides responses to each comment received on the DEIR. None of the comments received were found to substantially identify inadequacies of the DEIR that require substantial changes to the DEIR findings or the scope of the DEIR analysis. The DEIR accurately

and adequately characterizes the land uses setting of the project vicinity, including nearby residencies and the UC SF Medical Center, for purposes of environmental review.

Additionally, see Response LU-1 on page 30 for a discussion of land use and land use planning, Response TR-1 on page 52 for a discussion of parking, and Response AE-1 on page 43 for a discussion of aesthetics.

**Comment GC-10: Comment relating to the adequacy of the DEIR for this project.**

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Callan

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“For all of the reasons stated above, we believe the DEIR is severely flawed in many respects and fails to meet minimum legal requirements as an informational document under CEQA.” *(John Callan, letter, June 14, 2012 [I-Callan])*

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**Response GC-10**

The concerns raised by the commenter related to the adequacy of the DEIR are generally found to be conclusory comments toward the inadequacy of the EIR. As this appears to be a general comment, this response directs the commenter to responses related to geology and soils, project description, air quality, noise, transportation and circulation, and alternatives, as well as those responding to general comments related to specifics of the proposed project and approvals of the project that address these specific issues raised by the commenter regarding the adequacy of the EIR.

**Comment GC-11: Comments requesting information not provided as part of CEQA analysis.**

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Callan

I-Leonhardt (4)



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“The DEIR needs to be supplemented with additional information, analysis and mitigation. Because the required modifications will be substantial, CEQA requires that the DEIR be recirculated for additional public comment. We look forward to reviewing the revised draft DEIR.” (*John Callan, letter, June 19, 2012 [I-Callan]*)

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“And finally, I don’t see any discussion of the worthiness of the construction company chosen to build the project if it is approved. I believe it should be mandated that a company with experience in hillside construction projects be selected so as to ‘mitigate’ potential damage to the existing neighborhood.” (*Lesley Leonhardt, letter, June 6, 2012 [I-Leonhardt (4)]*)

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## Response GC-11

Selection of the construction contractor is at the discretion of the sponsor, who will be required to ensure that the selected contractor implements all applicable Best Management Practices (BMPs) and mitigation measures.

Additionally, CEQA requires an assessment of mitigation feasibility, which requires considering technical feasibility. A number of laws apply to the construction of the project to ensure that it is constructed appropriately given the site conditions. These are explained in detail in the DEIR beginning on page 196 of the Regulatory Setting section of Chapter IV, Geology, as are the geotechnical investigations undertaken. Further, the Building Code mandates that plans be submitted that show how code requirements will be met, and the Building Department has authority to inspect the project during development to make sure the plans approved are carried out; the City does not have authority to mandate use of a particular construction company.

The Responses to Comments document includes revisions to the DEIR made in response to comments received from the public (see Chapter IV, Draft EIR Revisions). These revisions do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis; therefore, re-circulation of the DEIR is not necessary.

## Comment GC-12: Comments requesting information related to pricing of dwelling units being built by the proposed project and other compensatory measures.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Gallagher (1)

I-Gallagher (2)

PH-Drago

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“What is the price range of these townhomes?” (*Claire M. Gallagher, letter, June 10, 2012 [I-Gallagher (1)]*)

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“5) What are the price ranges of these proposed townhouses?” (*Claire M. Gallagher, email, June 18, 2012 [I-Gallagher (2)]*)

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“What compensation will be available to residents like me who have their lives destroyed?” (*John Drago, public hearing, June 14, 2012 [PH-Drago]*)

### Response GC-12

With regards to the concerns about the effect of the proposed project on home values, CEQA generally does not require the analysis of economic impacts. Section 15131(a) states that economic or social effects of a project shall not be treated as significant effects on the environment. While there could potentially be an impact to home values in the area, such an occurrence would be a socioeconomic impact, which is beyond the scope of CEQA. As stated in CEQA Guidelines Section 15131(a), “[e]conomic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.” In general, analysis of the potential adverse physical impacts resulting from economic activities has been concerned with the question of whether an economic change would lead to physical deterioration in a community. Most often, this analysis has been required by California courts to be undertaken in connection with whether the opening of a “big box” retail store would lead to the closure of other, existing retail stores, the locations of which might not be suitable for new retail tenants. The result can be vacant buildings leading to disrepair of the facilities and other blighting conditions. This blight, precipitated by economic

conditions, would be the physical change that would be a significant, adverse impact under CEQA. In contrast, one business displacing another due to repeated noise complaints (and then replaced with another presumably less noisy business), while potentially an adverse consequence for the displaced business person, would not result in the physical blight noted above, and would not, therefore, result in a significant impact under CEQA.

No further response is required.

### Comment GC-13: Comments relating to ownership of the project site.

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

I-Gallagher (1)

I-Gallagher (2)

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“Who is the developer?” (*Clare M. Gallagher, letter, June 10, 2012 [I-Gallagher (1)]*)

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“2) Who currently owns this property?

“a) UCSF .... ?

“b) City of SF .... ?

“3) Who is the proposed dvlper? [sic]” (*Clare Gallagher, email, June 18, 2012 [I-Gallagher (2)]*)

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### Response GC-13

As shown on pages 43 to 44 of the DEIR, the project developer is San Francisco Overlook Development, LLC.

At the time the environmental evaluation application was filed, the project was owned by Crestmont Hills, LLC. The property was acquired by San Francisco Family Homes, LLC on April 30, 2007 by way of a trustee’s sale after default by Crestmont Hills LLC. In turn, San Francisco Family Homes, LLC sold the project to the current owner, sponsor, and developer San Francisco Overlook Development, LLC on

November 12, 2010. This is incorrectly stated in the footnote found on page 2 of the DEIR and will be corrected in the Final EIR.

Page 2, Footnote 25, of the DEIR has been revised to reflect the correct ownership sequence of the project site, which does not alter the analysis or conclusions of the DEIR:

<sup>25</sup> At the time the EE application was filed, the project was owned by Crestmont Hills, LLC. San Francisco Family Homes acquired the property on April 30, 2007 by way of a trustee's sale after a default by Crestmont Hills, LLC which sold the project to San Francisco Family Homes, LLC on April 30, 2007. In turn, San Francisco Family Homes, LLC sold the project to the current owner and sponsor, San Francisco Overlook Development, LLC on November 12, 2010.

### Comment GC-14: Comment referring to the City's planning and CEQA processes.

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

I-Vaillancourt (1)

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"The burden of this letter addresses events antecedent to the development and publication of the EIR for the above-cited project, hereinafter referred to as Overlook. Because the critique described herein refers to the planning process per se, I elected to forward my concerns to you with the hope that you would bring it to the attention of the appropriate officials. The undersigned is the owner and occupier of the dwelling on 443 Crestmont Drive.

"Regarding the Planning Department's mandated process of pre-application meetings with community involvement, I contend that the execution of pre-application procedures skirted or evaded statutory requirements.

"At the first scheduled meeting (05/03-04/2012), it is agreed, and was documented, that the neighbors within the stipulated radius were notified; many of these showed up. The patently promotional context of this exhibit (an exhibit is not a meeting) did not adopt a presentation format in which project details were presented and questions answered before a collective audience of interested neighbors. On the contrary, Outlook utilized a professionally designed delivery designed to promote the project and its benefits via a format of separated, themed stations. With this set-up, attendees were corralled on an individual basis to

separate 'kiosks' for independent conversations, effectively precluding questions, concerns, and issues from being voiced, and heard, by all attendees. The customary 'open forum' of community discourse was absent.

"An apparent attempt to redress the deficiencies cited above was embodied in a second meeting on 09/07/2011. Although this meeting did incorporate the 'open forum' paradigm that was missing at the initial meeting, please note that the attendance was restricted to a limited number of residents of Crestmont Drive. Whether this restriction was by design, oversight, or collusion - alas, i know not. The meeting could not be credited with being conducted before a complete audience of interested - and impacted - neighbors who reside within the greater impacted area.

"The deficiencies in each of the 'meetings,' cited above, persuade me that the promotional events engaged by Overlook did not meet the intent, if not the regulatory requirements for Pre-Application Meetings.

"I would appreciate it if you and your Department would give serious consideration to these concerns, such consideration to include a mechanism of relief." (*John Vaillancourt, letter, June 11, 2012 [I-Vaillancourt (1)]*)

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### Response GC-14

The City's planning process referred to in the comment does not concern the adequacy of the CEQA document or the CEQA process, but rather the procedures followed by the City in the review of the permit application for its compliance with City code.

In the City and County of San Francisco, the pre-application meeting is a mandatory form of community outreach conducted by the project sponsor in order to receive initial feedback regarding certain project types prior to submittal to the Planning Department. This meeting is intended to initiate neighbor communication to identify issues and concerns early on, and provide the project sponsor the opportunity to address neighbor concerns about the potential impacts of the project prior to submitting an application. The proposed project was submitted to the Planning Department in 2004, and thus precedes the Planning Department's pre-application meeting requirement. Therefore, a mandated pre-application meeting is not required for this project and the meetings held by the sponsor need not adhere to specific meeting guidelines regulated therein. The project sponsor voluntarily held a pre-application meeting in May 2011 and submitted the resulting materials to the Department for review.

The commenter's dissatisfaction with the meetings conducted is noted; however, the comment does not relate to the adequacy of the DEIR or to the environmental review process. The commenter's concerns have been transmitted to the Planning Commission as part of the Responses to Comments document. No further response is required.

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## IV. DRAFT EIR REVISIONS

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This chapter presents specific revisions to the text of the DEIR that are being made in responses to comments, or to amplify and clarify material in the DEIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with double underlined text. Deletions to text in the DEIR are shown with ~~strike through text~~. Page numbers correspond to the page numbers of the DEIR. The revisions to the DEIR derive from two sources: (1) comments raised in one or more of the comment letters received by the City and County of San Francisco on the DEIR; and (2) staff-initiated changes that correct minor inaccuracies, typographical errors or to clarify material found in the DEIR subsequent to its publication and circulation. Staff-initiated changes to clarify information presented in the DEIR are highlighted by an asterisk (\*) in the margin to distinguish them from text changes associated with responses to comments. None of the changes or clarifications presented in this chapter significantly alters the conclusions or findings of the DEIR.

### Table of Contents

The fifth line of page i of the DEIR has been revised to show the correct page number, which does not alter the analysis or conclusions of the DEIR \*

B. Summary of Impacts and Mitigation Measures .....	<del>S-3</del> <u>S-4</u>
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### Summary

The first partial paragraph on Page S-2 of the DEIR has been revised to incorporate this descriptive information about the rear of the proposed residential structures, which does not alter the analysis or conclusions of the DEIR:

...down-sloping portion of the project site, one to three ~~at most two~~ stories below street level. \*  
Approximately 45,390 square feet of the project site would be developed with the new residential buildings, sidewalk, and new paved private street with a fire truck turn-around area at the west end. The remaining 18,500 square feet of the project site would be left undeveloped except for some



soil stabilization geotechnical features, i.e., stitch piers and soil nails. The 34 dwelling units would consist of 30 three-bedroom units and four two-bedroom units. The duplex buildings would have a total of 32 parking spaces, of which 26 would be in the form of two-car stackers, and six would be independently accessible, ~~and the parking garages would contain room for bicycle parking.~~ The townhome building would have 36 spaces in an enclosed parking garage, consisting of three nine-car rotating stackers and nine independently accessible spaces, and 17 a minimum of six bicycle parking spaces. Thus, there would be a total of 68 spaces. After construction of the proposed project buildings and private street, the site would be landscaped.”

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\*

## I. Introduction

Page 2, Footnote 25, of the DEIR has been revised to reflect the correct ownership sequence of the project site, which does not alter the analysis or conclusions of the DEIR:

<sup>25</sup> At the time the EE application was filed, the project was owned by Crestmont Hills, LLC. San Francisco Family Homes acquired the property on April 30, 2007 by way of a trustee’s sale after a default by Crestmont Hills, LLC which sold the project to San Francisco Family Homes, LLC on April 30, 2007. In turn, San Francisco Family Homes, LLC sold the project to the current owner and sponsor, San Francisco Overlook Development, LLC on November 12, 2010.

## II. Project Description

Page 28, the second and third paragraphs, of the DEIR have been revised to incorporate this descriptive information about the history of applications on the project site, which does not alter the analysis or conclusions of the DEIR.

\*

In 1963, development of 105 dwelling units (five single family homes, 34 duplexes, and a 32-unit apartment building), a community center, and a parking garage was approved by the Planning Commission as a Planned Unit Development (PUD) on the project site and adjoining parcels, totaling about 6 acres (discussed in more detail in Use Districts, on page 62. In 1976, the Planning Commission approved modifications to the 1963 PUD approval, to delete a 32-unit apartment building, a 54-space parking garage, a community center, a turnaround located at the apartment building, the community center and its parking garage, and to reduce the approved number of dwelling units to 83 units. To date, Thereafter, 48 of the 83 approved dwelling units were built.

\*

\*

On January 27, 2004, the developer (Crestmont Homes, LLC) of the project site, which remains undeveloped, submitted to the Planning Department an Environmental Evaluation application for a project slightly different from the version of the currently proposed project ~~currently proposed.~~ Differences between the original application and the project that is the subject of this EIR are discussed in more detail in the Environmental Review Process section, on page 2.

\*

\*

Page 29, the first partial paragraph, of the DEIR has been revised to incorporate this descriptive information about the dirt road currently on the project site, which does not alter the analysis or conclusions of the DEIR.

....Drive. The site contains a dirt dead-end road that follows the contour of the hill going west from near the north end area of Crestmont Drive. The dirt road is blocked from vehicular access by a chain at the east end of the project site at Crestmont Drive. The existing dead-end dirt road is partially on Lot 28 and partially on the adjacent parcel to the south which is deeded to the Mount Sutro Woods Owners Association (MSWOA) as open space. The portion of the dirt road that abuts Crestmont Drive, at the east end of the dirt road, is blocked from vehicular access by metal bollards located on the portion of the dirt road belonging to the MSWOA (not on Lot 28). The site is neither formally designated nor dedicated open space, although some neighbors use the site for recreational purposes, such as for dog walking. The project site’s north portion slopes sharply down to an abandoned quarry that is on an adjacent parcel northwest of the project site.”

\*

Page 34, table 1, of the DEIR, has been revised as shown below, which does not alter the analysis or conclusions of the DEIR.

<b>Table 1 Project Characteristics</b>	
<b>Uses</b>	<b>Square Feet</b>
Residential	65,750
<b>Total (open space not included)</b>	<b>65,750</b>
Building footprints	24,170
Sidewalk and entries	4,330
Private paved street	13,950
Turn-around area	2,940
Undeveloped (except stitch piers and soil nails)	18,500
Private open space (decks)	10,300
Common usable open space	800
<b>Total Site Area</b>	<b>63,890</b>
Dwelling units	34 units
Parking spaces	
Private (in <del>duplex garages</del> structures)	<u>32</u> <del>60</del>
Private (in townhome building)	<u>27</u>
Visitor spaces (in townhome building)	<u>9</u> <del>8</del>

\*

<b>Table 1 Project Characteristics</b>	
<b>Uses</b>	<b>Square Feet</b>
<b>Total</b>	<b>68</b>
Number of buildings (duplexes)	
Duplexes	12
Townhome building	1
<b>Total</b>	<b>13</b>
Height of buildings	16 to 40 feet above the new street grade
Number of stories	4 (1 to 4 stories above street level)

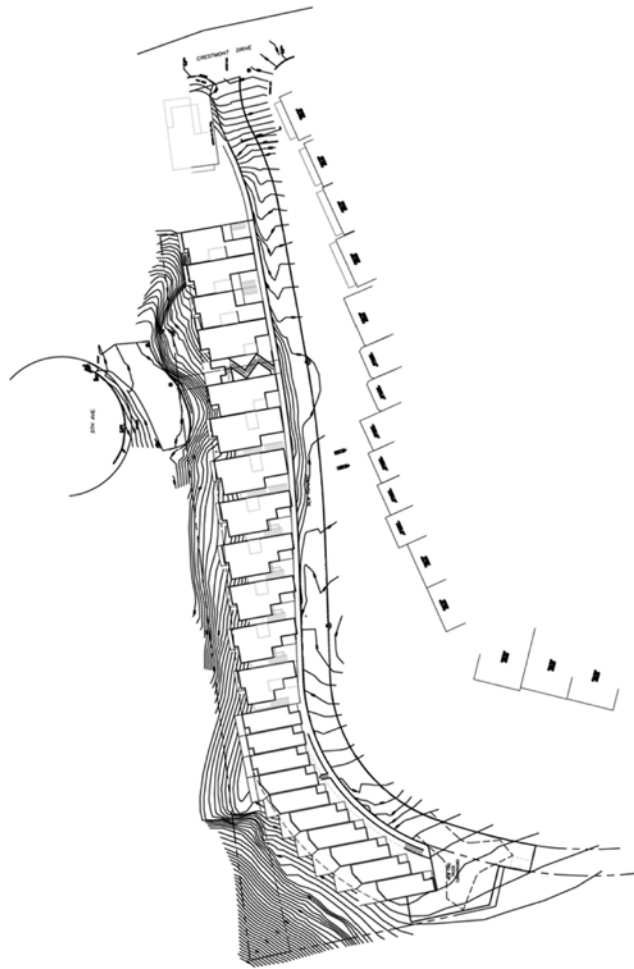
Page 35, Figure 4, of the DEIR has been revised due to minor corrections as shown on the following page, which does not alter the analysis or conclusions of the DEIR.

Page 42, the second paragraph, of the DEIR has been revised to correct the number of parking spaces proposed in the townhome building, which does not alter the analysis or conclusions of the DEIR.

Three of the duplex buildings would have two enclosed side-by-side parking spaces each, four of the duplex buildings would have four enclosed parking spaces each in the form of two two-car stackers per building, and five of the duplex buildings would have two enclosed parking spaces each in the form of one two-car stacker per building. The townhome building would have 36 spaces in an enclosed parking garage, consisting of three nine-car rotating stackers and nine independently accessible spaces. Thus, there would be 32 spaces in the duplex buildings, and 36 spaces in the townhome building, for a total of 68 spaces. Of these 68 spaces, 60 would be designated for residents (consisting of 32 spaces in the duplex buildings and 27 ~~28~~ in the townhome building) and nine ~~eight~~ would be visitor parking (in the townhome building). No off-street loading space would be provided. \*

Page 43, the first full paragraph, of the DEIR has been revised to incorporate this descriptive information about the rear of the proposed residential structures, which does not alter the analysis or conclusions of the DEIR.

“The proposed buildings would range between approximately 16 to 40 feet in height above the new street grade. The buildings would be four stories each, with one to four stories above street level at \*



Source: Levy Design Partners  
2.13.12

Revised Proposed Project Site Plan Figure 4

\*

the front of the buildings, and at the rear, down-sloping portion of the project site, one to three at most ~~two~~ stories below street level. There would be a rear setback from the rear property line, varying from 13 feet at the easternmost duplex to 93 feet at the westernmost townhome. Because of the steep slope of the site and its depth of approximately 70 feet at most locations, a rear yard modification would be required for the project structures to step down the hillside. Additionally, there would be a four-foot-deep front setback to provide a sidewalk.”

#### **IV.A Land Use and Land Use Planning**

The San Francisco Planning Code subsection of the DEIR that begins on page 68, at the first complete paragraph, has been revised to include an updated count of the number of parking spaces included in the project that are in exceedance of the amount of parking deemed accessory to the project. This revision is due to the expiration of the approval for the original plan for the site, and does not alter the analysis or conclusions of the DEIR.

A minimum of one parking space is required per dwelling unit. Up to four spaces per duplex (48 spaces) and up to 15 spaces for the ten-unit townhome (for a total of 63 spaces) would be considered accessory parking. The proposed project would include 68 parking spaces: 32 dedicated off-street parking spaces within the 12 duplex buildings, and 36 off-street spaces in the parking garage of the townhome building (28 dedicated to residents and eight for visitors). Two of the 68 parking spaces would be handicapped-accessible. The parking would comply with the minimum requirements of *Planning Code* Section 151 but would exceed the amount of parking deemed accessory by ~~five~~ 17 spaces. The Planning Commission could grant a Conditional Use Authorization for those ~~five~~ 17 spaces as part of its PUD action. No off-street loading space would be provided since none is required under *Planning Code* Section 152.

\*

The Project Approvals subsection of the DEIR that begins on page 69 of the DEIR, at the second complete paragraph, has been revised to include the approvals necessary for the parking spaces included in the project that are in exceedance of the amount of parking deemed accessory to the project, as explained above.

Because of the project site size, the proposed residential project would be considered as a PUD, which requires Conditional Use Authorization by the Planning Commission. As discussed above, the project sponsor seeks an exception from the required rear yard depth and to authorize ~~five~~ 17

\*

non-accessory parking spaces. Any physical environmental effects associated with the rear yard depth are evaluated in this EIR. Before its consideration of the Conditional Use Authorization for a PUD, the Planning Commission would need to certify the EIR as adequate and final, and adopt California Environmental Quality Act (CEQA) Findings. Other reviews and approvals include DPW approval of the subdivision of Lot 25 into 13 parcels, review of permit application for a project within the Northwest Mount Sutro Slope Protection Area by DBI's Structural Advisory Committee, building permits approved by DBI, and connection of the private road to Crestmont Drive approved by DPW. The project is subject to and would comply with the Residential Inclusionary Affordable Housing Program (Planning Code Sections 315 to 315.9).<sup>1</sup>

## IV.C Transportation and Circulation

The parking conditions subsection of the DEIR that begins on page 100, at the third complete paragraph, has been revised to include discussion of the updated parking surveys. These revisions do not alter the analysis or conclusions of the DEIR.

The existing on-street parking conditions were examined in the immediate vicinity of the project site—on Crestmont Drive between Devonshire Way and the north terminus of Crestmont Drive, and on Devonshire Way, between Crestmont Drive and Oak Park Drive (see Figure 19, on page 94). Parking conditions were observed in February 2006 during the weekday evening period (6:30 to 7:30 p.m.) when residential parking demand is generally greatest in San Francisco neighborhoods. In response to comments that the parking survey is dated and did not observe peak conditions, a new parking survey was conducted in October 2012. The purpose of that survey was to identify if the current on-street parking conditions are materially different from those previously reported in the DEIR<sup>2</sup>. In addition, the recent survey ended later (9 p.m.) than the previous survey (7:30 p.m.), and separately identified those vehicles parked between Devonshire Way and the Oakhurst Stairs, and those parked between the Oakhurst Stairs and the end of Crestmont Drive.

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<sup>1</sup> On August 1, 2006, the Board of Supervisors adopted amendments to *Planning Code* Section 315, increasing the percentage of required inclusionary housing units to 15 percent on-site or 20 percent off-site site (the requirements before the amendment were 12 percent and 17 percent, respectively).

<sup>2</sup> Advant Consulting, San Francisco Overlook Development – Responses to Public Comments on the Draft EIR, November 5, 2012. This report is on file and available for public review as part of Project File 2004.0093E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

Within the parking study area, on-street parking is generally unrestricted. Along Crestmont Drive, on-street parking is permitted on the east side (where there is no sidewalk), except where there are some red zones (parking not permitted) along sharp curves of the street. Additional on-street parking is permitted along the west curb; however, the spacing of residential driveways limits the curb space for on-street parking.

Table 4 presents the parking supply and use in the parking study area and a comparison of the on-street parking occupancies observed during the 2006 and 2012 surveys.

The February 2006 parking field survey found about 94 parking spaces in the study area. During the weekday evening period (6:30 to 7:30 p.m.) these spaces are about 36 percent occupied. Some residents along Crestmont Drive park in their driveways or park parallel at the front of the curb cut, partially blocking their driveways. Between eight and ten vehicles were observed parking within or partially in the driveways. These vehicles are not included in Table 4, since they did not occupy an on-street parking space. In San Francisco, a vehicle can be legally parked in front of the resident’s driveway on the street (parallel to the street). A vehicle parked in the driveway violates the City parking ordinance if sidewalks are obstructed. In addition, a vehicle parked in a required front setback area would violate *Planning Code* requirements.

Table 4 confirms that on-street parking remains available on Crestmont Drive during the weekday evening, particularly on the east side of the road. As shown in the table, the 2012 survey observed a higher number of vehicles parked on the street compared to the 2006 survey. A total of 25 and 16 vehicles were parked in 2012 at the curb on the east and west side, respectively, while 20 and 11 vehicles had been parked in 2006, resulting in higher parking utilizations (from overall 41 percent to overall 53 percent). Overall parking utilization in 2012 on the east side continued to be below 50 percent, while utilization on the west side was now at 94 percent. The higher utilization might be attributable to the later time period at which the survey was conducted. Table 4 also shows that on-street parking utilization was higher on the section of Crestmont Drive that is between the Oakhurst Stairs and the Crestmont Drive terminus. The parking utilization was lower on the east side (53 percent) compared to the west side, where all the public parking spaces were occupied. In summary, although 10 additional vehicles were parked on the street on Crestmont Drive during the weekday evening than had previously been surveyed (5 more vehicles on each side of the road), the increase is not substantial.

<b>Table 4</b>			
<b>Existing On-Street Parking Supply and Utilization</b>			
<b>Weekday Evening Conditions</b>			
	<b>Supply (spaces)</b>	<b>Occupied Spaces</b>	<b>% Occupied</b>
<b>Crestmont</b>			

Drive <sup>1</sup>	60	20	33%
East side	15	11	73%
West side			
Devonshire Way <sup>2</sup>	6	1	18%
North side	13	2	15%
South side			
Total	94	34	36%

Notes:

<sup>1</sup>——— Parking study area on Crestmont Drive between Devonshire Way and Crestmont Drive terminus to the north of the project site.

<sup>2</sup>——— Parking study area on Devonshire Way between Crestmont Drive and Oak Park Drive.

Source: LCW Consulting, *Crestmont Hills Transportation Study Final Report*, February 2006



<b>Table 4</b>						
<b>Existing On-Street Parking Supply and Occupancy</b>						
<b>Weekday Evening Peak Conditions</b>						
<b>Crestmont Drive</b>						
<b>Location</b>	<b>East Side</b>		<b>West Side</b>		<b>Both Sides Combined</b>	
	<b>Number of Vehicles Parked at Curb<sup>1</sup></b>	<b>Utilization<sup>2</sup></b>	<b>Number of Vehicles Parked At Curb<sup>1</sup></b>	<b>Utilization<sup>2</sup></b>	<b>Number of Vehicles Parked at Curb<sup>1</sup></b>	<b>Utilization<sup>2</sup></b>
<b>2006 Survey<sup>3</sup></b>						
<u>Devonshire Way to Crestmont Dr. Terminus</u>	<u>20</u>	<u>33%</u>	<u>11</u>	<u>73%</u>	<u>31</u>	<u>41%</u>
<b>2012 Survey<sup>4</sup></b>						
<u>Devonshire Way to the Oakhurst Stairs</u>	<u>4</u>	<u>20%</u>	<u>3</u>	<u>75%</u>	<u>7</u>	<u>29%</u>
<u>Oakhurst Stairs to Crestmont Dr. Terminus</u>	<u>21</u>	<u>53%</u>	<u>13</u>	<u>100%</u>	<u>34</u>	<u>64%</u>
<u>Devonshire Way to Crestmont Dr. Terminus</u>	<u>25</u>	<u>42%</u>	<u>16</u>	<u>94%</u>	<u>41</u>	<u>53%</u>
<b>Devonshire Way</b>						
<b>Location</b>	<b>North Side</b>		<b>South Side</b>		<b>Both Sides Combined</b>	
	<b>Number of Vehicles Parked at Curb</b>	<b>Utilization</b>	<b>Number of Vehicles Parked at Curb</b>	<b>Utilization</b>	<b>Number of Vehicles Parked at Curb</b>	<b>Utilization</b>
<b>2006 Survey<sup>4</sup></b>						
<u>Crestmont Drive to Oak Park Drive</u>	<u>1</u>	<u>18%</u>	<u>2</u>	<u>15%</u>	<u>3</u>	<u>16%</u>
<b>Notes:</b>						
<sup>1</sup> Excludes those parked in front of private driveways.						
<sup>2</sup> Parking supply is estimated due to lack of markings; utilization does not account for vehicles parked on a driveway or on the sidewalk since they do not occupy a public on-street parking space.						
<sup>3</sup> Observations taken from 6:30 p.m. to 7:30 p.m., February 2006.						
<sup>4</sup> Observations taken from 7 p.m. to 9 p.m., October 11, 2012.						
Source: LCW Consulting, Adavant Consulting.						

Additionally, the proposed project would provide 68 on-site, independently accessible parking spaces that meet the City's parking design standards. This is twice the number of on-site, independently accessible parking spaces required by the Planning Code, including two handicapped spaces. Parking demand was estimated to be 51 spaces as part of a sensitivity analysis that projected that all residents and visitors would travel by auto to the project site and was conducted using data from the 2000 census for Tract 301 that estimated that the proposed project would generate about 50 additional p.m. peak vehicle trips. The 50 additional trips would be in addition to the 41 p.m. peak vehicle trips already generated by the neighborhood. The 68 spaces exceed the project's total long-term parking demand of 51 spaces by 15 spaces.

The proposed project's CC&Rs will require that garages be maintained clear and available for parking. Any on-site and/or on-street parking requirements noted in the CC&Rs for the neighborhood would be evaluated and enforced according to the by-laws of the applicable homeowner's association.

On-street parking in and around the project site, as well as in the Mount Sutro, Forest Knolls, and Clarendon Heights neighborhoods would be enforced via the parking laws found in the California Vehicle Code and the San Francisco Transportation Code.

Page 112, paragraph 3, of the DEIR has been revised to reflect the correct length of the project construction period, which does not alter the analysis or conclusions of the DEIR.

Construction of the project would take approximately ~~1823~~ months. Construction-related activities would typically occur Monday through Friday, from 7:00 a.m. to 7:00 p.m. The project sponsor does not anticipate that construction activities would occur on weekends.

## **IV.E Greenhouse Gas Emissions**

Page 170, the first paragraph, of the DEIR has been revised, which does not alter the analysis or conclusions of the DEIR.

The proposed project's impact with respect to GHG emissions are based on compliance with local and state plans, policies and regulations adopted for the purpose of reducing the cumulative impacts of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could never generate enough GHG emissions to noticeably change the global average temperature. As discussed above, the AB 32 Scoping Plan is the State's overarching plan for addressing climate change. The AB 32 Scoping Plan recommendations are intended to curb projected business-as-usual growth in GHG emissions and reduce those emissions to 1990 levels. ....

## IV.G Emergency Access

The Emergency Access subsection of the DEIR that begins on the first partial paragraph on page 231 is revised to provide more updated information regarding emergency access. These revisions do not change the analysis or conclusions presented in the DEIR.

. . . The project would not alter the current width or parking controls on Crestmont Drive or cause a high volume of new traffic on Crestmont Drive, and emergency vehicles would be able to travel on Crestmont Drive in the same manner as is done currently.

In September 2012, the SFFD reviewed the conclusions reached during the tests and measurements done in 2005 and found that there had been no change in the SFFD standards and equipment since those tests and measurements were done. The SFFD also confirmed that the emergency access and response times along Crestmont Drive and onto the proposed private street were within the normally accepted guidelines and met all SFFD standards.<sup>3</sup>

Fire hazards (including those associated with hillside development) would be reduced through the DBI building permit application review process, which includes Fire Code requirements, and the DPW street permit review process, which includes emergency vehicle access requirements. In addition, the project sponsor's plan would be reviewed by the Fire Department before the DPW issues a final permit for a new curb cut between the project's private road and the Crestmont Drive right-of-way.

The San Francisco Fire Code establishes that street width must have a minimum 20 feet of continuous and unobstructed access to buildings and facilities. This minimum width allows fire apparatus to pass one another during fire ground operations. The project's new paved 20-foot-wide private cul-de-sac meets this guideline. A review of the schematic design drawings of the proposed project by the SFFD concluded that the project design was in compliance with the SFFD standards with respect to emergency vehicle access. The SFFD determined that on-street parking would not be permitted on the proposed new roadway, and that no parking signs and red painted curbs will be required along both sides of the roadway as well as in the turnaround located at the terminus of the roadway.<sup>4</sup>

In the vicinity of the project site, the narrowest existing roadways are 26 feet wide from curb to curb, including on-street parking spaces. While it is true that neither the width of Crestmont Drive nor Oak Park Drive comply with current fire standards, both of these roads were installed

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<sup>3</sup> Janice Hayes, SFFD, letter to Irene Nishimura, September 27, 2012. A copy of this letter is available for public review in Case No. 2004.0093E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

<sup>4</sup> Michie Wong, SFFD, letter to Alex Novell, Irene Nishimura, and Toby Levy, August 3, 2008. A copy of this letter is available for public review in Case No. 2004.0093E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

before these standards existed and therefore, like many roads in San Francisco, are considered legally non-conforming. As stated previously, the SFFD found that the emergency access and response times to the neighborhood and project site are within the normally accepted guidelines and meet all SFFD standards, even though some of the roads do not have a minimum of 20 feet of continuous, unobstructed travel lane.

The proposed project would require the Department of Public Work's approval for the curb cut that would connect the proposed new private road to Crestmont Drive, as well as a requiring a subdivision map approval. As part of the City's approval process, the project plans would be reviewed by the Office of Emergency Services for its approval before the Department of Public Works issues final permits for the new curb cut between the project's private driveway and the Crestmont Drive right-of-way including ensuring adequate evacuation routes for residents of the proposed project. Both of these City processes will involve consultation with the Fire Department to ensure that all Fire Code requirements are met in the design of the street. Where the Fire Department determines that no parking is required on a private road, the Fire Department has the authority to require the owner to post approved signs and other markings such as NO PARKING – FIRE LANE. See California Fire Code 2010 Section 503.3 As stated on page 228 to 229 of the DEIR, SFFD has determined that to meet its standards, parking will not be allowed on the private road. In regards to the enforceability of no parking on the proposed private street, while CC&Rs cannot be enforced by the City, violations of the Fire Code are enforceable by the City.

The City has robust emergency plans in place which focus on specific Emergency Support Functions (ESF's) that group the type of assistance most likely to be needed and identify the support necessary to sustain response actions. Evacuation orders and movements of evacuees is the responsibility of the SFFD. The SFFD, in collaboration with the Department of Public Works (DPW), Metropolitan Transportation Authority (MTA), Caltrans, and the California Highway Patrol (CHP), would establish evacuation routes within the City based on avenues and paths that remain clear for safe evacuation.

While the City acknowledges that the project would incrementally contribute to the less than ideal existing conditions in the project vicinity, including narrow roads, on-street parking, and vegetation, the increment of the project would not be great enough to significantly worsen conditions and result in in a significant impact related to 1) emergency vehicle access to both the existing and proposed residential dwellings; and 2) resident evacuation in the event of a fire in the adjacent open space area.

The impact of the proposed project on emergency access and egress would be *less than significant*.

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## **RESPONSES TO COMMENTS ATTACHMENTS**

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A: DEIR COMMENT LETTERS AND EMAILS

B: DEIR FORM COMMENT LETTERS

C: DEIR PUBLIC HEARING TRANSCRIPT

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# ATTACHMENTS: DEIR COMMENTS

## INTRODUCTION

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This attachment contains copies of all written comments received on the DEIR, including comments submitted either by letter, fax, or email. Written comments are grouped under one of two categories: non-governmental organization or individuals; written comments are further grouped by letter/email/fax or form letter. Transcripts of oral comments presented at the public hearing on the DEIR are included in a separate group. Tables summarizing all of the commenters in each of these three categories are presented in Chapter II of the Comments and Responses document. Within each group of comments, commenters are organized in alphabetical order by code. To facilitate the commenter in locating the responses to his or her comments, the EIR assigns a unique commenter code plus one or more topic codes to each comment, as explained below. The commenter code is shown at the top of each page with individual comment numbers shown in the margin of each written comment. Table A-1, Comment Letters and Emails, Table B-1, Comment Form Letters, and Table C-1, Public Hearing Transcript (located following the section on Comment Codes, below) indicates each commenter code, comment number, and the topic code assigned to each comment. This information serves as a cross-reference guide for the commenter and topic codes.

### A. COMMENTER CODES

This document assigns a code to each comment letter, email, form letter, and public hearing transcript based on the name of the organization or individual submitting the comment. Comments submitted by mail, email, facsimile, comment card, or orally at the public hearing (as transcribed in the official public hearing transcript) are all coded and numbered the same way. Each commenter code has three parts. It begins with a prefix indicating whether the commenter is from a non-governmental organization (O) or is an individual (I). This is followed by a hyphen and the acronym of the agency or organization, or the individual's last name. If comments were received from multiple individuals with the same last name, the last name is followed by a space and that individual's first initial. Finally, if a specific individual or organization submitted multiple comment letters, the last name and initial is followed by a space and a number indicating the order that the comment was received. The parts of the commenter code that indicate the commenter's affiliation (O, I, etc.), name, and number of the comment letter received is



shown in bold at the top of each page of every written comment. Comment topic codes are indicated along the left side of each page using brackets to indicate where in the comment letter the comment is located and a topic code that corresponds to the responses in the Response to Comments document.

## **B. LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DEIR**

The prefixes for the topic codes used in the organization of Chapter 3, Responses to Comments, are shown below.

Project Description .....	PD	Recreation .....	RE
Land Use & Land Use Planning .....	LU	Utilities & Service Systems .....	UT
Aesthetics.....	AE	Public Services.....	PS
Transportation & Circulation.....	TR	Biological Resources.....	BI
Air Quality.....	AQ	Wind .....	WS
Geology & Soils.....	GE	Alternatives .....	AL
Emergency Access/Hazards.....	HZ	Other CEQA .....	OC
Noise.....	NO	General Comments.....	GC

Within each section of this chapter under each topic area, similar comments are grouped together and numbered sequentially using the topic code prefix and sequential numbering for each subtopic. For example, General Comments [GC] are listed as [GC-1], [GC-2], [GC-3], and so on. Within each topic code and corresponding heading that introduces the comment subject; there are quotes of comments, including the commenter name and a unique comment code that identifies the commenter.

## ATTACHMENT A

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### DEIR COMMENT LETTERS AND EMAILS

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Table A-1 DEIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Ajoudani	Tony & Andrea Ajoudani	Letter	GC-1 Not Pertaining to the Adequacy of the DEIR
			HZ-1 Emergency Access/Egress
			TR-2 Public Transit
			GE-1 Geology
			GC-2 Project Merit
			AL-1 Alternative with Fewer than the 16 Single-Family Homes Considered in the Reduced Project Alternative
I-Anastas	Sheila Anastas	Email	GC-2 Project Merit
I-Boston	Larry Boston	Email	GC-2 Project Merit
			LU-3 Neighborhood Character Consistency
			GC-2 Project Merit
I-Callan	John Callan	Letter	GC-1 Not Pertaining to the Adequacy of the DEIR
			GE-1 Geology
			PD-3 Covenants, Conditions, and Restrictions (CC&Rs)
			GE-1 Geology
			PD-1 Project Construction Period
			AQ-1 Impacts to Air Quality
			NO-1 Noise
			PD-1 Project Construction Period
			PD-1 Project Construction Period
			GE-1 Geology
			TR-1 Parking
			TR-4 Traffic & Circulation
AL-1 Alternative with Fewer than the 16 Single-Family Homes Considered in the Reduced Project Alternative			

**Table A-1 DEIR Comment Letters and Emails**

Comment Code	Full Name	Comment Type	Topic Code
I-Callan, cont.			AL-2: Feasibility of Alternatives
			PD-3 Covenants, Conditions, and Restrictions (CC&Rs)
			PD-4 Arbitration Injunction
			GC-1 Not Pertaining to the Adequacy of the DEIR
			GC-10 Adequacy of the DEIR
			GC-11 Request for Additional Information
I-Doherty (1)	Jack and Sally Doherty	Email	TR-2 Public Transit
			TR-1 Parking
			HZ-1 Emergency Access/Egress
			GC-2 Project Merit
I-Doherty (2)	Jack and Sally Doherty	Letter	GC-1 Not Pertaining to the Adequacy of the DEIR
			HZ-1 Emergency Access/Egress
I-Doherty (4)	Jack & Sally Doherty	Letter	HZ-1 Emergency Access/Egress
			TR-2 Public Transit
			TR-1 Parking
			HZ-1 Emergency Access/Egress
			PD-3 Covenants, Conditions, and Restrictions (CC&Rs)
I-Eade (1)	Jeffrey Eade	Letter	GC-2 Project Merit
			GE-1 Geology
			PD-1 Project Construction Period
			GE-1 Geology & Soils
			PD-2 Pedestrian Stairs
			TR-3 Pedestrian Access
I-Eisman	Maria Eisman	Letter	HZ-1 Emergency Access/Egress
			TR-1 Parking

Table A-1 DEIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			TR-4 Traffic & Circulation
			NO-1 Noise
			TR-4 Traffic & Circulation
			GE-1 Geology
			GC-2 Project Merit
I-Furman	John Furman	Email	GC-1 Not Pertaining to the Adequacy of the DEIR
			GE-1 Geology
			TR-4 Traffic & Circulation
I-Gallagher (1)	Claire M Gallagher	Letter	GC-2 Project Merit
			GC-5 General Comment Process
			PD-1 Project Construction Period
			BI-2 Biological Resources (Fauna)
			GC-5 General Comment Process
			GC-12 General Comment Cost of Residences
			GC-5 General Comment Process
			TR-4 Traffic & Circulation
			GC-13 General Comment Developer, Property Ownership
			PD-1 Project Construction Period
			PD-1 Project Construction Period
			GC-5 General Comment Process
GC-5 General Comment Process			
I-Gallagher (2)	Claire Gallagher	Email	TR-4 Traffic & Circulation
			BI-2 Biological Resources (Fauna)
			GC-13 General Comment Developer, Property Ownership
			GC-2 Project Merit
			PD-1 Project Construction Period

**Table A-1 DEIR Comment Letters and Emails**

Comment Code	Full Name	Comment Type	Topic Code
			GC-12 Pricing of Residential Units
			GC-5 General Comment Process
I-Greggains	Raymond Greggains	Letter	GC-2 Project Merit
			HZ-1 Emergency Access/Egress
			GE-1 Geology
I-Hou	Craig Hou	Email	TR-4 Traffic & Circulation
			HZ-1 Emergency Access/Egress
			TR-2 Public Transit
			GE-1 Geology
			AL-1 Alternative with fewer than the 16 single-family homes considered in the Reduced Project Alternative
I-Jorgensen	James Jorgensen	Letter	GC-2 Project Merit
			TR-4 Traffic & Circulation
			TR-1 Parking
			HZ-1 Emergency Access/Egress
			GE-1 Geology
			TR-4 Traffic & Circulation
			LU-3 Neighborhood Character Consistency
			RE-1 Recreation
			GE-1 Geology
			AL-1 Alternative with Fewer than the 16 Single-Family Homes Considered in the Reduced Project Alternative
I-Kan (1)	Jennifer Kan	Letter	TR-4 Traffic & Circulation
			RE-1 Recreation

Table A-1 DEIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			TR-4 Traffic & Circulation
			AL-1 Alternative with Fewer than the 16 Single-Family Homes Considered in the Reduced Project Alternative
			AL-3 Alternative Access
			GC-2 Project Merit
I-Kan (3)	Jennifer Kan	Letter	TR-4 Traffic & Circulation
			AL-3 Alternative Access
			GC-2 Project Merit
I-Kan (4)	Jennifer Kan	Letter	TR-4 Traffic & Circulation
I-Kan (5)	Jennifer Kan	Email	TR-4 Traffic & Circulation
I-Kane	Leslie Kane	Email	GC-2 Project Merit
			TR-4 Traffic & Circulation
			HZ-1 Emergency Access/Egress
			TR-4 Traffic & Circulation
			TR-1 Parking
			GE-1 Geology
			WS-1 Wind
			AQ-1 Impacts to Air Quality
			AL-1 Alternative with fewer than the 16 single-family homes considered in the Reduced Project Alternative
I-Lee K (2)	Kerry Lee	Letter	RE-1 Recreation
I-Lee M (2)	Mark Lee	Letter	TR-4 Traffic & Circulation
			RE-1 Recreation
			TR-4 Traffic & Circulation
			GC-2 Project Merit
I-Leonhardt (1)	Lesley Leonhardt	Email	GE-1 Geology



**Table A-1 DEIR Comment Letters and Emails**

Comment Code	Full Name	Comment Type	Topic Code
I-Leonhardt (2)	Lesley Leonhardt	Email	RE-1 Recreation
I-Leonhardt (3)	Lesley Leonhardt	Email	LU-5 Land Use Planning Approval
			LU-3 Neighborhood Character Consistency
			GC-8 General Comment, Medical Personnel
			TR-2 Public Transit
			RE-1 Recreation
			GC-2 Project Merit
I-Leonhardt (4)	Lesley Leonhardt	Letter	BI-1 Impacts to Biological Resources
			LU-3 Neighborhood Character Consistency
			AQ-1 Impacts to Air Quality
			TR-4 Traffic & Circulation
			NO-1Noise
			TR-1 Parking
			AE-1 Consider Impact to the Views of the Project Site
			GC-11 Request for Additional Information
I-Marks	Pam Marks	Email	TR-4 Traffic & Circulation
			TR-2 Public Transit
			TR-1 Parking
			HZ-1 Emergency Access/Egress
			GE-1 Geology
			TR-4 Traffic & Circulation
			RE-1 Recreation
			GC-2 Project Merit
I-McAleece	Erin Jean McAleece	Email	GC-2 Project Merit
			TR-4 Traffic & Circulation
			TR-1 Parking

Table A-1 DEIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			GE-1 Geology
			TR-4 Traffic & Circulation
			GC-2 Project Merit
I-McElwee C (1)	Charlie McElwee	Email	GC-2 Project Merit
			HZ-1 Emergency Access/Egress
			GE-1 Geology
			LU-3 Neighborhood Character Consistency
			AL-1 Alternative with Fewer than the 16 Single-Family Homes Considered in the Reduced Project Alternative
I-McElwee C (2)	Charlie McElwee	Letter	GC-9 Objectivity of DEIR Analysis
			GE-1 Geology
			LU-3 Neighborhood Character Consistency
			LU-2 Cumulative Land Use Impacts
			LU-3 Neighborhood Character Consistency
			AL-2: Feasibility of Alternatives
			LU-3 Neighborhood Character Consistency
			HZ-2 Emergency Access/Egress Cumulative
			HZ-1 Emergency Access/Egress
			NO-1 Noise
			UT-1 Utilities
			PS-1 Public Services
			HZ-1 Emergency Access/Egress
			TR-1 Parking
			HZ-1 Emergency Access/Egress
			TR-1 Parking
TR-5 Road Conditions in Area of Project Site			

**Table A-1 DEIR Comment Letters and Emails**

Comment Code	Full Name	Comment Type	Topic Code
I-McElwee E (1)	Ellen McElwee	Email	TR-4 Traffic & Circulation
			AQ-2 Impacts to Air Quality on Mt. Sutro
			TR-4 Traffic & Circulation
			TR-1 Parking
			AL-4 Alternative & Project Opposition
I-McElwee E (2)	Ellen McElwee	Email	GC-3 General Comments Speculative
			GE-1 Geology
			GC-1 Not Pertaining to the Adequacy of the DEIR
			GE-1 Geology
			AL-4 Alternative & Project Opposition
			GC-1 Not Pertaining to the Adequacy of the DEIR
I-McElwee E (5)	Ellen Schulz McElwee	Letter	TR-4 Traffic & Circulation
			AQ-2 Impacts to Air Quality on Mt. Sutro
			TR-4 Traffic & Circulation
			TR-1 Parking
			AL-4 Alternative & Project Opposition
I-McElwee E (6)	Ellen Schulz McElwee	Letter	GC-1 Not Pertaining to the Adequacy of the DEIR
I-Miller F	Fred Miller	Letter	GC-1 Not Pertaining to the Adequacy of the DEIR
			TR-1 Parking
			TR-4 Traffic & Circulation
			GC-2 Project Merit
I-Miller L	Lawrence Miller	Letter	PD-4
I-Rector (1)	Clark Rector	Letter	GC-2 Project Merit
			GE-1 Geology
			GC-2 Project Merit

**Table A-1 DEIR Comment Letters and Emails**

Comment Code	Full Name	Comment Type	Topic Code
			GC-2 Project Merit
I-Rector (2)	Clark Rector	Letter	GE-1 Geology
I-Ritenour	Lourena Ritenour	Letter	HZ-1 Emergency Access/Egress
			TR-4 Traffic & Circulation
			TR-1 Parking
			TR-4 Traffic & Circulation
			GE-1 Geology
I-Rockwell	Paul Rockwell	Letter	GC-2 Project Merit
			HZ-1 Emergency Access/Egress
			TR-1 Parking
			TR-3 Pedestrian Access
			TR-2 Public Transit
			TR-4 Traffic & Circulation
			LU-3 Neighborhood Character Consistency
I-Saks	Michael Saks	Email	GC-2 Project Merit
			TR-5 Road Conditions in Area of Project Site
			HZ-1 Emergency Access/Egress
			GE-1 Geology
			GC-2 Project Merit
I-Seeley	Emily Seeley	Email	GC-2 Project Merit
			AE-1 Consider Impact to the Views of the Project Site
			LU-3 Neighborhood Character Consistency
			TR-4 Traffic & Circulation
			HZ-1 Emergency Access/Egress
I-Sobol J	Jillian Sobol	Letter	TR-3 Pedestrian Access
			TR-4 Traffic & Circulation

**Table A-1 DEIR Comment Letters and Emails**

Comment Code	Full Name	Comment Type	Topic Code
			AQ-1 Impacts to Air Quality
			HZ-1 Emergency Access/Egress
			AQ-1 Impacts to Air Quality
			GE-1 Geology
			BI-1 Impacts to Biological Resources
			TR-3 Pedestrian Access
I-Sobol S (1)	Sam Sobol	Email	HZ-1 Emergency Access/Egress
			TR-3 Pedestrian Access
			TR-4 Traffic & Circulation
			TR-1 Parking
			OC-1 Other CEQA Growth Inducing
			LU-3 Neighborhood Character Consistency
			RE-1 Recreation
			AL-1 Alternative with Fewer than the 16 Single-Family Homes Considered in the Reduced Project Alternative
I-Sobol S (2)	Sam Sobol	Email	HZ-1 Emergency Access/Egress
I-Thayer	Nick Thayer	Email	RE-1 Recreation
I-Vaillancourt (1)	John Vaillancourt	Letter	GC-14 Pre-Application Meeting Process
I-Wiss	Mary E Wiss	Letter	LU-3 Neighborhood Character Consistency
			HZ-1 Emergency Access/Egress
			GE-1 Geology
			LU-3 Neighborhood Character Consistency
I-Wohlers (1)	Peter Wohlers	Email	TR-4 Traffic & Circulation
			TR-2 Public Transit
			TR-1 Parking

Table A-1 DEIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			HZ-1 Emergency Access/Egress
			GE-1 Geology
			TR-4 Traffic & Circulation
			RE-1 Recreation
			LU-1 Land Use On and Around the Project Site
			PD-3 Covenants, Conditions, and Restrictions (CC&Rs)
			GC-2 Project Merit
I-Wong (2)	Susan Wong	Email	GC-2 Project Merit
			TR-4 Traffic & Circulation
			TR-1 Parking
			HZ-1 Emergency Access/Egress
			GE-1 Geology
			LU-3 Neighborhood Character Consistency
			RE-1 Recreation
			TR-4 Traffic & Circulation
			AL-1 Alternative with Fewer than the 16 Single-Family Homes Considered in the Reduced Project Alternative
O-MSWOA-Gorman (2)	Paul J. Gorman, Ph.D.	Letter	GC-1 Not Pertaining to the Adequacy of the DEIR
			PD-3 Covenants, Conditions, and Restrictions (CC&Rs)

I-Ajoudani

RECEIVED

MAY 29 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

Bill Wycko, ERO  
San Francisco Planning Department  
1660 Mission Street, Suite #500  
San Francisco, Ca 94103

Re: Case #2004.0093E

May 24, 2012

Dear Mr. Wycko,

We are among many long-time Forest Knoll residents who are greatly concerned about the issues brought by this Crestmont Hills Project, the "San Francisco Overlook Development".

GC-1

It appears the EIR hasn't been concerned with the safety of pedestrians, children and drivers on Crestmont Dr., with its blind corners, blind sight, limited access, no passage for two-way auto traffic, let alone trucks or emergency vehicles. These are already issues for current residents on Crestmont Dr., the city's longest cul-de-sac. Also, without nearby public transportation, we fear the added traffic volume will create an unacceptable safety risk.

HZ-1

TR-2

Please note the enclosed photos taken on Crestmont Dr. about 11:00 AM on a weekday. You can imagine what the added traffic situation would be during rush hours and on weekends.

In addition, the entire hillside has underground waterways with the potential for massive landslides, especially if disturbed by the onslaught of building such a high density development.

GE-1

We strongly oppose a project with such magnitude and density.

GC-2

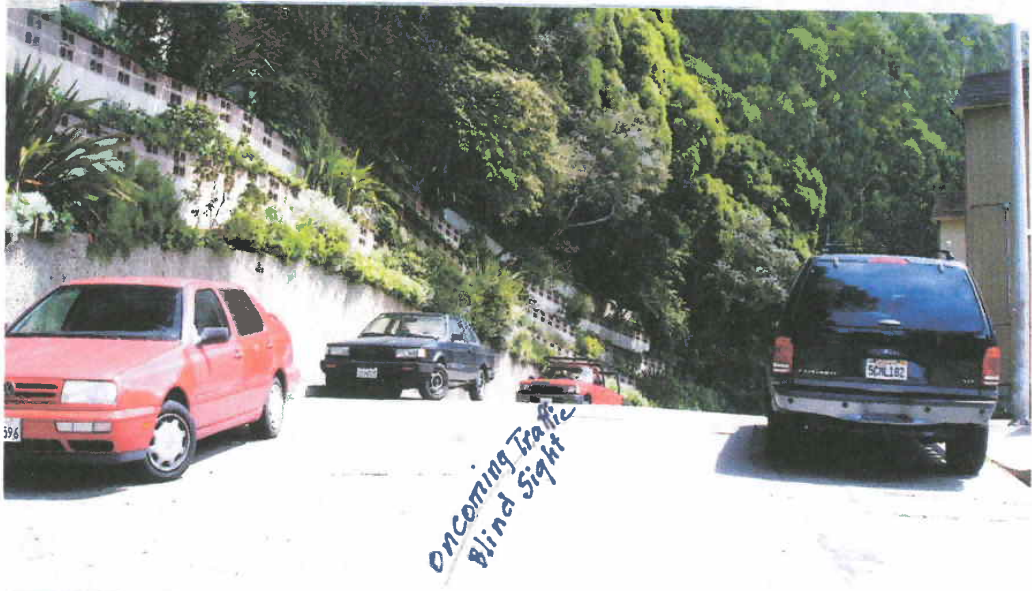
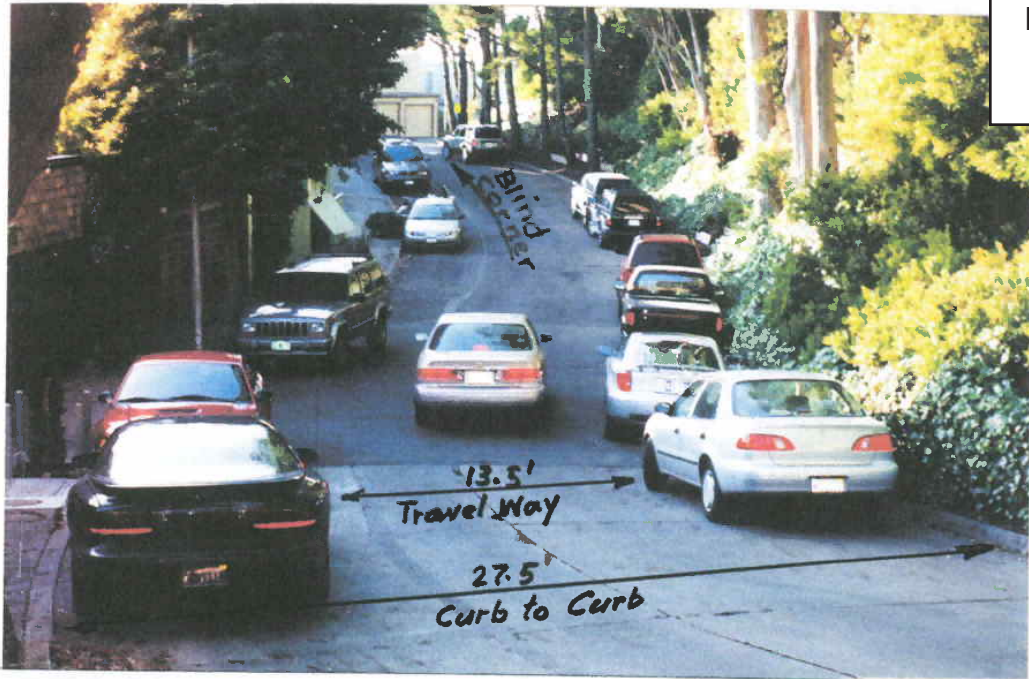
We ask your help in putting a stop to this proposed development and to consider the alternate suggestion of building 12-16 single family detached homes with adequate parking.

AL-1

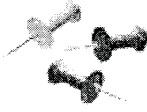
Sincerely,



Tony and Andrea Ajoudani  
147 Crestmont Drive  
San Francisco, Ca 94131







**Bill Wycko/CTYPLN/SFGOV**  
06/12/2012 02:53 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc  
Subject Fw: Mt. Sutro Development Opposition

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/12/2012 02:53 PM -----



**Sheila Anastas**  
<sheilaanastas@gmail.com>  
06/12/2012 02:38 PM

To Bill.Wycko@sfgov.org  
cc  
Subject Mt. Sutro Development Opposition

Dear Mr. Wycko,

I came across a flyer about a proposed development of the west side of Mt. Sutro. I do not know your role but, I do not support any further development in any part of Mount Sutro. Any reasonable person only has to look at the 400 block of Warren Avenue for an excellent example of a development gone bad. I often walk down Warren Ave and wonder what city agency would have approved that development and willingly destroyed what should be a natural asset. One has to think ... what if... Mount Sutro had remained a natural asset. And maybe someday it can be restored.

So, I would like to respectfully ask that you and your department protect what is left of Mount Sutro and the surrounding green belt for all to enjoy.

Thank you for your time,

Sheila Anastas  
1652 8th Avenue  
San Francisco, CA 94122

I-Boston



Bill Wycko/CTYPLN/SFGOV  
06/12/2012 12:11 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc  
Subject Fw: Crestmont Drive Lot 25

History: This message has been forwarded.

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/12/2012 12:10 PM -----



"Larry Boston"  
<bostonl@comcast.net>  
06/12/2012 11:30 AM

To <bill.wycko@sfgov.org>  
cc "Woods of SF-Judy Clarke"  
<judithclarke644@sbcglobal.net>, "Woods of SF-Anthony  
Roy" <anthonyroy@sbcglobal.net>  
Subject Crestmont Drive Lot 25

Bill Wycko  
Environmental Review Officer  
1650 Mission Street Suite 400  
San Francisco, CA 94103

Mr. Wycko,

As a residence owner living below Lot 25, Crestmont Drive, San Francisco, I oppose development of this property as currently requested.

GC-2

This proposed multi-unit development has been repeatedly rejected in the past, and continues to plan structures which would not fit the usage pattern of this residential area. A Draft Environmental Impact Report by the City says the project building would range from 16 feet to 40 feet above the private street level. This is not in character with the residences, none above two-story height, which occupy this area.

LU-3

I urge you to recommend disapproval of this project to the San Francisco Planning Commission at its meeting June 16.

GC-2

Larry Boston  
614 Clarendon Woods  
San Francisco, CA 94131-1071

No virus found in this message.

I-Callan

Albany  
Atlanta  
Brussels  
Denver  
Los Angeles  
New York

**McKenna Long  
& Aldridge** LLP

121 Spear Street • Suite 200  
San Francisco, CA 94105  
Tel: 415.356.4600  
mckennalong.com

**RECEIVED**

**JUN 19 2012**

**CITY & COUNTY OF S.F.**  
PLANNING DEPARTMENT  
M E A

Orange County  
Rancho Santa Fe  
San Diego  
San Francisco  
Washington, DC

JOHN C. CALLAN, JR.  
415.356.4600

EMAIL ADDRESS  
ccallan@mckennalong.com

June 19, 2012

**VIA HAND DELIVERY**

Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St., Suite 400  
San Francisco, CA 94130

**Re: Draft Environmental Impact Report for San Francisco Overlook  
Development [Planning Dept. Case No. 2004.0093E]**

Dear Mr. Wycko:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the San Francisco Overlook Development residential project ("DEIR"). These comments are submitted on behalf of the Mount Sutro Homeowners Association ("Association") representing residents that live near the site of the proposed San Francisco Overlook residential project ("Project"). This ambitious Project proposes to shoehorn a large and dense development into a very constrained site with extraordinarily steep terrain. The pictures on the next page and attached hereto as Exhibit 1 illustrate just how steep and constrained the site is. More importantly, approval of the Project as currently proposed would jeopardize the health, safety and well being of these residents and their property by putting them at substantial risk of being exposed to landslides, among other hazards. As further described below, the DEIR does not comply with the requirements of the California Environmental Quality Act ("CEQA") because it fails to study all potentially significant environmental impacts, fails to consider potentially significant environmental impacts associated with mitigation measures and also fails to adequately analyze feasible project alternatives. As such, the DEIR needs to be substantially revised and recirculated.

GC-1

GE-1

Bill Wycko  
June 19, 2012  
Page 2

The Project proposes to develop 13 buildings containing 34 units and a private access road in the steeply sloped wooded area that currently exists between the residential buildings shown in the top and bottom of the photo below (Figure 1). Clearly, construction of the Project will rely on complex and extraordinary engineering techniques that will have significant adverse environmental impacts on the surrounding environment.

GE-1  
cont.



Figure 1

Initially, we note that environmental review for the Project is premature. The Project is subject to the Mount Sutro Declaration of Conditions, Covenants and Restrictions (“CC&Rs”) that require private architectural review for the Project. In 2003, several years before the applicant purchased the Project property, the Association adopted specific architectural design guidelines requiring, among other things, submission of a formal project proposal for pre-approval by the Architectural Control Committee (“ACC”). Despite having purchased with notice of these architectural review requirements, the applicant has not yet presented the Project for such review. The ACC’s review and approval rights extend to aesthetics, parking, density and ingress/egress, among other things. As the applicant has not yet secured architectural review approval, the City’s review is premature and potentially a waste of City time and resources. The Association could require modifications to the proposed Project that will implicate the environmental review. Setting that issue aside, the DEIR still presents a number of CEQA deficiencies:

PD-3

Bill Wycko  
June 19, 2012  
Page 3

1. Geology and Soils. The Project’s geotechnical investigation by Alan Kropp dated September 29, 2006 raises concerns about hillside stability for a development of this size. The DEIR clearly describes the site as an area with a history of frequent and substantial landslides and other problems associated with unstable soils. Given this troubling history, the City should require a “design-level” geotechnical review as part of the Project’s CEQA analysis rather than deferring such analysis through mitigation measure M-GE-1b. This is particularly true because the DEIR relies upon the results of the future “design-level” report to identify environmental impacts and actual mitigation measures. For example, M-GE-1b relies on this design level review to analyze expected ground motions from known active faults and M-GE-2a relies on it to “determine and design appropriate protective measures” which may include removal and recompaction of fills and retaining walls. It seems likely that the design level geotechnical report might also recommend measures such as a concrete abutment supported by rock bolts, similar to the ones existing at the neighboring Kirkham Apartments and the base of Mt. Sutro, as shown on Exhibit 1 attached hereto (see Photos #12 and 13.) If that is the case, then CEQA would require an analysis of the impacts associated with covering the hillside in concrete, which certainly would include adverse impacts on aesthetics and water quality. Deferral of such environmental analysis violates CEQA as it deprives the decision makers and the public of the ability to make an informed decision. (CEQA Guidelines, § 15126.4(a)(1)(B).)

GE-1

(a) Further Investigation of Sewer Line. Previous landslides in and around the Project site were likely caused by a variety of factors including a suspected improperly functioning sewer line. (Kropp, page 14; section 3.01.7.) Further investigation of this sewer line is required to evaluate the Project’s geotechnical impacts, and if appropriate, the Project should be required to remediate any deficiencies with the sewer line.

GE-1

(b) Environmental Review of Mitigation Measures. The DEIR must also identify and analyze the environmental impacts associated with implementation of proposed mitigation measures. (CEQA Guideline, § 15126.4(a)(1)(D).) In particular, the eight measures (GE 1 – 7 and 10) recommended to stabilize the steep hill side may have significant effects on the environment. For example, they call for possible construction of retaining walls, but the location and size of the potential walls is not discussed. There is also the potential for removing and recompacting fill under the road, but the extent of such fill work and impacts associated with performing that work are not discussed. The depth, extent and environmental consequences of installing stitch piers, lagging, debris walls, v-ditches, swales, catch basins, pier foundations and soil nails are not discussed either. The potential significant effects associated with these mitigation measures need to be analyzed in a revised DEIR and that DEIR needs to be recirculated for further public review and comment.

GE-1

Bill Wycko  
June 19, 2012  
Page 4

(c) Downhill Hazards. Neighbors living below the Project site have experienced slope instability in the past. Indeed, the pictures in Exhibit 1 attached hereto illustrate that current existing retaining walls do not adequately contain debris and rock from falling into the downhill properties. (See Exhibit 1, Photo # 8-10.) This condition will only be exacerbated by the Project. The DEIR, however, fails to fully evaluate the potential of landslide due to construction of the hillside and its danger to the downhill buildings and residents. Such an analysis should be set forth in a revised DEIR that is recirculated for additional public review and comment.

GE-1  
cont.

(d) Peer Review. The private roadway to be constructed to serve the Project relies on extensive use of stitch piers and a cantilevered roadway design. Due to the extraordinary construction method for this proposed Project, the City has convened a peer review panel. We understand that the peer review panel will be meeting shortly. We urge the City to delay consideration of the DEIR until that peer review process is complete. At a minimum, the City should incorporate and respond to the comments and additional mitigation measures identified by the Peer Review Panel in the "Comments and Response Document".

GE-1

2. Construction Impacts. The DEIR does not adequately describe proposed construction activities or the environmental impacts associated with construction.

PD-1

(a) Construction Staging on Common Area. Where will the Project's construction staging occur? It appears that construction staging will need to occur on the Association's common area located next to the Project site. (See Exhibit 1, Photo #5.) If that occurs, residents will be adversely impacted as they would lose recreational open space currently provided by that common area adjacent to the proposed "Mount Sutro Drive". Other environmental impacts, such as noise, erosion control, construction related traffic, and air quality also need to be more fully addressed in a revised and recirculated DEIR. Particular attention should be paid to the impacts on the residents living along Crestmont Drive, where the proposed road is located less than 50-feet away. The mitigation measures set forth in AQ-1, for example, will not adequately protect those residents from the annoying and harmful impacts associated with living less than 50-feet away from a construction zone that will last for 23 months. Permanent, ongoing impacts associated with road noise should also be evaluated.

AQ-1

NO-1

(b) Construction Sequence. The DEIR also needs to describe the sequence in which construction activities are proposed to occur and the environmental impacts associated with that construction. For example, it is unclear how large construction vehicles, such as concrete and haul trucks will access the site. This is particularly relevant given the very steep terrain and narrow path trucks will need to navigate, as evidenced by the picture below (Figure 2).

PD-1

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Figure 2

Will a wider temporary road be used for construction activities? If so, the location of that temporary road needs to be identified and the impacts associated with it need to be evaluated. A related issue arises in connection with cut and fill activities. The DEIR states that any fill area must be compacted. Figure 11 on page 42 of the DEIR is a section of a duplex. Will the residential units be built before construction of the retaining wall supporting the new road? If the road and wall are built first, how will excavation be accomplished. If the units are constructed first, how will large trucks get into the site to remove excavation materials, perform the concrete pour and support other construction activities. Greater information about construction generally needs to be provided.

PD-1  
cont.

(c) Retaining/Debris Walls The DEIR states that walls will be constructed at the downhill edge of the site to prevent rocks, soil and other materials from falling onto the property of the downhill neighbors. The downhill neighbors are already exposed to excessive rock and debris flow that existing retaining walls cannot contain, as illustrated on Figure 3 below. (See also photos 8-10, Exhibit 1.)

GE-1

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Page 6



Figure 3

Once construction begins, even more rock, soil and other debris will fall down the hill. As such, the need for adequate retaining walls during all phases of construction cannot be understated, yet do not appear to be adequately addressed. Also, the developer needs to explain how the contractor proposes to access this area to build the retaining wall that will support the road. Will access be from Lots 25/28 or from the bottom of the hill via 5<sup>th</sup> Avenue? If from 5<sup>th</sup> Avenue, the DEIR needs to analyze the impacts associated with construction trucks traveling along that route. If from Lots 25/28, how will cement trucks and other construction vehicles traverse the steep terrain required to access from above? The environmental impacts and hazards associated with such construction activities have not been adequately analyzed in the DEIR.

GE-1  
cont.

3. Parking. The Project roadway is too narrow for an area that has little or no public transportation options. The proposed road is 20' wide with no on street parking for residents or guests. Moreover, the entire Project only provides 8 guest parking spaces in the townhome building. The proposed Project will create severe adverse parking impacts.

TR-1

4. Circulation. The narrow design of the road creates traffic congestion, especially for cars traveling in opposite directions. Access from 5th Avenue to the Project should be explored as a means of reducing traffic. The feasibility and environmental impacts associated with that additional access should be evaluated in a recirculated DEIR.

TR-4

5. Alternatives

(a) New Alternative. The Association requests consideration of a new Project alternative. This alternative should consider a development featuring a small cluster of homes built at the westerly portion of the Project site. That relatively flat area (see Figure 4 below) could accommodate three to five single family homes with less than significant impacts to the

AL-1



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Page 7

surrounding environment. The cost associated with such a smaller development would be much less, and the purchase price that could be commanded for such a single family residences would be more than sufficient to ensure a profit to the developer. Moreover, such an alternative would still meet the stated Project objectives as it would, (i) allow infill development with fewer than 61 units, (ii) create an appropriately scaled residential development, (iii) develop a project that is considerate of the views of existing houses in the neighborhood, (iv) provide more than one parking space per unit, (v) comply with regulations and recommendations relating to hillside stability and improve the stability of the site and surrounding area, and (vi) produce a sufficient return on investment for the project sponsor. The City should prepare a revised DEIR evaluating this additional alternative and the public should have an opportunity to review and comment on that new alternative.



Figure 4

3-5 single family residences could be constructed on the relatively flat area shown here.

(b) Project Feasibility. The DEIR rejects Project Alternatives B and C on the grounds that they are not economically feasible. In order to reject alternatives on that basis, CEQA requires the DEIR to provide detailed analysis of construction costs, projected sales and other relevant factors to demonstrate such infeasibility. (*Citizens of Goleta Valley v. Board of Sup.* (1990) 52 Cal.3d 553, 575 n.7.)

AL-1  
cont.

AL-2

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Other Matters.

6. Parking/CC&Rs. The Project is subject to CC&Rs that require 2 parking spaces per each residential unit. The Project will violate that contractual obligation because the current proposal appears to have several designs including one for "2 – car/duplexes" i.e., 1 car per duplex (Proposed Parking Plan, Figure 5). The City should require each residential unit to have at least two designated parking spaces so as not to facilitate the developer's violation of this contractual obligation.

PD-3

7. Violation of Arbitration Decision. The City should also note that the applicant does not have the right to develop the Project as proposed. The applicant is bound by an arbitration decision that prohibits it from developing the site pursuant to plans developed by a prior owner of the Project property. The proposed Project incorporates features from the prior owner's plans that may violate that arbitration decision. See letter dated May 25, 2012 from Lawrence Miller. The City should require confirmation on this point before moving forward with the Project, otherwise it may be wasting time and resources conducting environmental review of a Project the developer cannot build.

PD-4

We also join in the concerns raised in on the website for the Crestmont, Mt. Sutro, Forest Knolls Neighborhood Preservation Coalition at <http://www.crestmontpreservation.org/news.html>, a copy of the relevant text for which is attached hereto as Exhibit 2. Said comments are incorporated herein.

GC-1

For all of the reasons stated above, we believe the DEIR is severely flawed in many respects and fails to meet minimum legal requirements as an informational document under CEQA. The DEIR needs to be supplemented with additional information, analysis and mitigation. Because the required modifications will be substantial, CEQA requires that the DEIR be recirculated for additional public comment. We look forward to reviewing the revised draft DEIR.

GC-10

GC-11

Very truly yours,



John C. Callan, Jr.

- cc: Irene Nishimura
- Stu During
- Jeffrey Eade (Mt. Sutro Woods Owners Association President)
- Paul Gorman
- Sam Sobol
- Reed Minuth

JOHN C. CALLAN, JR.  
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**EXHIBIT 1**



Picture #1: Proposed development site is located in the wooded area between the pinkish structure (Kirkham Heights Apartments) on the bottom left of this picture and the structures along Crestmont Drive shown the top of the picture.

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Picture #2 and 3: Two more views of proposed Project site.



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Picture #4: Access to the site by narrow road—effectively a one lane road because of street parking.



Picture #5: View of existing Association common area, proposed road and development site.  
Note how steep the development site is.

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Picture #6: Natural forest to be lost to development.



Picture #7: Unstable hillside that falls into yards below.

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Picture #8: Debris flowing downhill behind Kirkham Heights building.



Picture #9: Retaining wall augmented to catch debris flow.

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Picture #10: Debris falling over retaining wall into backyard (next to BBQ/smoker)



Picture #11: Retaining walls and concrete supported with rock bolts at base of Mt. Sutro



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Picture #12: Concrete abutment with rock bolts at base of Kirkham Apartments



Picture #13: Existing erosion. Note exposed roots. Potential for mudslides with next heavy rain.

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Picture #14: Looking at 5<sup>th</sup> Ave. below, this shows the narrow road that will provide access to the site. **Note the steep terrain.** Note also that not all of this area is available for road use as the “upslope” section is Association common area and not part of the proposed road or available for construction access.

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June 19, 2012  
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Picture #15: Another view of the proposed road and existing Association common area.

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## EXHIBIT 2

### FIGHT THE DEVELOPMENT THAT THREATENS OUR NEIGHBORHOOD

#### DEVELOPER'S PLAN

#### Planning Department Project Title:

**2004.0093E – Construction of 34 Residential Units on a Proposed New Road near Crestmont Drive**

We are opposed to the proposed construction project and are very concerned about the following issues:

1. **Impact on Homes**
2. **Traffic and Safety**
3. **Stability and Erosion of Mt. Sutro**
4. **Health Concerns**
5. **Fire and Emergency Vehicle Access**
6. **Preservation of Green and Open Space**
7. **Parking**
8. **Access to Public Transportation**
9. **Density and Quality of Life**

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**1. Impact on Existing Homes**

Our neighborhood consists of one street of single family homes and duplexes constructed along the downhill side of one of the steepest hillsides in San Francisco. All of the homes in this neighborhood project out over the hillside and are supported by high concrete or steel pylons resting on the lower hillside.

The proposed construction, and the attendant heavy traffic involving construction and earthmoving equipment on the road below our homes as well as on the street at our entrance level will carry an unacceptably high risk of destabilizing the hillside on which our pylon foundations rest. This risks sufficient damage to the supporting hillside, foundation bases, and pylons (which may or may not be evident or visible under normal conditions) to destabilize our houses during a moderate to severe earthquake. Such destabilization would be catastrophic, resulting in total loss of houses in our neighborhood, most of which have more than 60-70% of their living space projected out over the hillside.

**2. Traffic and Safety**

The proposed project will result in a major increase in the flow of traffic on Crestmont Drive, one of the narrower streets in the City with sharp bends and blind corners. Increased traffic would increase the likeliness of accidents on this already winding and narrow street, one of the longest cul-de-sacs in the City. (See photos)

Traffic will also increase dramatically on other streets in the Forest Knolls area, many of which are also narrow and winding.

Unlike many neighborhoods in San Francisco, the homes on Crestmont Drive have no yards, since the back of the houses project over the very steep hillsides and the land below is totally inaccessible and unusable for recreation. The neighborhood's children, therefore, play in the street. A marked increase in traffic density would be extremely detrimental to the safety of the children and to the neighborhood's safety and quality of life.

It should be noted that at the time the area in question as zoned, the planning for the block included continuation of the street to the southwest, connecting with Oak Park Rd. This connection was never completed and Oak Park now ends in a cul-de-sac with a house constructed on the site where the two roads were meant to join. Therefore, the original zoning did not assume that all traffic to the proposed housing area would be required to use Crestmont Drive for access.

This issue must be revisited in view of the enormous consequences of drastically increased traffic density of Crestmont Drive, a roadway so narrow beyond the uphill bulkhead that two cars are unable to pass when cars are parked, as they always are, on either side of the street.

GE-1

TR-4

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### 3. Stability and Erosion of Mt. Sutro

The sedimentary rock is disintegrating and the proposed area has a long documented history of slides which continue to this day (see photos taken July 2004 and news articles of landslide, 1979). Grading on the west slope of Mt. Sutro in the 1960s sent earth spilling into the street. In June, 1979, a new home not yet occupied was pushed into the street by a massive slide of earth behind it. Four adjacent homes had to be evacuated. During El Nino and its wake, the entire lower west slope of Mt. Sutro became unstable resulting in the sliding of the steep terrain from Crestmont Drive down to Warren Drive .

GE-5

### 4. Health Concerns

Further environmental concerns envisioned for this project must also be taken into consideration. This hillside is exposed to prevailing winds from the west and north, which is the location of the proposed construction. The high exposed hillside location and steepness of the slope result in windier conditions and higher wind velocities than in many areas of the City. These conditions place our homes directly in the path of any airborne dust and fumes generated by this construction project, including the creation of a paved street. The effect on the residents of this neighborhood, including many older individuals, and families with children, is potentially serious and could result in a significant increase in respiratory problems and illness in susceptible individuals, with possibly serious chronic damage to the lungs.

WS-1

### 5. Fire and Emergency Vehicle Access

The impact of adding 34 more dwellings to the extension of this street also raises the issue of fire protection and access for other emergency vehicles: the street ends in a cul-de-sac and is only accessible in one direction. Extending the street will involve a very sharp turn at the current street terminus which may not allow passage of larger fire engines. Any fire in a downhill dwelling would pose immediate and serious risk to the existing uphill structures, both due to the prevailing wind patterns which would carry cinders uphill and potentially ignite the all-wooden residential structures above and by setting afire the downhill brush, grass, and trees below the existing homes.

HZ-1

An additional issue to be addressed is the potential closure of our nearest fire station. Adding more housing to the area at a time when fire services may be seriously curtailed further reduces the safety of the entire neighborhood.

RE-1

### 6. Preservation of Green Open Space

We want to preserve the pristine forest and green open space on this part of Mt. Sutro .

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**7. Parking**

The project provides for totally inadequate parking for such a massive development. One parking space, plus 1/2 guest parking space, per 3 and 4 bedroom unit is completely unrealistic in this neighborhood where people are reliant on their cars.

**8. Access to Public Transportation**

The access to public transportation is poor on Crestmont Drive, one of the longest cul-de-sacs in the City, where people rely on their cars. Public transit is not only distant and infrequent, but also difficult to access given the steepness of the hillside.

**9. Density and Quality of Life**

We believe that the proposed project will impact dramatically on the quality of life in our neighborhood. With the addition of four large high density buildings and a total of 34 condos, the character of this neighborhood of single family homes and duplexes will change drastically, and will also have a negative impact on the value of our homes. In addition to the traffic issue mentioned above, we are also concerned with the impact of noise, not only during construction, but also in the aftermath. Given the uphill wind patterns, noise and fumes from cars, fireplaces, barbeques, etc. will impact on the homes above.

The loss of open space accessible to the existing neighborhood on one of the few pristine areas of the City, never previously built upon, further degrades the neighborhood and its quality of life, and deprives existing Mt. Sutro wildlife of natural habitat.

TR-1

LU-3

NO-1

RE-1



Bill Wycko/CTYPLN/SFGOV  
06/14/2012 10:24 AM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc  
Subject Fw: Case No. 2004.0093E - SF Overlook

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/14/2012 10:23 AM -----



Jack Doherty  
<jjd777@yahoo.com>  
06/14/2012 12:28 AM

To bill.wycko@sfgov.org  
cc Sally H Doherty <sallyhd777@yahoo.com>  
Subject Case No. 2004.0093E - SF Overlook

Jack & Sally Doherty  
1048 Via Media  
Lafayette, CA 94549  
Phone & Fax: [925] 283-9635

June 13, 2012

San Francisco Planning Commission  
c/o Bill Wycko  
1650 Mission St. #400  
San Francisco, CA 94103

Inadequate DEIR  
Case No. 2004.0093E  
SF Overlook Project

Commissioners:

The DEIR is grossly inadequate in several respects. It is especially inadequate in two areas in which I am particularly interested: PARKING and SAFETY/TRAFFIC.

CRITICAL FACT.

Public transportation in the Mt. Sutro Woods area is terrible, and is unlikely to improve. In part this is due to the fact that Crestmont Drive is too narrow for Muni buses, only 26 feet wide with necessary parking on both sides of the street.

If the proposed project is approved, a person living in the ten unit building at the west end of the project would have to walk about a half mile to the nearest bus stop, bad



weather and good, over streets with significant hills. The same would be true for the return trip, with the hike up Devonshire Way being particularly taxing, especially for a handicapped person or a senior citizen.

TR-2  
cont.

Bottom Line: For a person living in Mt. Sutro Woods, an automobile is a near absolute necessity, and that is particularly true for anyone who might live in the proposed development, which is farther from the bus stop than any other part of the neighborhood.

PARKING.

The DEIR hardly mentions the inadequate parking, and the negative impact on neighborhood quality of life that would inevitably result from the overflow automobiles not serviced by the proposed 68 off street parking spots.

TR-1

The proposed project has 94 bedrooms in 32 units.

I firmly believe that 90 bedrooms will translate into about 90 occupants, which in turn will mean about 90 automobiles. (Our two unit building at 315-317 Crestmont Drive has 5 bedrooms, and currently also has 5 occupants and 5 automobiles.) And, of course, there will also be guests, plumbers, FedEx trucks and other vehicles. This Commission should plan for this project adding about 100 automobiles to the neighborhood.

The DEIR calls for only 68 parking spots; and the developers assert that on-street parking will be prohibited on the narrow, 20 foot wide, private road extending from the end of the current Crestmont Drive to the most westerly building in the proposed project.

Where will the surplus 32 cars park? Crestmont Drive is a long, narrow cul-de-sac ending at the proposed project; there is no practical place to go other than elsewhere on Crestmont Drive, which already has inadequate parking. The surplus cars first will take street parking on the 400 block of Crestmont Drive, then the 300 block.

All of this will be cause a great reduction in quality of life for current residents, who frequently will be forced to look for parking on Devonshire Way or other nearby streets.

The Commission should direct the developer to file an amended DEIR addressing these parking issues.

TRAFFIC.

In the disastrous 1991 Oakland Hills fire, a particularly hard hit neighborhood was Hiller Highlands, a heavily wooded neighborhood just west of the Caldecot Tunnel, and just north of Highway 24. Access was via a narrow road surrounded by trees. In their haste to escape the fire in autos via the narrow road, some residents panicked and some accidents occurred, making it even more difficult to escape. In the end, a total, 22 residents lost

HZ-1

their lives in the fire. The narrowness of the road was a primary cause of the deaths.

I certainly am concerned about emergency vehicle access to the neighborhood, and also with the day-to-day increased traffic on Crestmont Drive. (The DEIR indicates that peak hour traffic currently is 41 vehicles, and that the proposed project would result in an additional 37 vehicles.)

I am even more concerned, however, about the adequacy of narrow (26 feet wide, with parking on both sides) Crestmont Drive as an escape route in the event of a major fire, which is always a significant possibility in an area with so much natural fuel.

Even without the proposed project, this area has serious problems in the event of a major fire. The proposed project would roughly double the number of cars and people trying to escape via Crestmont Drive, a recipe for disaster.

The Commission should direct the developer to file an amended DEIR addressing these very serious safety/traffic issues.

ARCHITECTURAL CONTROL COMMITTEE OF HOA.

At one time, the entire Mt. Sutro Woods development, including the subject parcel, was subject to recorded Covenants, Conditions and Restrictions (CC&Rs.) that provided, among other things, for an Architectural Control Committee that had the authority to approve or disapprove any new construction.

I don't believe that those CC&Rs have ever been legally and effectively removed from the subject parcel. (It is my understanding that once a developer sells the first lot within a multi-lot parcel, he cannot revise or change the CC&Rs without the approval of other lot owners, nor can he subordinate the CC&Rs to a subsequent mortgage without a subordination agreement agreed to by other lot owners.)

In any event, the DEIR should have addressed the Architectural Control Committee issue, and whether a final Planning Commission ruling on the proposed project can be effective if it is in conflict with a decision of the Architectural Control Committee.

Very truly yours

Jack Doherty

HZ-1  
cont.

GC-2

I-Doherty (2)



Bill Wycko/CTYPLN/SFGOV  
06/18/2012 01:22 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc  
Subject Fw: Overlook - Case # 2004.0093E

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/18/2012 01:21 PM -----



Jack Doherty  
<jjd777@yahoo.com>  
06/18/2012 11:29 AM

To bill.wycko@sfgov.org  
cc  
Subject Overlook - Case # 2004.0093E

Mr. Wycko,

I am snail-mailing signed letters to you, and to the Commissioners, but since I am uncertain whether the deadline is determined by postmark or by actual receipt, I also am emailing you a copy of the letter.

Thank you in advance for your cooperation.

Jack

-----  
Jack & Sally Doherty  
1048 Via Media  
Lafayette, CA 94549  
Phone & Fax: [925] 283-9635

June 18, 2012

San Francisco Planning Commission  
c/o Bill Wycko  
1650 Mission St. # 400  
San Francisco, CA 94103

Case No. 2004.0093E  
SF Overlook Project  
Escape from Fire - Narrow Escape Road

Commissioners:

GC-1

Reviewing Overlook, I cannot avoid comparing it to Hiller Highlands, and the tragic loss of life of 11 people who were unable to escape the disastrous 1991 Oakland Hills Fire (aka Tunnel Fire.), in large part because of a too narrow escape road.

The critical comparisons between Hiller Highlands and the proposed Overlook development are:

(1) The presence of homes in a heavily wooded area that includes eucalyptus trees, which invariably produce a heavy ground cover of dead leaves and bark (aka fuel.), thus creating a high risk of forest fire; and

(2) The existence of only a single escape route that is much too narrow. (Crestmont Drive along most of the escape route is only 26 feet wide, with parking on both sides, leaving a traffic lane of only about 13–15 feet; the death trap road in Hiller Highlands was only 12–14 feet wide.)

I cannot understand why the DEIR did not directly address the crucial issue of escape from forest fire. But that issue is the most important one facing this Commission, in my opinion. Certainly, this Commission would not want to approve a project that later became a Hiller Highlands type death trap.

As concluded in HISTORY: Tunnel Fire, 20 Years After., co-authored by Kenneth S Blonski (currently Fire Chief of the East Bay Regional Park District), Cheryl Miller & Carol L Rice:

The lesson here is to resist making concessions on . . . standards. Emergency ingress and resident egress are critical and should not be compromised. Once a neighborhood is populated, fire response will have to adapt to these initial approvals and may always be compromised.

Here are some further observations from HISTORY: Tunnel Fire, 20 Years After.:

Charring Cross . . . road is infamous as a location where 11 people died in a huge traffic jam during the fire. It is easy to envision the narrow roads . some only one-half as wide as minimum national standards require . throughout these hills as potential death traps during emergencies. The 12–14 foot wide roads were installed in the 1920's but not brought up to modern standards when 21 homes were built in the 1970's and 1980's.

California Fire News describes the deaths and disaster as follows:

[T]he first alarm was sounded as one of the smoldering fires from the day before flared up. The fire quickly exploded on three fronts as short staffed firefighters struggled to get their equipment in place. As the winds increased and were concentrated by the steep terrain, the fire was whipped into a conflagration . . .

HZ-1

The flames completely destroyed the Hiller Highlands neighborhood . . . As firefighters retreated before the rapidly advancing flames, panicked residents fled down the winding roads, eventually having to abandon their cars and flee on foot. Over half of the fatalities were in automobiles that were burned up on the winding roads..

The HISTORY article suggested that eucalyptus trees were particularly dangerous:

Eucalyptus Trees: [A] dense stand of eucalyptus trees on the city of Oakland's property . . . [reminds us] of the enduring nature of vegetative fuels. These eucalyptus trees are re-sprouts of those burned and cut in 1992 using helicopters to lift trunks off the steep slope. . . . The inability to prevent these trees from regrowing means they are once again a fire hazard with their shedding bark and leaves full of volatile oils.

The role of vegetation and structures in the fire was hotly debated immediately after the fire. Some residents blamed eucalyptus trees for the fire spread and loss of homes. Others contended that the homes would have been lost, regardless of the species nearby.

The Mayors' Task Force . . . committee . . . recognized increased hazards posed by Monterey Pine and eucalyptus, but stopped short of outlawing them..

In my opinion, the proposed Overlook project poses an unacceptable risk of becoming another Hiller Highlands death trap. At the very least, the project raises critical issues that deserve to be addressed in detail in the final EIR, so that this Commission can exercise its discretion from a fully informed perspective.

I implore the authors of the EIR to amend it to address escape from forest fire issues, and in doing so, to consult with experts such as the aforementioned Kenneth S Blonski, currently Fire Chief of the East Bay Regional Park District.

Jack Doherty

HZ-1  
cont.

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June 13, 2012

San Francisco Planning Commission  
c/o Bill Wycko  
1650 Mission St. #400  
San Francisco, CA 94103

Received at CPC Hearing 6/14/12  
(I. N. L. J. S. S. A. U. R. A.)

Inadequate DEIR  
Case No. 2004.0093E  
SF Overlook Project

Commissioners:

The DEIR is grossly inadequate in several respects. It is especially inadequate in two areas in which I am particularly interested: PARKING and SAFETY/TRAFFIC.

HZ-1  
TR-2  
TR-1

CRITICAL FACT.

Public transportation in the Mt. Sutro Woods area is terrible, and is unlikely to improve. In part this is due to the fact that Crestmont Drive is too narrow for Muni buses, only 26 feet wide with necessary parking on both sides of the street.

TR-2

If the proposed project is approved, a person living in the ten unit building at the west end of the project would have to walk about a half mile to the nearest bus stop, bad weather and good, over streets with significant hills. The same would be true for the return trip, with the hike up Devonshire Way being particularly taxing, especially for a handicapped person or a senior citizen.

Bottom Line: For a person living in Mt. Sutro Woods, an automobile is a near absolute necessity, and that is particularly true for anyone who might live in the proposed development, which is farther from the bus stop than any other part of the neighborhood.

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TR-1

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TR-1  
cont.

**The DEIR calls for only 68 parking spots; and the developers assert that on-street parking will be prohibited on the narrow, 20 foot wide, private road extending from the end of the current Crestmont Drive to the most westerly building in the proposed project.**

**Where will the surplus 32 cars park? Crestmont Drive is a long, narrow cul-de-sac ending at the proposed project; there is no practical place to go other than elsewhere on Crestmont Drive, which already has inadequate parking. The surplus cars first will take street parking on the 400 block of Crestmont Drive, then the 300 block.**

**All of this will be cause a great reduction in quality of life for current residents, who frequently will be forced to look for parking on Devonshire Way or other nearby streets.**

**The Commission should direct the developer to file an amended DEIR addressing these parking issues.**

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**In the disastrous 1991 Oakland Hills fire, a particularly hard hit neighborhood was Hiller Highlands, a heavily wooded neighborhood just west of the Caldecot Tunnel, and just north of Highway 24. Access was via a narrow road surrounded by trees. In their haste to escape the fire in autos via the narrow road, some residents panicked and some accidents occurred, making it even more difficult to escape. In the end, a total, 22 residents lost their lives in the fire. The narrowness of the road was a primary cause of the deaths.**

HZ-1

**I certainly am concerned about emergency vehicle access to the neighborhood, and also with the day-to-day increased traffic on Crestmont Drive. (The DEIR indicates that peak hour traffic currently is 41 vehicles, and that the proposed project would result in an additional 37 vehicles.)**

**I am even more concerned, however, about the adequacy of narrow (26 feet wide, with parking on both sides) Crestmont Drive as an escape route in the event of a major fire, which is always a significant possibility in an area with so much natural fuel.**

**Even without the proposed project, this area has serious problems in the event of a major fire. The proposed project would roughly double the number of cars and people trying to escape via Crestmont Drive, a recipe for disaster.**

**The Commission should direct the developer to file an amended DEIR addressing these very serious safety/traffic issues.**

**ARCHITECTURAL CONTROL COMMITTEE OF HOA.**

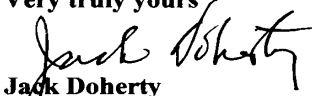
**At one time, the entire Mt. Sutro Woods development, including the subject parcel, was subject to recorded Covenants, Conditions and Restrictions (“CC&Rs”) that provided, among other things, for an Architectural Control Committee that had the authority to approve or disapprove any new construction.**

**I don’t believe that those CC&Rs have ever been legally and effectively removed from the subject parcel. (It is my understanding that once a developer sells the first lot within a multi-lot parcel, he cannot revise or change the CC&Rs without the approval of other lot owners, or subordinate the CC&Rs to a subsequent mortgage without a subordination agreement agreed to by other lot owners.)**

**In any event, the DEIR should have addressed the Architectural Control Committee issue, and whether a final Planning Commission ruling on the proposed project can be effective if it is in conflict with a decision of the Architectural Control Committee.**

PD-3

Very truly yours



Jack Doherty



June 18, 2012

Dear Mr. Wycko,

Please accept my comments below in regards to the DEIR publication for the San Francisco Overlook Development Residential Project (Planning Department Case number 2004.0093E).

GC-2

My name is Jeffrey Eade and I am the President of the Mount Sutro Woods Home Owners Association of which the project sponsor is a member.

I would like to begin by stating that the HOA is opposed to this project in its current form and has expressed this in a letter dated September 9<sup>th</sup>, 2011 to the Planning Commission members, Supervisor Elsbernd, and the Planning Department Staff in charge of this project.

In regards to the DEIR, I would like to ask that the following comments be addressed:

GE-1

1. In the Geotech Report on page 14 Sections 3.01.6 and 3.01.7 reference is made to a sewer/drain line traveling along the southern boundry of the proposed site as well as the listing of several landslides adjacent to the site. Further investigation of the integrity of the sewer/drain line is recommended and if necessary, remediation of the line should be required.

2. In Table S-1, there are eight measures (GE 1 – 7 and 10) recommended to stabilize the steep hill side which may have potential significant effects on the environment. These potential significant effects were not analyzed as required by CEQA and should be analyzed as part of the responses to the comments.

3. The new roadway serving the proposed development relies on extensive use of stitch piers and a cantilevered roadway design. Due to the extraordinary construction method for this proposed project, the City has convened a peer review committee. In December 2004, this committee reviewed the previously submitted project and provided a number of items to be included in the geotechnical investigation report. The neighbors understand that the peer review committee will be meeting again shortly. The neighbors urge the Planning Commission to require the Planning Department to incorporate and respond to the comments and additional mitigation measures required by the Peer Review Committee in the "Comments and Response Document".

4. Since the Project sponsor has not submitted the documents required by our by-laws for review, it does not have permission to use the common area for construction staging. Please explain how the Project sponsor intends to stage construction. We would also like to know how the project sponsor anticipates handling the volume of vehicles brought to the site everyday by the contractors.

PD-1

5. The DEIR states that construction of the units will require cut and fill. Any fill area must be compacted. Figure 11 on page 41 of the DEIR is a section of a duplex. Please explain the sequence of construction and whether the new residential units will be built before construction of the retaining wall supporting the new road.

GE-1

6. The DEIR states that walls will be constructed at the downhill edge of the site to prevent rocks, soil and other materials from falling onto the property of the downhill neighbors. Please explain how the contractor proposes to access this area to build the wall. Will access be from Lots 25/28 or from the bottom of the hill via 5<sup>th</sup> Avenue.

GE-1  
cont.

7. On page 35 the 'Proposed Project Site Plan' is showing a set of stairs to the eastern end of the proposed project from the new road to the lower portion of the site. We would like a closer examination as to the ability of someone to actually use these stairs to gain access to 5<sup>th</sup> Avenue as one would suppose by looking at the plan. It is unclear how these stairs terminate towards 5<sup>th</sup> Avenue and they may be misrepresenting the ability to provide egress from the site towards 5<sup>th</sup> Avenue in the event of an emergency or for day to day access.

PD-2

8. On page 102 of the DEIR, under Pedestrian Conditions, the sidewalk width is listed as 'six to ten feet wide'. Actual widths along Crestmont Drive are not more than six feet wide and in many areas are limited to three feet wide. Pedestrian access to and from this site should be reevaluated based on the actual sidewalk widths.

TR-3

Jeffrey Eade,

407 Crestmont Drive  
San Francisco, CA 94131

I-Eisman

June 8, 2012

Bill Wycko, Environmental Review Officer  
San Francisco Planning Department  
1660 Mission Street, Suite 500  
San Francisco, CA 94103

**RECEIVED**  
JUN 11 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.E.A.

Re: San Francisco Overlook Development  
Case No. 2004.0093E

I, Maria Eisman have been a resident of Forest Knolls since 1974. My concerns about the potential environmental effects of this project are as follows:

1. An access road that is too narrow for emergency vehicles and equipment to turn around at the proposed development
2. The main Forest Knolls access street, Warren Drive, currently faces daily double parking of vehicles on Warren Drive near Locksley. Also, buses & cars on Warren & Devonshire Way frequently drive down center of street
3. Street parking is inadequate; currently the city doesn't monitor illegally parked cars, in a timely manner. I expect heavy congestion from the additional 34 units
4. Anticipated heavy traffic and noise at all hours will create unsafe hazards and stress for seniors and other occupants of Forest Knolls
5. Fear of structural & environmental impact on current property from pile driving equipment that can destabilize the ground under those homes, as the earth shifts
6. Possible landslide during construction and after, especially if we have an unusually wet winter. It happened during the 2007 past winter on Warren Drive in an area that looks more stable and not as steep as the proposed site
7. In 1979 when new homes were first built on Warren Drive, there was a landslide and one home slid down the hill. The developer's soil consultants had declared the hill safe!
8. WHO IS GOING TO SAFEGUARD THE COMPETENCE AND INTEGRITY OF THE SOIL CONSULTANTS, ENGINEERS, & CONTRACTOR, AND INSURE POTENTIAL DAMAGE TO SURROUNDING HOMES ABOVE AND BELOW THE CONSTRUCTION?
9. On Warren Drive the city had to construct a three-quarter million dollar retaining wall. Also, they had to put in pipes that went down to the same level as Warren Drive to handle spring water drainage. It took 3 years to complete corrective construction!

HZ-1

TR-1

TR-4

NO-1

TR-1

TR-4

GE-1

Your support of my objections to the proposed Crestmont Hills Project would be greatly appreciated.

GC-2

Sincerely,

Maria Eisman  
59 Devonshire Way  
San Francisco, CA 94131

I-Furman



**Bill Wycko/CTYPLN/SFGOV**  
06/18/2012 01:38 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV

cc  
bcc

Subject Fw: San Francisco Overlook development

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/18/2012 01:38 PM -----



**John Furman**  
<john.furman@comcast.net>  
06/15/2012 07:42 PM

To bill.wycko@sfgov.org

cc

Subject San Francisco Overlook development

Dear Mr. Wycko,

I am writing to express my concern about the proposed development known as San Francisco Overlook. I am a resident and homeowner in Forest Knolls, the subdivision that would be profoundly affected by this proposed development. The multi-family development adjacent to Forest Knolls is experiencing considerable problems due to the instability of the hillside, the very same terrain on which the proponents would build the massive San Francisco Overlook. The last time we had an El Niño winter, there was a substantial slide, and the homeowners have yet to find a way to remedy the hazard posed to their homes. Moreover, Forest Knolls is a very constricted area: there are only two streets that enter our area, and the proposed development would grossly overtax these two small portals. What are now quiet residential streets will become busy thoroughfares, forever altering the character of our neighborhood. The condos that are proposed are a large concentration of housing with only a very narrow access point through Forest Knolls, and the traffic burden will be intolerable.

Please consider the impact on our neighborhood.

Sincerely,

John Furman MD, JD

GC-1

GE-1

TR-4

Re: SF Overload Mess

June 10, 2012

Don't Build Too Congested Area GC-2

- 1) There was no date on the letter. Luckily, I saved the envelope of postmark of May 3, 2012. GC-5
- 2) When is the earliest destruction will happen? PD-1
- 3) What will happen to the
  - A) trees - (going to lumber yard)
  - B) birds/all animals
 BI-1
- 4) Why did you NOT provide email address of Bill Wycko. You know snailmail is antiquated. Email is easily documented. GC-5
- 5) What is the price range of these proposed townhouses? GC-12
- 6) What is the difference between "public comments" & "planning dept's legitimate declaration & EIRs"?
  - no website listed on letter
 GC-5
- 7) VERY disappointed to read they ~~will~~ would lead to "significant impacts". SF is congested ENOUGH. It's not worth it. TR-4
- 8) Who is the developer? GC-13

I-Gallagher (1)  
Cont.

RECEIVED

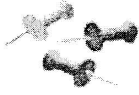
JUN 15 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
MEX

- 1) If this agenda moves forward how long will the entire construction take? (B) construction, etc PD-1
- 10) What would be the work hrs today? eg 8am 5pm Mon-Fri? PD-1
- 11) Any weekend work?
- 12) How will I know this letter was received? GC-5
- 13) How will you address my questions? GC-5

Sincerely - VERY CONCERNED  
long time resident,

Claire M. Gallagher  
478 Warren Drive, Apt 511  
SF, CA 94131  
email c.gallagher98@yahoo.com



Bill Wycko/CTYPLN/SFGOV  
06/18/2012 01:49 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc  
Subject Fw: DON'T dvlp Mt. Sutro - PLZ!

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/18/2012 01:49 PM -----



Claire Gallagher  
<cgallagher98@yahoo.com>  
06/18/2012 01:34 PM  
Please respond to  
Claire Gallagher  
<cgallagher98@yahoo.com>

To "bill.wycko@sfgov.org" <bill.wycko@sfgov.org>  
cc Claire Gallagher <cgallagher98@yahoo.com>,  
"irene.nishimura@sfgov.org" <irene.nishimura@sfgov.org>  
Subject DON'T dvlp Mt. Sutro - PLZ!

Hello,

As you know, Mt Sutro is one of the original 7 hills of SF! The traffic will increase to a car every 45seconds (according to your records!) I am VERY disappointed to read that there will be 'SIGNIFICANT IMPACTS'. Isn't SF over-crowded enough!

TR-4

WEBSITE:

[http://en.wikipedia.org/wiki/Mount\\_Sutro](http://en.wikipedia.org/wiki/Mount_Sutro)

ANIMALS:

The forest is habitat for a number of bird species including Great Horned Owls and various woodpeckers. Over thirty species were recorded in one morning of birding.

BI-1

QUESTIONS:

1) what will happen to the owls & woodpeckers? & trees/lumber?

2) Who currently owns this property?

a) UCSF....?

b) City of SF....?

GC-13

3) Who is the proposed dvlper?

GC-2

4) GOD FORBID this move forward

a) when is the EARLIEST the trees will be destroyed?

b) how long would it take from demo to end of construction

PD-1

c) what would be the works hours & days? any weekend work?

GC-12

5) What are the price ranges of these proposed townhouses?

6) Why was there no date listed on public notice? I kept the envelope dated May 3rd.

7) Why was your email not provided on that notice?

GC-5

8) What is planned next? More public mtgs, HOPEFULLY

I look forward to your answers.

Very concerned long-time neighbor - Claire

I-Greggains

**RECEIVED**

JUN 15 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

13 June 2012

Mr. Bill Wyko, ERO  
SF Planning Department  
1660 Mission Street, Suite 500  
San Francisco CA 94103

To Whom It May Concern:

Regarding the proposed Housing Development that is being discussed for Crestmont Drive, Case Number 2004.0093E – I object to this project for the following reasons:

- 1. In case of fire, how can adequate response get to the area in proper time if the fire is involving more than one home? There is only one way into this development and no other exits, thus putting first responders in peril. Adding to a bigger conflagration, Mount Sutro is a forest fire waiting to happen. Does Oakland Hills stir any memories?
- 2. Landslides in the area were caused by run-off from the storms (1990-1991?). I was on Warren Drive when the hillside collapsed. This is more a probability than possibility regarding this proposed development.
- 3. What about earthquakes? Can the Planning Commission promise that nothing bad can happen?

GC-2

HZ-1

GE-1

I very strongly stand behind my convictions, as do all of my neighbors.

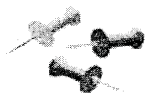
Thank you very much for your time and consideration.

Sincerely,



Raymond Greggains  
385 Oak Park Drive  
San Francisco CA 94131





Bill Wycko/CTYPLN/SFGOV  
05/22/2012 10:41 AM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV

cc  
bcc

Subject Fw: San Francisco Overlook DEIR - Case No. 2004.0093E

History: This message has been forwarded.

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 05/22/2012 10:41 AM -----



Craig Hou  
<eggo\_101@yahoo.com>

05/21/2012 08:29 PM

Please respond to  
Craig Hou  
<eggo\_101@yahoo.com>

To "bill.wycko@sfgov.org" <bill.wycko@sfgov.org>

cc "info@CrestmontPreservation.org"  
<info@CrestmontPreservation.org>,  
"planning@rodneymfong.com" <planning@rodneymfong.com>,  
"cwu.planning@gmail.com" <cwu.planning@gmail.com>,  
"wordweaver21@aol.com" <wordweaver21@aol.com>,  
"plangsf@gmail.com" <plangsf@gmail.com>, "rm@well.com"  
<rm@well.com>, "mooreurban@speakeasy.net"  
<mooreurban@speakeasy.net>, "hs.commiss@yahoo.com"  
<hs.commiss@yahoo.com>, "Sean.Elsbernd@sfgov.org"  
<Sean.Elsbernd@sfgov.org>

Subject San Francisco Overlook DEIR - Case No. 2004.0093E

Dear Mr. Wycko, Supervisor Elsbernd, and Planning Commissioners:

I apologize for my previous e-mail which I accidentally sent before I was finished. Here is the full e-mail:

I am e-mailing you today to express my concerns and opposition to the proposed San Francisco Overlook Development project (Case No. 2004.0093E).

My family and I have lived at 77 Christopher Drive for the past 8 years. One main draw to the neighborhood was its relative quietness and solitude. Even though the streets in the Forest Knolls neighborhood are narrow and windy, there is not much car traffic.

The proposed project would add a concerning amount of traffic on Christopher Drive and other adjoining streets. Christopher Drive would serve as the main access route to the Crestmont development for people travelling from eastern and northern parts of the city, over Twin Peaks via Clarendon.

I have two young children and there are other young families living on Christopher Dr. The added car traffic would increase the risk of them being struck by a car. One could imagine a situation where a driver loses control (either because they serve to avoid hitting an on-coming car, or perhaps there are using their cell phone) and runs up onto the sidewalk where a family and/or children are walking. Situations like this have happened

TR-4

recently in the Bay Area with tragic consequences, and these accidents occurred on larger, open boulevards or streets. (  
<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2012/04/08/MNSE100DCL.DTL>)

TR-4  
cont.

What appears to have not been mentioned in the DEIR is that a long portion of the eastern end of Christopher Drive (double digit block) becomes a narrow, one lane road because of parking by UCSF employees during every day of the work week. Emergency vehicles would have a very difficult, if not nearly impossible, time navigating this.

HZ-1

While SF is known for its public transit system, the only bus line within reasonable distance from the development is the 36-Teresita. Do you realistically expect the development residents to walk nearly a half-mile, and up a relatively steep grade along some stretches, to get to/from the bus stop? Imagine someone walking that in a torrential winter downpour, or in our typical windy and foggy summer. It seems much more likely that the development's residents will be car commuters, thus adding to the traffic burden of this tranquil neighborhood.

TR-2

I also agree with the concerns raised by other neighbors, especially the seismic and geological stability of the slope which risks the safety of the residents living below the planned development.

GE-1

The proposed 34 unit project is out of character for the neighborhood given its resident per unit density. As an alternative, I suggest 10-12 single family units with at least 2 parking spaces per home.

AL-1

Thank you very much for your consideration of our concerns regarding the San Francisco Overlook Development (Case No. 2004.0093E).

Craig Hou  
77 Christopher Drive, SF 94131

I-Jorgensen

**JAMES JORGENSEN**

369 OAK PARK DR., SAN FRANCISCO, CA 94131 (415) 806-6602

**RECEIVED**

JUN 05 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

June 4, 2012

Bill Wycko  
Environmental Review Officer  
SF Planning Department  
1660 Mission Street, Ste. 500  
San Francisco, CA 94103

Dear Mr. Wycko:

I am writing once again to voice my extreme objection to the Crestmont Overlook Development Project, Case No. 2004.0093E.

GC-2

I am a resident of Forest Knolls, living at 369 Oak Park Drive, and I will be directly affected by this monstrous 34 unit nightmare that is proposed to be built right above my neighborhood.

I voiced my concerns the last time this project was proposed before the economic bust in 2008, and I once again am expressing my concerns as outlined below:

1. The increased traffic on all of Forest Knolls' major streets, and doubling of traffic on narrow, twisting Crestmont Drive where two cars, and certainly trucks, cannot pass simultaneously. Also, the lack of nearby public transport will cause much more traffic.
2. Increased weekday parking burden near bus and shuttle stops, and creating a parking nightmare on lower Crestmont Drive, already congested with parked cars on both sides of the street.
3. Creating unacceptable safety risks due to difficult access for emergency vehicles which is already an issue for current residents on Crestmont cul-de-sac.
4. Geoseismic and landslide hazard which could threaten nearby homes.
5. Destabilization of hillside by construction activities.
6. Risk to life and property downhill in the new development when/if future landslides like the previous one at 383-391 Crestmont were to occur.
7. Doubling population density, traffic and congestion on cul-de-sac block of Crestmont Drive – already San Francisco's longest!
8. Out of character with the neighborhood.
9. Making neighborhood children's only play areas (the street and the currently undeveloped area since homes have no yards) inaccessible or more dangerous due to increased traffic.

TR-4

TR-1

HZ-1

GE-1

TR-4

LU-3

RE-1

The landslide issue alone is a basic common-sense reason to not build on this hillside. It has a history of sliding, and to build such a large complex on an unstable hillside is a blatant disregard to the lives and families already living in the area.

GE-1

If the developers are so greedy, to have this project created at the peril of the residents in the area, then please: let's compromise and have the developer make 12-16 single family detached homes with adequate parking (2-3 spaces per home) instead. This would also be much more in character with the existing neighborhood as well.

AL-1

In advance, thank you for your attention to this matter.

Yours very truly,



James Jorgensen  
369 Oak Park Drive  
SF, CA 94131

cc/email:  
Sean Elsbernd  
Rodney Fong  
Cindy Wu  
Michael Antonini  
Gwyneth Borden  
Ron Miguel  
Kathrin Moore  
Hisashi Sugaya  
Sam Sobol

**From:** [jentka@aol.com](mailto:jentka@aol.com) [jentka@aol.com]  
**Sent:** Thursday, June 14, 2012 5:54 PM  
**To:** [bill.wycko@sfgov.org](mailto:bill.wycko@sfgov.org)  
**Cc:** [SeanElsbernd@sfgov.org](mailto:SeanElsbernd@sfgov.org); [planning@rodnevfong.com](mailto:planning@rodnevfong.com); [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
; [wordweaver21@aol.com](mailto:wordweaver21@aol.com); [plangsf@gmail.com](mailto:plangsf@gmail.com); [m@well.com](mailto:m@well.com); [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net)  
; [hscommish@yahoo.com](mailto:hscommish@yahoo.com); [Irene.nishimura@sfgov.org](mailto:Irene.nishimura@sfgov.org)  
**Subject:** Comments on Case No. 2004.0093E

Mr. Bill Wycko,

I would like to comment regarding the published draft EIR for the San Francisco Overlook Project. As a Crestmont Drive homeowner for over 19 years, I am very concerned with the increased traffic and the traffic safety issues the new project represents to our street. I strongly disagree with the EIR's comments that a more than doubling of traffic on our street is an "less than

significant impact."

The majority of travel out of the proposed SF Overlook development will be by auto. The only one bus in Forest Knolls, the 36, which runs very infrequently and is a very long, hill walk away from the proposed complex (at Warren and Devonshire). Additionally, it is unacceptably inaccessible the staircase down to the Kirkham corridor is for the SF Overlook Development residents, given the height and quantity of stairs.

TR-4

The EIR states that assuming all vehicle trips are by auto from SF Overlook, that the current volume of vehicle trips during peak hours will increase from 41 to 91, according to their traffic estimates. I don't understand how a more than doubling of traffic during peak hours is deemed "less than significant impact" according to EIR.

Our children currently play on Crestmont Drive, and many people walk on the street safely (as sidewalks are narrow and at times uneven) due to the very low traffic volume currently. With SF Overlook traffic, no such activity on the street will be safe - for children or adults. Our houses are cantilevered over a steep hill. Our children have no backyard and no front yard, only the street. With San Francisco Overlook traffic, the street will be off limits for the neighborhood children forever more.

RE-1

There are many blind corners on Crestmont Drive, as well as throughout the streets of Forest Knolls. People park on both sides of the streets often, and illegally. This causes many Forest Knolls streets, and especially parts of Crestmont Drive, to be a single lane street, with cars pulling aside to let an on-coming car pass. This is currently not a problem, given the light traffic load. With the additional more than doubling of traffic during peak hours - projected for the SF Overlook Development per the EIR, this will pose a significant traffic snarl, and potential unsafe conditions at blind corners. Also, heaven forbid an emergency vehicle needs to access the street during a "peak period."

TR-4

The following 2 photos were taken today, 6/14/12 on the section of Crestmont Drive that would access the Overlook Development at just 4:30pm, before most commuters returned for their evening parking. You can already see in the photos that these spots are only "1 lane" of driving, and hard to see around and navigate in the evening, many spots on Crestmont Drive have this issue daily, as well as spots on Oak Park and Devonshire, which would feed into the SF Overlook Development.

I am very concerned with the large increase in traffic for our narrow, windy street. I disagree with the finding that 91 vehicle trips during peak times are "insignificant," especially on our "1 lane" windy, hilly road.

It seems that San Francisco is all about increasing housing at any cost. I am speaking up to voice my concerns about the increased traffic in my neighborhood, the loss of the street for children to play and adults to walk, the potential traffic safety issues, given our narrow, 1 lane, windy road, and the overall loss of quality of life the new SF Overlook Development will have on our Forest Knolls community.

The proposed SF Overlook Development is much too large, with too many cars, for the "1 lane" of driving on Crestmont Drive to support safely. Please consider scaling the size of this project down significantly. Alternatively, please consider finding other "outflows" for the traffic, such as down to the Kirkham corridor, which has many, wide 2 lane streets even with parked cars, as well as much better public transportation options, or potentially through the dead-end of "Oak Park" creating a "traffic loop" if negotiation with the homeowner of the end house can be managed.

AL-1

AL-3

I would urge the planning commissioners to make a site visit to better understand the issues at hand so they can make a sound, fully informed decision on this issue. The evening hours are the most impacted with parked cars and would help them understand the congested road that leads into the potential SF Overlook Development. The project owner's motivation is clear, but he won't be around to help us live day in and day out with the increased and unsafe traffic on Crestmont Drive. I hope the planning commissioners can help protect us, as San Francisco residents from bad and unsafe decisions, by making a thoughtful study of the issues at hand.

GC-2

I-Kan (1)



I-Kan (3)

June 12, 2012

223 Crestmont Drive  
San Francisco, CA 94131

**RECEIVED**

JUN 13 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

Mr. Bill Wycko  
SF Planning Department  
1660 Mission Street, Suite 400  
San Francisco, CA 94103

Dear Mr. Wycko:

As a home-owner on Crestmont Drive for over 19 years, I am shocked and appalled that the city is thinking of approving a project the scale and magnitude of San Francisco Overlook at the end of our narrow, winding, dead-end street.

TR-4

We purchased our home, across from the UCSF forest, in the quiet neighborhood of Forest Knolls, for the very purpose of getting away from the constant traffic and noise of bustling San Francisco.

Given that our home is on a dead-end, we knew traffic would be light, and our son could grow up playing safely in the street. I even petitioned successfully to have a stop sign put in at the Devonshire and Crestmont intersection to slow traffic coming down the hill on Crestmont Drive.

If San Francisco Overlook were built at its current proposed scale, there would be an additional 60-70+ cars attempting to drive in and out of our street throughout the day. Rush hour timing would be extremely impacted and congested.

The vast majority of the houses on Crestmont Drive have driveways too short to park in. Additionally, there are inevitably residents that must park on the side of the street for various reasons (their garages are storing other things), they have more than 2 cars, or like our neighbor, Hanne Grafenberg, they have a 24 hour nursing aid that must park on the street by her house. Given the width of Crestmont Drive, this often results in a narrow 1 lane of driving for parts of the street. If 2 cars approach head on, one car must pull over to let the other pass. This occurs frequently on parts of Crestmont Drive, Devonshire, as well as Oak Park. Some turns on these streets are very blind corners as well, which can result in unsafe conditions, depending on the quantity and speed of traffic. To date, this has not been unwieldy, given the light traffic flow on Crestmont Drive. If the 60-70+ cars from the proposed oversized San Francisco Overlook Development are added to our neighborhood streets, there will be extreme congestion, especially during rush hours, as well as safety issues, from the number of cars trying to pass each other on the blind corners and in the narrow 1 lane available for driving.

The SF Overlook developer said at a past community meeting that their study showed just one additional car per hour driving on Crestmont. How can this be, when 34 condos with potential 60-70+ cars need to get to and from work everyday at around the same time? It seems more like 1 extra car per minute vs. per hour.

Our neighborhood is going to be changed forever into a busy, noisy, tangle of cars streaming by. The proposed 34 condos would be better suited with street access to the 4<sup>th</sup>, 5<sup>th</sup> or 6<sup>th</sup> Avenue corridor, where there are multiple outflows as well as much better public transportation options than Crestmont Drive and the Forest Knolls streets.

AL-3

I strongly oppose the traffic and traffic safety issues that the San Francisco Overlook development will bring to our Forest Knolls neighborhood.

GC-2

Signed with extreme concern,

  
Jennifer Kan



jentka@aol.com  
06/15/2012 09:27 PM

To Irene.nishimura@sfgov.org  
cc  
bcc  
Subject Fwd: Comment on case No: 2004.0093E

...copying you on the issue below.  
Thanks,  
Jennifer

-----Original Message-----

From: jentka <jentka@aol.com>  
To: bill.wycko <bill.wycko@sfgov.org>  
Sent: Fri, Jun 15, 2012 9:18 pm  
Subject: Comment on case No: 2004.0093E

Mr. Bill Wycko:

As a Crestmont Drive home-owner, I feel that the San Francisco Overlook Developer is mis-representing the increase in traffic the new project would bring to our narrow, windy, one-lane driving street on Crestmont Drive.

For example, his development website states:

" The city's traffic analysis notes that San Francisco Overlook's homes will result in about two to three cars per hour travelling along Crestmont Drive."

Here's the link to the developer's website stating such:

<http://www.sfoverlook.com/traffic.html>

The draft EIR has different traffic scenarios, depending on how many residents find their way to public transportation, which is a very long and hilly walk from the SF Overlook Development.

Assuming all residents will drive autos, the EIR states during peak times that the Crestmont Traffic will increase from 41 vehicle trips to 91 peak hour vehicle trips on Crestmont Drive, north of Devonshire. The EIR also states that the SF Overlook project would generate approximately 340 person-trips on a daily weekday basis. Given the far distance, hilly terrain, and infrequent service of the Forest Knolls 36 bus, I would argue the majority of the additional 340 person trips on a daily weekday basis will be via auto.

Please question the developer on his website quote of 2 to 3 cars per hour travelling along Crestmont Drive for the total SF Overlook Project impact. This information is misleading and unrepresentative of the reality of this much too massive project for the supporting streets and neighborhood traffic flows.

Thank you for your assistance in passing this concern on to the appropriate parties involved.

Sincerely,

Jennifer Kan  
223 Crestmont Drive  
San Francisco, CA 94131

TR-4





Bill Wycko/CTYPLN/SFGOV

06/18/2012 01:38 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: Comment on case No: 2004.0093E

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/18/2012 01:38 PM -----



jentka@aol.com

06/15/2012 09:18 PM

To bill.wycko@sfgov.org

cc

Subject Comment on case No: 2004.0093E

Mr. Bill Wycko:

As a Crestmont Drive home-owner, I feel that the San Francisco Overlook Developer is mis-representing the increase in traffic the new project would bring to our narrow, windy, one-lane driving street on Crestmont Drive.

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" The city's traffic analysis notes that San Francisco Overlook's homes will result in about two to three cars per hour travelling along Crestmont Drive."

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The draft EIR has different traffic scenarios, depending on how many residents find their way to public transportation, which is a very long and hilly walk from the SF Overlook Development.

Assuming all residents will drive autos, the EIR states during peak times that the Crestmont Traffic will increase from 41 vehicle trips to 91 peak hour vehicle trips on Crestmont Drive, north of Devonshire. The EIR also states that Overlook project would generate approximately 340 person-trips on a daily weekday basis. Given the far distance, hilly terrain, and infrequent service of the Forest Knolls 36 bus, I would argue the majority of the additional 340 person trips on a daily weekday basis will be via auto.

Please question the developer on his website quotes of 2 to 3 cars per hour travelling along Crestmont Drive for the SF Overlook Project. This information is misleading and unrepresentative of the reality of this much too massive project for the supporting streets and neighborhood traffic flows.

Thank you for your assistance in passing this concern on to the appropriate parties involved.

Sincerely,

Jennifer Kan

223 Crestmont Drive

San Francisco, CA 94131

TR-4

I-Kane



Bill Wycko/CTYPLN/SFGOV  
05/22/2012 10:41 AM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc  
Subject Fw: San Francisco Overlook - Case No. 2004.0093E

History: This message has been forwarded.

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 05/22/2012 10:40 AM -----



Leslie Kane  
<lkanesf@gmail.com>  
05/21/2012 08:03 PM

To bill.wycko@sfgov.org  
cc planning@rodneyfong.com, cwu.planning@gmail.com,  
wordweaver21@aol.com, plangsf@gmail.com,  
rm@well.com, mooreurban@speakeasy.net,  
hs.commiss@yahoo.com, Sean.Elsbernd@sfgov.org  
Subject San Francisco Overlook - Case No. 2004.0093E

**Leslie Kane**  
**255 Crestmont Drive**  
**San Francisco, CA 94131**  
**415.664.3373**  
**May 21, 2012**

Bill Wycko, Environmental Review Officer  
San Francisco Planning Department,  
1650 Mission St., Suite 400, SF 94103

Re: San Francisco Overlook - Case No. 2004.0093E

Dear Mr. Wycko:

I write in opposition to the proposed development of San Francisco Overlook. As a neighbor on Crestmont Drive I believe that this development poses unacceptable danger to the neighborhood and its residents and I strongly urge that permission to build be denied.

Crestmont Drive is San Francisco's longest cul-de-sac and residents park on both sides of the street. Thus Crestmont is already a hazard when two cars, traveling in opposite directions, need to pass. The proposed 34 unit development has NO plan for creating/building additional street access for ingress and egress. Indeed it specifically seeks to burden Crestmont Drive with traffic. If allowed to go forward, the development will double the population density of the street and the current congestion will rise to dangerous, unsafe levels. A fire would be a catastrophic event: fire engines would have extreme difficulty reaching a blaze and I fear the entire

GC-2

TR-4

HZ-1

neighborhood would be demolished before a crew, sufficient to fight a blaze, could arrive. The potential closure of our nearest fire station should be cause for concern. Adding more housing to the area at a time when fire services may be curtailed reduces the safety of the entire neighborhood.

HZ-1  
cont.

Traffic would be increased throughout all of Forest Knolls by the proposed development. Forest Knolls is served by a single, infrequent bus line guaranteeing that the residents of the proposed 34 units will rely on cars rather than public transportation. As noted above, since no additional street access is being built many of the residents of the proposed 34 units are likely to be two or three car residences, adding burdensome traffic to the neighborhood. The project's provision of parking is wholly inadequate: one parking space, plus 1/2 guest parking space, per 3 and 4 bedroom unit is not enough in Forest Knolls where residents rely on their cars.

TR-4

TR-1

As you are aware, Forest Knolls is located along the downhill side of one of the steepest hillsides in San Francisco. All neighborhood homes project over the hillside and are supported by high concrete or steel pylons resting on the lower hillside. In addition to the heavy traffic 34 more units will create, the massive construction and earth moving equipment on the road below existing homes as well as on the street at the entrance level will carry an unacceptably high risk of destabilizing the hillside on which the homes' pylon foundations rest. There is also the threat of serious damage to the supporting hillside, foundation bases, and pylons that will destabilize the neighborhood's houses during a moderate to severe earthquake. Such destabilization would be catastrophic, resulting in the total loss of many houses in the neighborhood, most of which have more than 60-70% of their living space projected out over the hillside.

GE-1

Sedimentary rock in the neighborhood is disintegrating and the area has a long documented history of slides which continue to this day. In the 1960s, grading on the west slope of Mt. Sutro sent earth spilling into the street. In June 1979, a new home not yet occupied was pushed into the street by a massive slide of earth behind it. Four adjacent homes had to be evacuated. During El Nino and its wake, the entire lower west slope of Mt. Sutro became unstable resulting in the sliding of the steep terrain from Crestmont Drive down to Warren Drive. The construction and presence of 34 more units exacerbates this dangerous situation.

Environmental concerns have not been given adequate consideration. The proposed site is exposed to prevailing winds from the west and north. The high exposed hillside location and steepness of the slope result in windier conditions and higher wind velocities than in many areas of San Francisco. These conditions place neighborhood homes directly in the path of airborne dust and fumes generated by construction of the 34 units. The effect on the neighborhood's residents, which includes many seniors and families with children, is potentially serious and could result in a significant increase in

WS-1

AQ-1

I-Kane  
Cont.

respiratory problems and illness in susceptible individuals.

I request that approval for this project be denied. In the alternative, the Planning Commission should grant approval for construction of no more than 15 single family units on the Crestmont Drive cul-de-sac.

Respectfully,

Leslie Kane

cc:

Rodney Fong, Commission President, [planning@rodneymfong.com](mailto:planning@rodneymfong.com)

Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)

Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com)

Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com)

Ron Miguel, [rm@well.com](mailto:rm@well.com)

Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net)

Hisashi Sugaya, [hs.commiss@yahoo.com](mailto:hs.commiss@yahoo.com)

Supervisor Sean Elsbernd, [Sean.Elsbernd@sfgov.org](mailto:Sean.Elsbernd@sfgov.org)

--

Leslie Kane

[lkanesf@gmail.com](mailto:lkanesf@gmail.com)

[415.664.3373](tel:415.664.3373)

[415.305.6981](tel:415.305.6981) cell

AQ-1  
| cont.

| AL-1

I-Lee K (2)

**RECEIVED**

JUN 15 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

June 12, 2012

223 Crestmont Drive  
San Francisco, CA 94131

Mr. Bill Wycko  
SF Planning Department  
1660 Mission Street, Suite 420  
San Francisco, CA 94103

Dear Mr. Wycko:

I live at 223 Crestmont Drive. Our house is on the only road that directly accesses the proposed new development project, "San Francisco Overlook."

I have lived on this street all my life. When I was younger, I played on the street, as our house is built over the cliff, and we don't have any backyard. We also have a very short driveway, so there is no room to play there as well.

I have been practicing my archery in the street, and with the light traffic we have on our current dead-end street, it hasn't been a problem.

I see other younger kids in our neighborhood riding their bikes in the street. They also practice their football throws out in the street. Our house is on a flat part of Crestmont Drive so it is good for activities in the street, unlike other parts of the neighborhood, which are very hilly and therefore not good for kids' activities.

The new development will bring lots of traffic to our street. I won't be able to do my archery anymore, and the other kids on our block will not be able to ride their bikes or practice their football throws. This directly affects our lives.

I understand that someone wants to build over 30 houses down at the dead end, and that each house will probably have at least 2-4 people in them. This will probably bring at least 60 more cars to our street, driving back and forth, resulting in a lot more traffic. It will then be unsafe for our neighborhood kids to play as we have been. I am very sad and disappointed that the city would allow this change.

If you would like any further comments from me, please call me at 415-681-042.

Sincerely,

Kerry Lee



RE-1

I-Lee M (2)

June 12, 2012

223 Crestmont Drive  
San Francisco, CA 94131

**RECEIVED**

Mr. Bill Wycko  
SF Planning Department  
1660 Mission Street, Suite 400  
San Francisco, CA 94103

JUN 15 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

Dear Mr. Wycko:

My name is Mark Lee, and I am a homeowner at 223 Crestmont Drive. The San Francisco Overlook traffic will drive by our house on the way to their new homes. Currently, our street is very, very quiet, with light traffic. We have a dead-end street so no through traffic drives by.

TR-4

I saw at a community meeting that the new developer said the SF Overlook complex would only bring one additional car per hour. I find that hard to believe, as it seems like the massive scale of the project will bring at least 65-70+ additional cars driving the street, and the bulk will probably be moving back and forth during the work rush hours.

Our child, Kerry Lee, has grown up in this home, and he has played in the street all his life. When he was young, he played ball and learned biking, as many of the neighborhood children still do. Now that he is a teen, Kerry practices his archery in the street, setting up targets toward the unoccupied forest with cones for safety. We have young children in other homes on our block that frequently ride bikes out and around the street here, as it is one of the few flat places to ride in our hilly neighborhood. The new volume of traffic from SF Overlook, will make it unsafe for these children to play in the street. Their lives will forever be changed for the worse.

RE-1

All of the homes on our Crestmont Drive block are cantilevered over a steep hill, so none have any backyards. We also have extremely short driveways, so kids can't play in the driveway, and cars can park in them.

TR-4

Many cars park on the side of the street, on both sides, as happily there is currently low traffic and no parking restrictions. One of the benefits we have enjoyed is that our visiting friends can find ample parking on the side of the road. Usually there is only one traffic lane due to parked cars, but to date it hasn't been an issue because of the light traffic load.

When the new SF Overlook traffic commences, with its incredible quantity of cars, there will be significant traffic congestion problems due to the one lane of driving space and many more cars wishing to come and go down our street.

We are strongly against the proposed massive scale of the SF Overlook Development. It is much too massive for the type of street we have (narrow and not a through street); it will greatly affect our way of life and change our neighborhood forever in an extremely negative way.

GC-2

Please stop San Francisco Overlook, or at least scale the project size back significantly.

Mark Lee



Lesley Leonhardt  
<[gallery@imagesnorth.com](mailto:gallery@imagesnorth.com)>  
05/18/2012 01:58 PM

To: [irene.nishimura@sfgov.org](mailto:irene.nishimura@sfgov.org)  
cc  
bcc  
Subject: question

History: This message has been replied to and forwarded.

Dear Ms. Nishimura,  
In reviewing the DEIR 2004.0093E for the proposed project called SF Overlook Residential Development I am absolutely shocked that the report allows 880 trees to be removed so the development can be built. I know this area very well and the removal of these trees seems to me to be detrimental to the stability of the hill that supports the Crestmont homes. Can you tell me how this can be allowed?  
Thank you.  
Lesley Leonhardt

GE-1

--  
Lesley Leonhardt  
Images of the North  
2036 Union Street  
San Francisco, CA 94123

Tel.: (415) 673-1273

email: [gallery@imagesnorth.com](mailto:gallery@imagesnorth.com)  
website: [www.imagesnorth.com](http://www.imagesnorth.com)



Lesley Leonhardt  
<gallery@imagesnorth.com>  
05/18/2012 02:37 PM

To irene.nishimura@sfgov.org  
cc  
bcc

Subject another question

History: This message has been replied to and forwarded.

Ms. Nishimura,

Another question I have on the DEiR for the Overlook Development Residential project is that the city has said it wants to retain families in SF so why would the Planning Department approve a project that has no back yards? It would seem to me that this project is being created to attract anything but families. Are children expected to play in the street? Why would the City allow this?

Lesley Leonhardt

Lesley Leonhardt  
Images of the North  
2036 Union Street  
San Francisco, CA 94123

Tel.: (415) 673-1273

email: [gallery@imagesnorth.com](mailto:gallery@imagesnorth.com)  
website: [www.imagesnorth.com](http://www.imagesnorth.com)

RE-1





Lesley Leonhardt  
<[gallery@imagesnorth.com](mailto:gallery@imagesnorth.com)>  
05/18/2012 04:09 PM

To Irene.Nishimura@sfgov.org  
cc  
bcc  
Subject another question

History: This message has been replied to and forwarded.

Dear Ms. Nishimura,

Why would the SF Planning Department even consider a project that ignores #'s 2,3,4, and 8 of the SF Accountable Planning Initiative? Surely the Policy has been created to safeguard the City and its residents from projects that do not comply with the Initiative.

LU-5

How can the Department ignore 2) protection of neighborhood character, 3) protection and enhancement of affordable housing, 4) discouragement of commuter automobiles, and importantly 8) preservation of open space? I find this project according to the DEIR in violation of all of the above.

LU-3  
GC-8  
TR-2  
RE-1

Why does Planning spend time on developments not in compliance with what the City deems as important for our quality of life? It seems to me this project is a huge waste of the department's time and talent.

GC-2

Lesley Leonhardt

Lesley Leonhardt  
Images of the North  
2036 Union Street  
San Francisco, CA 94123

Tel.: (415) 673-1273

email: [gallery@imagesnorth.com](mailto:gallery@imagesnorth.com)  
website: [www.imagesnorth.com](http://www.imagesnorth.com)

Bill Wycko  
Department of City Planning  
1650 Mission  
Suite 400  
SF CA 94103

Re: DEIR 2004.0093E

June 6, 2012

In reviewing the DEIR 2004.0093E for the proposed project called **SF Overlook Residential Development** I believe the following problems are not adequately addressed by the study.

The report allows **880 trees** to be removed so the development can be built. The removal of these trees radically changes the neighborhood character even though the report doesn't believe it does. The report admits to air pollution during construction which will be "mitigated" by watering down the area etc. The removal of the trees will render the hillside into a dust bowl that no amount of mitigation will control.

BI-1  
LU-3

When the report cites that a **45% increase** in vehicles traveling on Crestmont Drive during peak hours is acceptable - by what standards? This is not a through street! The increase in traffic will affect neighborhood character as well. When purchasing a home on a **cul de sac**, the property owner expects little or no traffic to speak of. Due to this proposed development, the home is now located on a busy through street. This change adds to **safety issues** not addressed by this report.

AQ-1  
TR-4

The draft states the **noise of construction** can be mitigated. Anyone who has ever lived next to either residential or commercial construction understands that you cannot control noise from large construction vehicles, hammering, sawing, drilling, and pile driving which will be occurring for 10 hours each day. To hold a whole neighborhood hostage for **23 months of construction** is unacceptable.

NO-1

The draft does not show how the **no parking** on the new street will be enforced. The draft states that the project's footprint has "less than significant impact on visual character from afar". It's disingenuous to even make that statement. This project looks like a sore thumb stuck on a denuded hillside. It's visual blight at its worst in my opinion.

TR-1  
AE-1

And finally, I don't see any discussion of the worthiness of the construction company chosen to build the project if it is approved. I believe it should be mandated that a **company with experience** in hillside construction projects be selected so as to "mitigate" potential damage to the existing neighborhood.

GC-11

Sincerely yours,

Lesley Leonhardt  
2036 Union St.  
SF, CA. 94123  
415.221.0602

I-Marks



Bill Wycko/CTYPLN/SFGOV  
06/04/2012 05:52 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc  
Subject Fw: STOP THE MASSIVE 34 UNIT SAN FRANCISCO  
OVERLOOK DEVELOPMENT

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/04/2012 05:52 PM -----



Pam Marks  
<pam@whack.org>  
06/02/2012 08:13 PM

To bill.wycko@sfgov.org, SeanElsbemd@sfgov.org,  
planning@rodnevfong.com, cwu.planning@gmail.com,  
wordweaver21@aol.com, plangsf@gmail.com,  
rm@well.com, mooreurban@speakeasy.net,  
hs.commish@yahoo.com, info@CrestmontPreservation.org  
cc  
Subject STOP THE MASSIVE 34 UNIT SAN FRANCISCO  
OVERLOOK DEVELOPMENT

To Whom it May Concern at the Planning Department:

I am a resident in the Forrest Knolls neighborhood and am vehemently against the proposed development of the 34 units on Crestmont Drive. My concerns are as followed:

\* The increase in traffic on all of our neighborhood streets. The streets are extremely narrow, impossible for two cars to pass simultaneously. I live on the corner of Devonshire and Oak Park and the volume of traffic at this corner is already above capacity.

TR-4

\*The lack of nearby public transportation to this neighborhood will mean that even more traffic will be on these narrow roadways.

TR-2

\*Weekday parking near bus and UCSF shuttle stops is already extremely congested on lower Crestmont Drive, making a safety hazard not only for cars passing through this area in which cars are parked on both sides of the street, but also for pedestrians attempting to access their cars.

TR-1

\*Emergency vehicle access. On Oak Park I have seen multiple emergency vehicle struggle to access the houses on this dead end street that doesn't have near the congestion that Crestmont Drive currently experiences. This development will create unacceptable safety risks.

HZ-1

\*Geoseismic and landslide hazard which could threaten nearby homes

GE-1

\*Destabilization of hillside by construction activities.

\*Doubling population density, traffic and congestion on the cul-de-sac block of Crestmont Drive which is out of character for this neighborhood and why many of its residents chose to purchase their homes in Forrest Knolls.

TR-4

\*My children walk this walk and play on the streets of this neighborhood, due to lack of yards. Again, we have chosen this area to raise our children so

RE-1

I-Marks  
Cont.

that they can be outside and play and get the feeling of a neighborhood where they are known. This development will destroy that uniqueness.

Due to the above issues I would like to register my strong opposition to the San Francisco Overlook Development Project.

Pam Marks  
100 Devonshire Way  
S.F, CA

415-566-1301

RE-1  
cont.  
GC-2

I-McAleece



Bill Wycko/CTYPLN/SFGOV  
05/07/2012 05:28 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc

Subject Fw: Please Stop SF Overlook Project

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 05/07/2012 05:28 PM -----



Erin Jean McAleece  
<mcaleece@gmail.com>  
05/07/2012 04:39 PM

To bill.wycko@sfgov.org  
cc

Subject Please Stop SF Overlook Project

Dear Mr. Wycko,

As a Forest Knolls resident, my neighbors and I are very concerned that the SF Overlook Project will have a huge negative impact on the neighborhood:

- increased traffic on all Forest Knolls' major street
- increased weekday parking burden near bus and shuttle stop
- geoseismic and landslide hazard which could threaten nearby home
- destabilization of hillside by construction activities
- doubling population density, traffic and congestion on cul-de-sac of Crestmont Drive

Please do what you can to stop this project!  
Thank you for your consideration,  
Erin McAleece

GC-2  
TR-4  
TR-1

GE-1  
TR-4

GC-2

Charlie McElwee

357 Crestmont Drive • San Francisco, CA 94131  
crmcelwee@gmail.com

**RECEIVED**

JUN 05 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

June 2, 2012

Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St.  
Suite 400  
San Francisco, CA 94103.

RE: San Francisco Overlook – Case No. 2004.0093E

Dear Mr. Wyco:

I am writing in opposition to the to the 34 unit San Francisco Overlook Residential Project on Crestmont Drive. I have lived on Crestmont Drive for 12 years. My children grew up there, and I have enjoyed watching new families with young children move onto the street. Since homes in this area have no yards, my children had no place to play but on the street and in the green space where the development is now proposed. The fact that the street is a deadend with houses on only one side of the road has reduced traffic speed and volume and made the street a relatively safe place to play. Indeed, it is one of the few remaining areas in the city where families feel comfortable raising their children.

GC-2

The street is not designed for and could not easily handle increased traffic. I live right at the dog-leg on Crestmont Drive and it is virtually impossible on most days (given the on-street parking) for two cars to pass each other on that stretch. Unfortunately, public transit is not a convenient option for those living on Crestmont Drive, so the proposed development would double traffic on the road and create significant safety and quality of life issues for the existing residents. I am extremely fearful of what would happen in a situation that required the need for access by emergency vehicles.

HZ-1

While I am not a geologist, I have witnessed first hand the landslides that can occur on our steep hillsides. I and many others on the street are understandably frightened by the geoseismic and landslide hazards that could threaten our homes as a result of the destabilization caused by hillside construction activities.

GE-1

The proposed development is also out of character with the neighborhood that has a low-density, suburban feel to it. Indeed, all the homes at the end of the street have retained a very 70's California woodland aesthetic. The proposed development is more consistent with the character of the development seen South of Market.

LU-3

If some development is inevitable, 12-16 single family detached homes with adequate parking (2-3 spaces per home) would be significantly preferable and would lessen the impacts on our neighborhood.

AL-1

Sincerely,



Charles McElwee

Cc (via email):

Rodney Fong, Commission President  
Cindy Wu, Commission Vice-President  
Michael Antonini  
Gwyneth Borden  
Ron Miguel  
Kathrin Moore  
Hisashi Sugaya

Supervisor Sean Elsbernd

Name Charles R. McElwee  
Address: 357 Crestmont Drive  
Tel: (415) 202-5981

SENT BY USPS TO ADDRESSEES  
copied by email to Members of the  
Planning Commission and Sean Elsbernd

To:  
Mr. Bill Wycko (bill.wycko@sfgov.org)  
Environmental Review Officer  
San Francisco Planning Department  
1660 Mission Street, Suite 400  
San Francisco, CA 94103-2414

I apologize I was unable  
to attend the hearing on June 14.  
My work schedule does not  
permit me to attend events  
during business hours. I remain  
steadfastly opposed to this  
project.

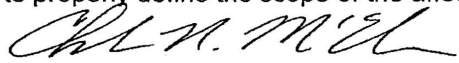


Copy to:  
Irene Nishimura, Planner in charge of the project (Irene.Nishimura@sfgov.org)

**Re: Objection to Proposed Draft EIR**  
**Planning Department Case No. 2004.0093E**  
**State Clearinghouse No. 2003122131**

We have lived in Forest Knolls for 12 years.

We object to the adoption of the proposed EIR and find that the report and recommendations are biased toward the objectives of those who paid for the report. The report is missing discussion and analysis of specific concerns that are **real quality of life issues** and furthermore the report failed to properly define the scope of the affected neighborhood / vicinity.



**Our specific concerns and objections are as follows:**

**Compliance with Planned Unit Development (PUD) criteria**  
**Page 6: Retaining Walls**

GC-9

GE-1

Objection to Proposed Draft EIR | Planning Dept. Case # 2004.0093E  
State Clearinghouse # 2003 122131  
Crestmont Drive Proposed Project



The EIR draft states that there will be no retaining walls at the rear yard. Since the residential units proposed are over two stories, there will be a requirement for two exits plus fire department access to the rear yards. Due to the slope of the site's rear yards, grading and retaining walls to provide rear yard access will be required. **Rear yard access study and grading impact need to be included in the EIR.**

GE-1  
cont.

**Proposition M**

**Change In Land use and Project Area Character:**

**Neighborhood Objection to the negative EIR statement of Impact LU-3 (p. 71)**

The Negative EIR statement that "the project would not have a substantial adverse impact on the existing character of the vicinity" is incorrect and misleading. The proposed project density and inclusion of a block apartment building would change the character of the neighborhood. The neighborhood is mostly single homes with a small number of Duplexes and no block type building such as the proposed townhouses which would be entirely above street level.

LU-3

**We object to the misleading statement of the Negative Draft EIR p. 72, second paragraph.**

The paragraph states that the project will be compatible with the single family residential units uphill on Crestmont, but the project as proposed will have no single family residential units and would conflict with the character of the neighborhood with the addition of townhouses on concrete podium.

**Planned Unit Development Criteria:**

**The proposed project does not comply with the Planning Code criteria for PUD development.**

1. Under *SFPC Sec. 304a(a)* the stated objective of allowing PUD is for projects "designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the city as a whole... In cases of outstanding overall design, complimentary to the design and values of the surrounding area."

**This is contrary to what this project would bring to the neighborhood.**

---

Objection to Proposed Draft EIR <sup>2</sup>	Planning Dept. Case # 2004.0093E State Clearinghouse # 2003 122131 Crestmont Drive Proposed Project
--	---

**Objection to the Statement of the Negative EIR Impact C-LU-1 (p. 72)**

Objection: as stated in the EIR report, the future development of Lot 27 is possible and therefore foreseeable. The development of lot 27 was approved in the past as stated in the EIR report.

LU-2

**The future development and impact of the additional residential units with a pedestrian connection to Oak Park Drive and the future impact on the existing residential units on Oak Park Drive should be included in the report.**

**The EIR did not evaluate the impact difference between duplexes and single homes.** The fact of life in our neighborhood is that most of the existing duplexes along Crestmont are rental units with very high use of cars as opposed to the single homes in the neighborhood.

LU-3

**The EIR has NOT addressed the potential cumulative impact on home values due to the higher percentage of duplexes and smaller units it would create. A study should have been included that compares the resale value of duplexes to single family homes.**

The per square foot values in the neighborhood for single family homes is much higher than duplexes. There are single family homes in the neighborhood that are 2500 to 3000+ square feet that are in the 1.5 to 2 million dollar range. As part of the evaluation of OPTION B the Draft EIR should not rely on the Developer's unsupported statement that there is no market for 3,600-4,600 square foot houses. Only independent fact should be included and an independent market analysis might find that in fact the developer can in fact build 5 to 14 single residences with great economic success and keep them in character with the neighborhood and actually raise property values for existing residents.

AL-2

**The draft EIR needs to comply with the requirement to analyze the proposed project in combination with past, present and reasonably foreseeable future projects, and thereby failed to study the cumulative considerable impact on the neighborhood and the environment.**

**FACT: the proposed project and overall zoning were originally approved as a complete subdivision to include two additional connected lots to the south west for 13 residences. This new scheme violates the original intention and forces a denser project that will negatively affect home prices and cause major road issues. It also**

LU-3

ignores the open space requirements. This road was originally to be a park for the neighborhood.

LU-3  
cont.

The original Subdivision plan was approved as a whole, including connecting road and community structure and open space. This original Plan, based on an overall review and approval, was only partially completed. The new Plan, as proposed, adversely affects many neighboring home owners.

**Cumulative Impact C-HZ-1 (p. 231): EIR states:**

"The proposed project, in combination with other past and reasonably foreseeable future projects, would not result in cumulatively considerable impacts on emergency access."

HZ-2

This statement is not correct and failed to assess or even discuss the further designated legal lot at the continuation of the proposed project. This lot, which currently has very little value, will suddenly have real market value as developable land once the new road is constructed. With the high value of developable land in the area the potential for this next development is evident and cannot be ignored. The code definition as noted above specifically state "reasonably foreseeable future project" and in the San Francisco real estate market and this desirable location this future development is unequivocally "foreseeable."

**Emergency access issues resulting from even further extension of the narrow private road should be discussed here.**

HZ-1

**Additional items impacted but not analyzed under the same requirements: Impact C-NO-1(p.240), C-UT-1 (p.242), C-PS-1 (p.243):**

**Objection to "no impact" statement under C-RE-1:** The Draft EIR wording misstates the definition of the impact analysis requirement. The evaluation requirement is specifically not limited to development submittal to the City, the requirement specifically requires study and evaluation of "**Foreseeable projects.**" Since there was past approval for the development of the contiguous lot and a physical connection to Oak Park Drive,

NO-1  
UT-1  
PS-1

AND, based on the potential increase of the market value of the land of the contiguous lot, there is no denial of the reasonable foreseeable additional development and future connection to Oak Park Drive. **The subsequent discussion of this issue (V Other**

PS-1  
cont.

**CEQA Issues. A. Growth Inducing Impacts p. 256) defers any impact consideration to a future EIR.**

**Under the EIR requirements, this additional impact needs to be included in the Draft EIR.**

**1. Transportation Analysis and Parking Survey Area-Figure 19**

**"IMPACT ON EMERGENCY ACCESS" (p. 230)**

**Page 99.** The EIR defines Crestmont as a 1,550 ft long dead-end street about 26 feet wide with parking on both sides. The report on page 99 discusses the fact that in effect, due to allowed parking on both sides, Crestmont becomes a one-lane street. The report states that "when vehicles traveling in opposite directions approach each other at the

same time, one vehicle must pull over to allow the other to pass (or backup until a clear driveway or unoccupied parking space is found). This fact and the fact that delivery trucks (such as UPS ,FEDEX, etc.) and garbage trucks, or in case of emergency, one vehicle might park and block the one way Crestmont for much longer time without leaving the ability to move over and clear the lane. **This fact and potential time delay for emergency access down the road and the cumulative effect of the delays and risk to occupants was not included under "IMPACT ON EMERGENCY ACCESS" (PG. 230) and the cumulative effects of the potential time delays were not discussed or evaluated under the "CUMULATIVE EFFECT" (Pg. 231). These are real life reductions in level of safety and quality of life.**

HZ-1

**Cumulative: (page 231):**

Under "Conclusions" the San Francisco Fire Department stated that the scope of their review and "Conclusion" of the "Impact on emergency access" proposal was limited to only to the assumption that the roadway will always have the open 20 foot wide roadway. The conclusions and review did not restate the limitations contained in the traffic statements on page 99 of the EIR. There may be times when the narrow road is partially blocked by one or more obstructions (service vehicles, illegally parked cars, etc); the potential effect is not considered. Will the developer assume responsibility for possible calamities when people cannot evacuate in an emergency?

HZ-1  
cont.

**The Draft EIR did not adequately evaluate the impact of the long (one passable lane) dead-end Crestmont Drive Cul-de-sac on emergency Vehicle Access (p. 266-267):**

**The Draft Negative impact implies that the length of a dead end road can be unlimited. In effect we would expect better science to evaluate the cumulative effect of adding distance and road width restriction to a dead-end road on emergency response time, access, and emergency vehicle maneuverability.**

**We object to the comparison the 1,550 foot Crestmont Drive dead-end cul-de-sac to many other residential streets in San Francisco. It is a very rare and possibly unique street in San Francisco and we object to the statements which minimize the cumulative effects on the quality of our lives.**

**How do you measure the impact of making a dead-end road longer?**

Earlier in the year, we had an overturned car on the corner of Devonshire. The police and fire departments closed the road while they rescued the driver and cleared the car away, interviewed witnesses, etc, which all took hours. **The EIR needs to evaluate access and evacuation in real emergencies such as this, as well as earthquakes, fires, etc.**

**Crestmont is a very long dead-end road. If closure were necessary, there would be many people trapped and no emergency vehicular or pedestrian exits are proposed in this project.**

**Real-world experiences of firefighters and former firefighters and other personnel**

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Objection to Proposed Draft EIR	Planning Dept. Case # 2004.0093E State Clearinghouse # 2003 122131 Crestmont Drive Proposed Project
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who have actually dealt with emergencies on the Crestmont cul-de-sac have confirmed the extreme difficulties of access and maneuver during such events. Have any interview with these personnel been carried out, or after-action reports reviewed in conjunction with the DEIR?

HZ-1  
cont.

**Objection:**

**"Effects of Vehicles parked on project Area Streets on Emergency Vehicle Access" (p. 267), with no vehicle egress possible and no downhill pedestrian escape route.**

A typical street in the city will always have opportunities for overflow on street parking within reasonable distance without affecting the neighborhood. This project without customary on-street parking has no opportunity to accommodate more than minimal guest parking without affecting the existing neighborhood. **The EIR needs to include analysis of guest parking demand in the absence of accessible public transportation. Forest Knolls is extremely underserved by MUNI and there is no MUNI stop on Crestmont within 0.4 miles.**

Since the street will be a private street, monitored only by the CC&Rs (as stated by the EIR), there will be no police enforcement. **The control of illegal parking is meaningless and "NON ENFORCABLE."**

**Objection to:**

The Draft EIR statement that the proposed project "will not Reduce Ability of Emergency Vehicles to Maneuver."

**Objection to:**

The Draft EIR statement that the proposed project "will not affect the cumulative increase In Emergency Service Calls Due to Project."

**Objection to:**

The Draft EIR statement that the proposed project "will not create Cumulative increase in "Obstruction of Access or Reduced Maneuverability to Emergency Service" Caused by Simultaneous Responses by Two or More Emergency and or Service Vehicles."

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Objection to Proposed Draft EIR 7	Planning Dept. Case # 2004.0093E State Clearinghouse # 2003 122131 Crestmont Drive Proposed Project
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**Disabled parking requirements (p. 21):**

Currently there is no disabled parking provided. Inclusion of Disabled parking will require wider than standard parking spaces and in fact might reduce the number of parking provided. With 68 parking spots, under the California Building Code, **this requirement will affect the total provided parking and need to be included in the EIR study in addition to accessible path of travel.**

TR-1

**Objection: No evaluation of existing road deterioration or road worthiness.**

The roads in this area are badly under-maintained. Every vehicle has to come and go on the same route due to the fact that Crestmont is a dead-end street. So the load is doubled.

Already, **sinkholes** have developed in this neighborhood, especially near the Crestmont intersection with Devonshire and nearer Oak Park. The city has come out to look at these sinkholes.

Several years ago, at the corner of Devonshire and Crestmont, a neighbor drilled into the road causing a major gas leak. The neighborhood nearly had to be evacuated. What will happen if the constant flow of heavy construction vehicles causes these sinkholes to break through?

Why should the City take on these types of risks, as well as risking the foundation of existing housing at the building site, plus building on a known slide area?

TR-5



Bill Wycko/CTYPLN/SFGOV

06/04/2012 05:55 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa Gibson/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: 2004.0093E Citizen DEIR Feedback

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/04/2012 05:55 PM -----



sutrosnafu@sbcglobal.net

06/01/2012 06:51 PM

Please respond to  
sutrosnafu@sbcglobal.net

To bill.wycko@sfgov.org

cc sutrosnafu@sbcglobal.net

Subject 2004.0093E Citizen DEIR Feedback

Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St., Suite 400, SF 94103  
bill.wycko@sfgov.org

Dear Mr. Wycko and Members of the Planning Commission,

I realize that your committee has a responsibility to the patrons proposing development, but the report is in error I believe with regard to the hazard of two or three times as much traffic on Crestmont Drive. There is the air safety issue and the effect on the preserve at the top of Mt. Sutro, of course, which can't be discounted completely. More seriously, I feel the judgement that there is no additional traffic burden on the street traffic to be -- with respect -- close to irresponsible.

It is possible that the assessment came from viewing this extremely long, narrow, steep, sloping, surprisingly busy, multilevel, twisting cul de sac during "office" hours such as at 9:30 am on a weekday, and that much of the assessment came from viewing the Devonshire--end of the street before the bend. I invite you however to come out from 2pm-9pm on a weekday or weekend, or a Sunday morning, or anytime on a weekend evening. With some parts of the street unavailable for parking because of head-on accidents that have happened in the past, spots are at that time highly sought, which causes space--cruising and blockage just from people parallel parking, and waiting for same, on either side. People come down the slope with this happening, encountering parallel parking that requires caution; then, breaks squeaking, idling at an angle, commuters are eager to continue unabated (sometimes in tandem) around the hairpin bend. It is of course not uncommon for cars to meet head to head and, after nodding or smiling in acknowledgement, agree that one will pull into someone's driveway or BACK UP

TR-4

AQ-2

TR-4



UPHILL in order to allow passage for the car wishing to exit via Crestmont. While this doesn't happen every minute of every hour, my thought is that if this is multiplied by three, and compounded by construction and inspection vehicles, plus service vehicles, the result is quite significant environmentally in terms of safety, air quality, oil deposits, civil access, and accident prevention. I am not blaming human behavior but *I do not think* the problem created by the development traffic will be helped much by traffic signs, speed limits, or warnings. The street is too narrow to accomodate gracefully or safely the high range of potential traffic to the area during peak hours, especially with the increased numbers or a 34 unit complex.

TR-4  
cont.

Yes, you have argued in your report, there are other harrowingly unworkable, deathtrap winding streets in San Francisco, in Golden Gate Heights and elsewhere. What you do not address is 'Why, when it is avoidable, best them here?' Why especially when the project might easily develop another means of access, at the bottom, with the help of the city?

My primary concern is this. If this DEIR position, that the traffic impact is insignificant, leads to carte blanche approval of additional traffic by several multiples, and then to the gradual confession by authorities that hazards do exist (perhaps at the suggestion of the developer, who will be helped at that point by such a confession), will the city then take away street parking for tax paying, law abiding current residents who live here now? That sounds like a likely, and familiar, staged developer scenario that would constitute an uncompensated public "taking" by our city stretched out just long enough to hope that the Chronicle or other publications aren't able to catch it in a sound bite. It will be nonetheless an affront to those who wish to be cooperative with the city at this juncture.

TR-1

Please the developer find another access inlet for his project. A much smaller development would be better for the community, but my primary concern, of the accuracy of DEIR's "No Problem" assessment on the proposed approach, might apply to any extensive development desiring to use, years after Mt. Sutro Woods forming, long cul de sac Crestmont as an exclusive means of public access.

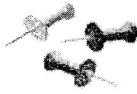
AL-4

Another access will be better.

Respectfully,

Ellen Schulz McElwee

307 Crestmont  
309 Crestmont  
357 Crestmont  
359 Crestmont



**Bill Wycko/CTYPLN/SFGOV**  
06/14/2012 10:29 AM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: Additional Citizen Input 2004.0093E SF Overlook

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/14/2012 10:29 AM -----



**sutrosnafu@sbcglobal.net**  
06/14/2012 09:49 AM

Please respond to  
sutrosnafu@sbcglobal.net

To Bill wycko <bill.wycko@sfgov.org>

cc Sean.Elsbernd@sfgov.org, planning@rodneymong.com,  
cwu.planning@gmail.com, wordweaver21@aol.com,  
plangsf@gmail.com, rm@well.com,  
mooreurban@speakeasy.net, hs.commiss@yahoo.com,  
mcelweegroup@gmail.com, sutrosnafu@sbcglobal.net

Subject Additional Citizen Input 2004.0093E SF Overlook

Bill Wycko, Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St., Suite 400, SF 94103  
bill.wycko@sfgov.org

Members of the Commission:  
Rodney Fong, Commission President planning@rodneymong.com  
Cindy Wu, Commission Vice-President, cwu.planning@gmail.com  
Michael Antonini, wordweaver21@aol.com  
Gwyneth Borden, plangsf@gmail.com  
Ron Miguel, rm@well.com  
Kathrin Moore, mooreurban@speakeasy.net  
Hisashi Sugaya, hs.commiss@yahoo.com

RE: Additional Citizen Input on DEIR, 2004.0093E SF Overlook

Dear Mr. Wycko, Supervisor Elsbernd, and Members of the Planning Commission,

I have read the DEIR for latecomer San Francisco Overlook Development's aspirations for the land purchased through various nontransparent transactions, and I am concerned first of all by the report's tone and specific aspects of its content (to be named below) in conjunction with the overall aggressive legal stances the developer has taken with the neighboring community. The developer's identity as an LLC, while regrettably common in this age of frivolous lawsuits, signals to the community its prioritization of self as an outsider entity unaccountable, once permission is granted initially by the City Planning Commission, to those without budgets or public relations staffs to deal with misrepresentations. There is a false gentility adopted by this group that bodes badly for future problems (no doubt foreseen by the profit-motivated foreign --?--developer), problems that will predictably occur and need straightening out to preserve the usability and safety of the existing homes.

**Stability of Slope Not Fully Predictable**

I am concerned about building on a slope at the end of a narrow street. I have voiced the concern about the street, but the slope gives no indication by history of being particularly stable sandwiched as it is

GC-3

GE-1

immediately below the existing aging homes and the steep land below. The report gives little attention to the slides occurring along the steep grade at various portions of Crestmont, which we have experienced ourselves, or the fact that the soil erosion in front of one house in particular is known to be of immediate concern to all. Needless to say, no one living on the street wants to "lead" with this as a complaint, as it forces talk of worries about our own properties. And this is exactly as the developer has designed, demanding that existing residents pay for investigation of the feasibility of his project, in order to falsely address the stability issue, and assure that said homeowners would refuse out of the unnatural sound of having us pay for their public relations. Such a move allows the developer to note to you and others, resident's putative lack of apparent concern about stability issues. Brilliant move, showing the meanness that will come out when dealing with busy neighbors in future when permission for massive work and ground moving is granted.

GE- 1  
cont.

The DEIR disappoints by failing to address the very real possibility that so much work could in fact destabilize and degrade the confident fixedness of our homes, many of which were purchased after multiple funky owners did not realize that water from the street runoff and winter rains could easily do much damage to the primary non-cement supports affixing and shaping the constructions. It is a fact that these homes face such problems, and were built with fewer demands placed on the builders at the time. It is an owner's responsibility to express concern about the damage to existing property that will occur, even if it doesn't immediately involve *obvious foundation cracks* or buildings falling down right away, from this comparatively enormous, *high-risk-for-high-profit* pitch to develop.

The developer is not local and is not motivated by public interest. The DEIR by its nature doesn't address this, but it will, by attempting to address public alarm with bland assessments of "No Effect" (endangered wildlife if it exists can be protected by several people holding a drape around a nest!) will embolden the developer and have a role in what happens after approval, and will disillusion those who want to believe the city takes steps to protect neighborhoods from slash and burn BIGFOOTs in order to preserve character -- at an acknowledged cost of NOT being a metropolitan front-runner in pro-business obsequiousness. The latter is one of the chief attributes of San Francisco, and has not stopped growth or made it any less pleasant a place of remarkable invention and stunning industriousness.

GC-1

I am not a geologist, but I do think, in addition to fantastically unreasonable attitudes toward the access street of Crestmont, the report does not adequately address the potential collateral damage to homes in the area.

GE-1

Sincerely and respectfully,

Ellen McElwee for the McElwee Family  
Crestmont Drive

RECEIVED

357 Crestmont Drive  
San Francisco, CA 94131  
June 1, 2012

JUN 11 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St., Suite 400, SF 94103  
bill.wycko@sfgov.org

20004.0093E, Citizen Input

Dear Mr. Wycko and Members of the Planning Commission,

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Yes, you have argued in your report, there are other harrowingly unworkable, deathtrap winding streets in San Francisco, in Golden Gate Heights and elsewhere. What you do not address is 'Why, when it is avoidable, best them here?' Why especially when the project might easily

TR-4

AQ-2

TR-4


develop another means of access, at the bottom, with the help of the city?

My primary concern is this. *If this DEIR position, that the traffic impact is insignificant, leads to carte blanche approval of additional traffic by several multiples, and then to the gradual (staged?) confession by authorities that hazards do exist (perhaps at the suggestion of the developer, who will be helped at that point by such a confession), will the city then take away street parking for current residents? That sounds like a likely, and familiar, staged developer scenario that would constitute an uncompensated public "taking" by our city stretched out just long enough to hope that the Chronicle or other publications aren't able to catch it in a sound bite. It will be nonetheless an affront to those who wish to be cooperative with the city at this juncture.*

Please help the developer find another access inlet for the project. While I agree that a smaller development would be better for the community, my primary reaction to the DEIR report, of the confounding blind eye of the "No Problem" assessment on the latecomer's desired approach, might apply to any extensive development proposing to use, years after Mt. Sutro Woods's forming, the long cul de sac Crestmont as its exclusive means of public access.

Another access will be better.

Respectfully,

  
Ellen Schulz McElwee

307 Crestmont  
309 Crestmont  
357 Crestmont  
359 Crestmont

TR-4  
cont.  
TR-1

AL-4



Bill Wycko/CTYPLN/SFGOV  
06/14/2012 10:22 AM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc  
Subject Fw: 2004.00093E Interest Claimed

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/14/2012 10:21 AM -----



xyz200030005-111@yahoo.com  
om  
06/14/2012 09:09 AM

To Bill wycko <bill.wycko@sfgov.org>  
cc Sean.Elsbernd@sfgov.org, planning@rodnevfong.com,  
cwu.planning@gmail.com, wordweaver21@aol.com,  
plangsf@gmail.com, rm@well.com,  
mooreurban@speakeasy.net, hs.commish@yahoo.com,  
mcelweegroup@gmail.com, sutrosnafu@sbcglobal.net.us,  
Charles Powell <ciplaw@earthlink.net>  
Subject 2004.00093E Interest Claimed

Bill Wycko, Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St., Suite 400, SF 94103  
bill.wycko@sfgov.org

Members of the Commission:  
Rodney Fong, Commission President [planning@rodnevfong.com](mailto:planning@rodnevfong.com)  
Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com)  
Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com)  
Ron Miguel, [rm@well.com](mailto:rm@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net)  
Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

Supervisor Sean Elsbernd, City Hall, [Sean.Elsbernd@sfgov.org](mailto:Sean.Elsbernd@sfgov.org)

RE: Vital interest in Hearing, Cannot Attend in Person

Dear Mr. Wyko and Esteemed Planning Commissioners,

We are owners in the immediate vicinity of the proposed project. Tragically, neither of us can attend the hearing! Financial obligations demand that I be out of state, and my husband Charlie McElwee is on his way to a global environmental summit in Malta on behalf of his firm Climateworks.

However, we claim a VITAL INTEREST in the proceedings and want you to know of our concern over the DEIR on a number of points. We have both already written. My children have written. Charlie will be writing again this week. I will be sending a second letter today and have posted some from the road and from San Francisco.

Sincerely,

Ellen, for the McElwee Family  
307 309 357 359 Crestmont Drive

GC-1

I-Miller F

**RECEIVED**

June 3, 2012

JUN 05 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

Fred Miller  
219 Crestmont Drive  
San Francisco, CA  
94131

Mr. Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St., Suite 400  
San Francisco, CA 94103

Dear Sir,

This is to address the proposed 34 unit project by SF Overlook Development on Crestmont Drive in the Mt. Sutro/Forest Knolls neighborhood, Planning Department Case No. 2004.0093E.

GC-1

Due to much effort by neighborhood groups we thought that this project, which was named Crestmont Hills Residential Project was stopped in 2007. The taxes and fees were unpaid and the project was deemed inactive. The land was sold at a Trustee Sale. However the purchaser at the sale was by one of the original partners.

The project has resurfaced under a new name, 'SF Overlook Development' and is basically identical to the original Crestmont Hills project. A 34 unit development in an area of single family and duplex homes is simply out of place. A row of 12 duplexes and a 10-unit townhouse in this small area will obviously redefine the neighborhood. In fact the increased vehicle parking requirements and traffic flow alone in this cul-de-sac should be reason enough to reject this project.

TR-1

TR-4

As a long time resident of this stable and quiet neighborhood I feel very strongly that this project should be rejected, so that what is now a very desirable area is not degraded into one that will be much less so.

GC-2

Yours truly,

  
Fred Miller

I-Miller L

**LAWRENCE D. MILLER**  
ATTORNEY AT LAW  
1200 SIXTH AVENUE  
SUITE 300  
BELMONT, CALIFORNIA 94002  
  
(650) 592-9151  
FAX (650) 350-3257  
lmiller@ldmlawyer.com

**RECEIVED**

**MAY 29 2012**

**CITY & COUNTY OF S.F.**  
PLANNING DEPARTMENT  
M E A

May 25, 2012

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

Attn: Ms. Irene Nishimura

Re: San Francisco Overlook Development Residential Project  
Your File No. 2004.0093E  
Our File No. 10263

Dear Ms. Nishimura:

I represent the Novell Family Partnership, L.P. and Alex Novell with respect to the injunction awarded pursuant to an American Arbitration Association binding arbitration award. Mr. Novell relates that Mr. Magomedov, who was enjoined from using certain architectural plans, has, acting through his surrogate, San Francisco Overlook Development, LLC, submitted architectural plans to the San Francisco Planning Commission for the above-referenced project in violation of the injunction issued against him (and any entity owned and controlled by him) by the three members of the arbitrator's panel in the AAA binding arbitration proceedings. A copy of the Arbitration Award is enclosed for your reference.

Mr. Novell relates that his company, Crestmont Hills, LLC (co-owned with Mr. Magomedov) owned the property for which the plans were prepared and paid for by Crestmont Hills, LLC to develop the project. While the property was owned by Crestmont Hills, LLC, the architectural plans developed by Crestmont Hills, LCC were submitted to the Commission in support of the then proposed development.

The property was lost by Crestmont Hills, LLC, in a foreclosure proceeding. Neither the architectural plans nor the project were sold by Crestmont Hills, LLC and neither San Francisco Family Homes, LLC nor San Francisco Overlook Development, LLC acquired any interest in the project or the architectural plans from Crestmont Hills, LLC (See Footnote 25 of the Draft Environmental Impact Report dated May 2, 2012, which incorrectly states that Crestmont Hills, LLC sold the project to San Francisco Family Homes, LLC).

The Draft of the Environmental Impact Report recites, at page 4 of section Notice of Preparation and Initial Study: "The current owner and project sponsor submitted a slightly revised project design to the Planning Department on December 9, 2010. The revised project involves a new architectural design and 13 residential buildings instead of 17 buildings, but does not change the proposed number of dwelling units or other fundamental project characteristics, and has a similar

PD-4



San Francisco Planning Commission  
May 25, 2012

Page 2

overall building footprint to the initially proposed buildings.” (Emphasis added.)

Based on the description of the project design, Mr. Novell believes Mr. Magomedov, acting through San Francisco Overlook Development, LLC, is utilizing a modestly revised version of the architectural plans owned by and paid by Crestmont Hills, LLC.

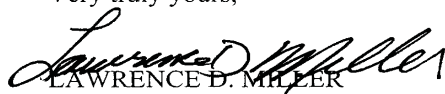
This letter is to advise you that Mr. Magomedov’s or San Francisco Overlook Development, LLC’s utilization of the architectural plans developed by and paid by Crestmont Homes, LLC for the project proposed by San Francisco Overlook Development, LLC is a violation of the injunction issued by the arbitrator’s panel and Mr. Novell intends to protect his rights to the plans.

Since the proposed Draft of the Environmental Impact Report was prepared based on a modestly revised version of the original architectural plans owned by Crestmont Hills, LLC, the Planning Commission of the City and County of San Francisco should not sanction a violation of the injunction of rights of Mr. Novell, successor to Crestmont Hills, LLC, by allowing a plan based on fraudulently procured plans to proceed to fruition.

Approval and even review of any project which utilizes the architectural plans developed by and paid by Crestmont Hills, LLC, and then purloined from Crestmont Hills, LLC, is inappropriate and should not occur.

I hope the above is helpful and will assist the Commission in reaching its conclusion on the pending application for the San Francisco Development Residential project.

Very truly yours,

  
LAWRENCE D. MILLER

LDM/p  
:p112262.524

Enclosure

cc: Bill Wycko/Environmental Review Officer ✓  
San Francisco Planning Commission  
1650 Missions St., Suite 400  
San Francisco, CA 94103  
Commissioner Rodney Fong  
Commissioner Cindy Wu  
Commissioner Michael J. Antonini  
Commissioner Gwyneth Borden  
Commissioner Ron Miguel  
Commissioner Kathrin Moore  
Commissioner Hisashi Sugaya  
Dennis Herrera, City Attorney  
Supervisor Sean Elsbernd  
HOA Association  
San Francisco Overlook Development, LLC  
San Francisco Family Homes, LLC and Magomed Magomedov

PD-4  
cont.

I-Rector (1)

RECEIVED

MAY 31 2012

Dear Mr. Wycko,

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

May 30, 2012

As a resident of the Inner Sunset, I have recently discovered the joy of hiking the trails of the Mt. Sutro Open Space area. One day while walking there, a paper posted on a telephone pole informed me of the proposed development. I was moved to take action by contacting you and speaking out against this development.

GC-2

I am writing to express my deep concern regarding the proposed Crestmont development. There is strong, organized opposition to this project so you would be certainly putting your reputation at risk if you don't stop it. This neighborhood is already built on terrain that is too steep; adding more buildings only compounds the threat of landslide and damage due to earthquake. I am at a loss to understand how one could possibly fit *even more* houses on such a steep hillside! Geologically, as crumbly Mt. Sutro continues its natural degradation, it is only a matter of time until these buildings collapse and destroy property and quite possibly people's lives.

GE-1

Please don't let this project be an embarrassment to you and your colleagues.

GC-2

Sincerely,



Clark Rector

PS If you can think of compelling reasons why this project should still continue, I would like to hear from you.

GC-2

clarkrector@gmail.com



Bill Wycko/CTYPLN/SFGOV  
06/05/2012 01:30 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV

cc  
bcc

Subject Fw: Opposition to new Cresmont/Kirkham heights area  
development

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/05/2012 01:30 PM -----



Clark Rector  
<clarkrector@gmail.com>  
06/05/2012 11:30 AM

To bill.wycko@sfgov.org, SeanElsbernd@sfgov.org,  
info@CrestmontPreservation.org,  
planning@rodneyfong.com, cwu.planning@gmail.com,  
wordweaver21@aol.com, plangsf@gmail.com,  
rm@well.com, mooreurban@speakeasy.net,  
hs.commish@yahoo.com

cc

Subject Opposition to new Cresmont/Kirkham heights area  
development

To those who care,

June 5, 2012

[I received your address from [crestmontpreservation.org](http://crestmontpreservation.org).] I am writing to express my deep concern regarding the proposed Crestmont development above Kirkham Heights. There seems to be strong and organized opposition to this project for many reasons. Here I simply write about what seems like the most imminent threat: natural erosion. This neighborhood is built on terrain that is already too steep: a staggering 45 degrees at places by my estimation. Adding more buildings only adds to the possibility of slides, great damage, and personal injury or loss of life. I cannot understand how some individual or group with any conscience could want to develop *even more* houses on such a steep slope! Geologically, as Mt. Sutro continues to naturally degrade, it is only a matter of time until these buildings go the way of gravity. Perhaps you, too, are against this project and have already taken action to stop it. Thank you. I really believe that letting this project slip by would be an embarrassment, and perhaps even catastrophic, to you and to the City of San Francisco.

Sincerely,  
Clark Rector

PS If there are compelling reasons why this project should continue, I would be interested to understand the reasoning.

I-Ritenour

June 8, 2012

Bill Wycko, Environmental Review Officer  
San Francisco Planning Department  
1660 Mission Street, Suite 500  
San Francisco, CA 94103

**RECEIVED**  
JUN 11 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

Re: San Francisco Overlook Development  
Case No. 2004.0093E

I, Lourena G. Ritenour have been a resident of Forest Knolls since 1974. My concerns about the potential environmental effects of this project are as follows:

- 1. Road that is too narrow for emergency vehicles and equipment and will make access difficult
- 2. Ability for Crestmont Drive to handle more traffic. Because it is narrow and twisty two vehicles already have difficulty passing simultaneously
- 3. Increased hazards due to excessive traffic and speeding
- 4. Addition of 34 units will add a minimum of 78 additional cars in this already congested area with narrow streets
- 5. The main Forest Knolls access street, Warren Drive, currently faces daily double parking of vehicles, especially in the apartment building area. Also, buses & cars on Warren frequently drive down center of street
- 6. Increased parking congestion. Street parking on Forest Knolls is already inadequate; currently the city doesn't monitor illegally parked cars, in a timely manner
- 7. Anticipated heavy traffic and noise at all hours will create unsafe hazards and stress for seniors and other occupants of Forest Knolls
- 8. Structural & environmental impact on current property from pile driving equipment that can destabilize the ground under those homes, as the earth shifts
- 9. Earthquake hazard for houses above and below construction
- 10. Possible landslide during construction and after, especially if we have an unusually wet winter. It happened during the 2007 winter on Warren Drive in an area that looks much more stable and not as steep as the proposed site
- 11. Same problem that happened in 1979 when new homes were added on lower Warren Drive, there was a landslide and one home slid down the hill. There was considerable damage to hill. Some damage to homes above the slide as well. This was after the developer's soil consultants had declared the hill safe!
- 12. The city had to construct a three-quarter million dollar retaining wall on the hill above Warren Drive. They installed giant pipes that went down to the same level as Warren Drive to handle spring water drainage. It took 3 years to complete corrective construction!

HZ-1

TR-4

TR-1

TR-4

GE-1

I would like to be copied on all future notifications in relation to this particular project as well as the notice of all hearings to be held.

Sincerely,



Lourena G. Ritenour  
59 Devonshire Way  
San Francisco, CA 94131

I-Rockwell

Paul Rockwell  
375 Crestmont Drive  
San Francisco, CA 94131  
Phone: (415) 731-4011  
June 17, 2012

**RECEIVED**  
JUN 19 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

Bill Wycko, Environmental Review Officer  
The San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

Re: San Francisco Overlook-Case No. 2004.0093E

Dear Mr. Wycko,

I believe that the environmental impact statement is deficient in certain important ways. In light of these deficiencies, the proposed development is a mistake that would place a negative toll on the neighborhood and on the City of San Francisco.

GC-2

When the San Francisco Fire Department has tried to send fire trucks down Crestmont Drive the trucks have been challenged by the narrowness of the street and by cars parked on the sides of the street. Nevertheless, in the past the cars parked on the downhill side of the street routinely parked half-way or more on the sidewalk to allow street traffic more room to pass.

HZ-1

In the past two months the Parking and Traffic Enforcement Department has started to come onto Crestmont Drive and to enforce a rule against parking on the sidewalk. As a consequence, the many cars that used to park on the downhill (west) side of the street, partly on the sidewalk and partly on the street to leave more room, now they park further out into the street, up to the edge of the curve. That means that room that was left for emergency vehicles has been and will be diminished, now and in the future, from what it used to be when residents routinely parked partly on the sidewalk in order to leave more street room. They will not park due to the risk a ticket of about \$100 that they could receive on a routine basis just to make the street wider, something that really needs to be done for the sake of street traffic.

The 300 plus block of Crestmont Drive has always been a narrow street. Because of this move by the Parking and Traffic Enforcement Department, as a practical matter the street is becoming even narrower. If trucks, and if emergency vehicles need to go down the Street, the challenge today is greater than it has ever been in the past, and the likelihood that a big vehicle could get stuck or cars parked along the street might get scraped along their sides is greater/more than ever.

Parking is such on the end of Crestmont Drive that if a neighbor has a party, all potential parking spaces fill-up, and people even park in strips along the street where the signs say "No Parking At Any Time" If a party can do this to the Street, imagine what this new development of thirty-four multiple-bedroom units is going to do to the parking. For one thing, residents that live here now will find that the reliable places that they used to park in most of the time are being taken-up now by the additional residents. Conditions will be far worse all the time than they are when a simple party happens up there now.

TR-1

One of the really bad aspects of this development is that it intends to add thirty-four multiple bedroom units, but it does not add street parking. In the neighborhood, street parking is heavily used, and I don't think these new neighbors are suddenly going to move in a different direction and not want to have lots of street parking. Since they don't get any on their narrow, private street, they will be using the already busy street parking from the neighborhood that leads to their development. This will cause a problem for the neighborhood, and change the neighborhood to one where the street parking becomes more of a dog eat dog affair. The early bird gets the worm. But people will find that if they are not the early-bird, they will not be able to park near their homes like they have up until now.

To fit-in thirty-four units on this steep terrain the units are getting narrow garage spaces. A form of mechanical device to add to the parking count is also being proposed. The problem is that the people would often rather use their garages for storage and over-flow and utility area than park their cars in a narrow space where they could scrape their cars sides going in and out, and a space that isn't long enough for them to park their cars and use the space as well for the other practical needs that they have. And to use a mechanical device to park their cars, they would probably find it more convenient just to leave the cars out on the street rather than to deal with all the inconveniences that their small parking places impose on them. But the development is not offering up needed street parking at all.

While the environmental review correctly states that current residents use the street parking, it has overlooked the parking and foot traffic demands of people that hike the trails here. Living across from one of the trails, I see people on the trails quite a bit. Some enter the trails across the street, or they leave the trail; in either case they add to Crestmont Drive pedestrian traffic, and some of them park their cars up here when they access the trail system. They hike the trails sometimes as individual or couples, but sometimes they are in groups of hikers as high as 20 or so. The forested, wooded areas are popular with these hikers. And there are many, many more of them than the environmental report seems to realize. Developing the currently forested, wooded areas takes away from this attraction to some extent,

TR-3

and it also adds greatly to the parking demand and the sidewalk traffic count, and the street traffic demand.

TR-3  
cont.

The end of Crestmont Drive has the kind of terrain that a Billy Goat would appreciate, hilly terrain. As a consequence, the people who live down there are not in a good position to take full advantage of public transit. The distance and the steepness of the terrain between the living area and the public transit is such that just about every-one is forced to rely on private transit to go in and out of the area.

TR-2

The thirty-four units would add more car traffic to the narrow Crestmont Drive than uses it now. As it is now, I have seen vehicles crash head-on into one another due to the narrowness of the street. If you more than double the traffic, the situation will be made worse.

TR-4

A major problem is that thirty-four units, each having multiple bedrooms, is just too many units to add to this neighborhood at this time. The intensity of the development is out-of-character with the neighborhood that services it and provides access to it. What would be much more appropriate would be a smaller development, say around 14 to 16 units. The size of the units would be more appropriately-sized to match the units that are in the neighborhood. And parking can be provided to service and real and practical needs of the development.

LU-3

The proposed development of thirty-four units will overwhelm the neighborhood and overwhelm the road that provides access to it. As a consequence, the character of the neighborhood and the experience of the people who live there will change greatly for the worse.

Because of the intensity of the development, the development is more in-line with what has been built down-hill from the development, at the south end of Fifth Avenue. I believe that if this intense development is to be built, it must be required to connect fully with Fifth Avenue, rather than to receive all of its succor and support from tiny Crestmont Drive, which is a street that is inappropriate to support such an large, intense development at its end.

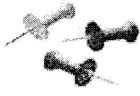
Crestmont Drive, to some degree, is an extension of the Forest Knolls neighborhood, where the homes are single-family and detached. I believe it is wrong to tack this intense thirty-four unit multi-family development onto the terminus of the streets that serve the Forest Knolls neighborhood. It will not be good for the neighborhood, and the damage would make all who live there suffer permanent harm.

Sincerely,



Paul Rockwell

I-Saks



Bill Wycko/CTYPLN/SFGOV  
06/19/2012 12:33 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV  
cc  
bcc  
Subject Fw: Opposition to the Proposed Development on Mt Sutro  
(Crestmont Dr)

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/19/2012 12:33 PM -----



Michael Saks  
<mikesaks@gmail.com>  
06/19/2012 12:29 PM

To bill.wycko@sfgov.org  
cc  
Subject Opposition to the Proposed Develepmont on Mt Sutro  
(Crestmont Dr)

Dear Mr. Wycko, Supervisor Elsbernd, and Members of the Planning Commission,  
My name is Michael Saks, I live at 355 Crestmont Dr in the Forest Knolls section of San Francisco.

GC-2

I am writing you to oppose the proposed development project on Mt Sutro, at the end of Crestmont Dr.

I have read much of the literature, and heard arguments for and against the project.

I will keep my comments brief, because I feel this is a very simple issue, requiring only common sense to understand.

THE PROPOSED DEVELOPMENT IS NOT SAFE.

TR-5

It is not safe for the potential residents in the new project, and it is not safe for the current residents of the neighborhood.

If you have been out to the site, I am sure you will agree that the road leading to the proposed site is not wide enough to get a bunch of construction vehicles in and out for many months. It is also not wide enough to get emergency vehicles in and out.

HZ-1

Forget about fires, because they are going to be a problem even for the current residents, but let's talk about a major earthquake.

GE-1

The proposed site is on a super steep cliff in the middle of one of the most seismically active areas on Planet Earth. It also happens to be smack dab in the middle of one of the most populated areas on Planet Earth as well.

There are many people below the proposed site, namely a world renowned hospital, and only a money-hungry fool would want to or allow a big condo to be built on that site.

GC-2

You are really playing with a bunch of danger if you allow this project to go through. I would hope that common sense, not money will prevail.

Be a trailblazer and become one of the very first politicians to actually rule in favor of common sense and safety, and not money.

-Michael Saks  
355 Crestmont Dr



I-Seeley



Bill Wycko/CTYPLN/SFGOV

06/04/2012 06:28 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: Forest Knolls Housing Development

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/04/2012 06:28 PM -----



Emily  
<emilyseeley@gmail.com>

06/04/2012 06:23 PM

To bill.wycko@sfgov.org

cc SeanElsbernd@sfgov.org, info@CrestmontPreservation.org

Subject Forest Knolls Housing Development

Hello,

I am writing to you this evening in hopes of persuading you against the commencement of the sutro forests construction. Here are three main reasons that the construction of new housing on Mt. Sutro would be negative for the community. First of all, the natural state of the cliffs bring significant character to the area. The trees, flowers, and other wildlife add beauty to the sunset as well as, on a larger scale, to our city itself. Secondly, this additional housing will cause the area to be very densely populated, and will hinder those who live in the neighborhood. Such a large increase in the neighborhood's population will also increase traffic; The narrow roads, which wind through Mt. Sutro are broadly navigated as is. Lastly, the safety of the citizens in the neighborhood would be threatened. This housing development will make accessing Mt. Sutro more difficult for emergency vehicles, an issue which already poses a problem for the residents.

Please take these thoughts into consideration, because following through with this plan for the housing development of forest knolls is something that will have a drastically negative affect on many lives.

Thank you for your time.

-Emily Seeley

GC-2

AE-1

LU-3

TR-4

HZ-1

I-Sobol J

Bill Wycko  
Department of City Planning  
1650 Mission St.  
Suite 400  
San Francisco, CA 94103

**RECEIVED**  
JUN 18 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

**Re: San Francisco Overlook - Case No. 2004.0093E**

June 14, 2012

After reviewing the DEIR 2004.0093E for the development of the Overlook project, there are many concerns that have come up. I have lived on Crestmont Drive for 25 years, and I have seen first hand the growth of automotive traffic and pedestrian traffic on the streets. Due to the winding, steep, and sometimes inaccessible sidewalks, most people walk in the street in order to stay clear of the dangerous irregular sidewalk.

TR-3

Adding 34 dwelling units to an already compact space, with most units having average 2 vehicles, without counting guests and visitors, that is adding up to 68 vehicles onto a dangerous dead end winding road. This will transform the existing character of this lovely neighborhood into a congested area with backed up traffic. In addition to the traffic and pollution this project will cause, adding so many vehicles to the street will make walking the streets that much more dangerous. Also the construction traffic and move in traffic that will automatically occur will add unnecessary danger, sound, pollution, and risk to the existing peaceful and charming neighborhood.

TR-4

AQ-1

I have personally seen a fire truck try to make a turn around at the bottom of the hill, and was unable to do so without the help of extra men to help back up the large emergency vehicle. Adding more residents and cars increasing, the chances of blocking a street so that an emergency vehicle can not pass is unacceptable in a city that is known for its earthquakes.

HZ-1

The DEIR also says "Project construction activities would emit toxic air contaminants that could expose sensitive receptors to substantial pollutant concentrations." and "Geology and Soils GE-1 Construction of the project would expose people and structures to substantial seismic related hazards including the risk of loss, injury, or death involving strong seismic ground shaking." This is UNACCEPTABLE.

AQ-1

GE-1

In order to build the development, the report states that 880 trees will be removed, which is unsatisfactory. Allowing this overbearing development to drastically change the character and appearance of a classic San Francisco neighborhood and allow unnecessary safety risks to be taken is offensive and must be more thoroughly addressed in the EIR!

BI-1

I request that the EIR include a study of a stairway to 5th Ave or an outlet to Warren. If there are going to be more pedestrians and vehicles, we need to have a through street. Maintain the street as a dead end will be unsafe for everyone. There needs to be a through road or exit pedestrian street path.

TR-3

Sincerely,  
Jillian Sobol  
435 Crestmont Dr.  
San Francisco, CA 94131



Sam Sobol  
<info@crestmontpreservation.org>  
Sent by:  
helene435@gmail.com

06/15/2012 02:57 PM

To bill.wycko@sfgov.org

cc Sean Elsbernd <Sean.Elsbernd@sfgov.org>,  
planning@rodneyfong.com, cwu.planning@gmail.com,  
wordweaver21@aol.com, plangsf@gmail.com,

bcc

Subject SF Overlook Development Residential Project - Case No.  
2004.0093E

Mr. Bill Wycko

Environmental Review Officer

San Francisco Planning Department

1660 Mission Street, Suite 400

San Francisco, CA 94103-2414

**San Francisco Overlook Development Residential Project**

**Planning Department Case No. 2004.0093E**

As concerned members of the Crestmont Drive and Forest Knolls community, we take issue with the accuracy and adequacy of numerous statements in the Draft EIR, as follows:

**Section IV Environmental Setting and Impact**

**G Emergency Access Issues pp. 18-20, & IV.G pp. 230-232**

Emergency access will be impacted more greatly than suggested in these sections and is of great concern to the neighborhood. Contrary to the statement on p. 18, despite the 68 parking spaces (2 per unit), the project is likely to generate substantial numbers of vehicles that will park on Crestmont Drive, primarily in the current turnaround location at the street's terminus, closest to the project. Comparison with the on-street parking situation on Crestmont uphill from the Oakhurst stairs, where all units have 2 enclosed parking spaces, is relevant.

HZ-1

The SFFD study done in 2005 (SFFD letter, Aug. 4, 2005) was not carried out with cars parked in the turnaround, nor at peak traffic period, and thus underestimated the difficulties which would be posed under these circumstances. These difficulties would be markedly increased by the additional traffic and parking burden imposed by the Overlook Development in its current configuration.

HZ-1  
cont.

Also, the impact of trapping drivers in the cul-de-sac when the street is blocked by emergency vehicles was not considered, nor the lack of downhill emergency pedestrian egress, which is lacking in this project. These factors increase the chance of fatality in case of fire emergency and are inadequately considered in the DEIR.

**G Impacts on Emergency Access** pp. 230 – 231

The 20ft. wide private road must be kept clear for emergency vehicle access, but the no-parking regulation will not be enforced by the SFPD due to the private nature of the street. The developer states "The restriction in on-street parking would be enforced through the CC&R's for the new homeowners association." No such association now exists and no mechanism for enforcement is proposed. Moreover, this developer has shown disregard for the CC&R's of the existing homeowners' association (Mt. Sutro Woods Owners Association – MSWOA), of which he is a member, failing to submit his proposals to or comply with guidelines of the Architectural Control Committee as required by the current MSWOA CC&R's. Why should it be assumed that CC&R's of a new owner's association will be enforced and how will that enforcement be accomplished?

This critical issue should be addressed in depth in the EIR, despite the disclaimer on p. 22, since it directly impacts emergency access and public safety, as well as Ciity liability.

**Section IV Environmental Setting & Impacts**

**C. Transportation and Circulation**

**Pedestrian Conditions** pp. 102-103

The DEIR misrepresents sidewalk width and ease of pedestrian usage of sidewalks on lower Crestmont. The report ignores narrowness, steepness, and irregularity of sidewalk in this section of the street, which results in almost all pedestrian traffic using the street instead of the sidewalk. The hazard to pedestrians using the street will

TR-3

increase with increased traffic from the proposed development and should be considered in the EIR.

TR-3  
cont.

**Traffic Impacts** pp. 108-109

An increase in vehicle trips on Crestmont during the peak P.M. weekday hour from the current level of 41 per peak hour to 91 per peak hour. Despite the fact that vehicle trips will be more than doubled on this narrow, winding street, this is stated as being "less than significant." We reject this conclusion, which focuses on intersection operations and not the actual driving experience on the single-passage road itself.

TR-4

**Parking Conditions** pp. 100-102

The Parking Study cited on p. 102 (LCW Consulting: Crestmont Hills Transportation Study – Final Report published February 2006) was conducted almost 7 years ago, in 2005, and does not reflect current conditions as increased numbers of cars on lower Crestmont have made parking more difficult in the interim.

TR-1

However, the study's major and insurmountable deficiency is the treatment of the entire length of the Crestmont cul-de-sac, from the Devonshire intersection to the terminus, as a single entity, rather than focusing only on the impacted area parallel to the projected development, i.e. from the blind curve to the terminus.

Incorporating the entire length of Crestmont from Devonshire totally skews and distorts the parking figures: the length of the street to the Oakhurst stairs consists of single family detached homes with 2 garages, and the available parking on the opposite side of the street is relatively sparsely occupied. This changes dramatically below the Oakhurst stairs as the housing density increases and many of the houses have rental units, with a marked increase in automobile number per structure, and concomitant increase in street parking requirements.

In consequence, this study is misleading and totally inadequate to reflect the actual parking situation on lower Crestmont Drive today, or to be utilized to determine actual impact of the projected development on parking in the most directly affected by the development.

Since parking is one of the critical areas which will impact on the existing community, as well as the anticipated new residents, this study should be repeated using the appropriate metrics as described above, and based on current conditions.

**Section V Other CEQA Issues**

**A Growth Inducing Impacts** pp. 255-256

Estimates development would have local census tract average of 2.34 persons per unit, and does not consider likely higher average given proximity to UCSF and probable rentals to students and trainees with at least 1:1 per bedroom occupancy. Similarly under-estimates likely population if adjoining lot 27 is developed.

OC-1

States that increased population growth would “be consistent with the General Plan and would not be considered a substantial adverse impact.” This boilerplate language totally ignores the actual impact of a doubling to tripling of the population at the end of an isolated cul-de-sac.

**C Effects on Neighborhood Character** p. 258, pp.71-72 & pp. 13-14 Appendix A

Describes density and height limits “similar to that of other buildings uphill and downhill from the project site.” The height of up to 40ft. clearly exceeds that of the adjacent uphill homes on Crestmont Drive (as well as violating the CC&R’s of the Homeowners’ Association), and the 10 unit building at the west end is totally out of character with the neighborhood. Comparison with the large apartment complexes downhill to the north (Sunset Avalon and Kirkham Heights apartments) is completely irrelevant and misleading: these complexes are in a different zoning district (RM-2) and are not part of Forest Knolls nor the Crestmont Drive cul-de-sac.

LU-3

**C Loss of ... Open Space & Children’s Play Area** p. 259

This section fails to take into consideration the increased risk to children on the existing Crestmont Drive cul-de-sac due to increased traffic, since the street itself is usually their “play area” in view of the fact that the hillside homes have no backyards. Further study required.

RE-1

**VI Alternatives**

**B Reduced Project Alternative** pp. 274-279

This reduced alternative, 16 larger single family homes, would certainly be preferable and more acceptable to the community, reducing the density, traffic and parking requirements by half compared to the proposed 34 unit development, thereby having considerably less adverse impact on safety and quality of life. Far more preferable, however, would be a limited tract of 6-8 single family homes.

AL-1

The developer’s statement that the market for such homes in this location is “not

established" is not substantiated by any referenced study and seems contradicted by the successful construction and sale of larger, more costly homes nearby (Clarendon Ave, Warren Drive.) in locations with less desirable features of seclusion and spectacular views than the proposed project site.

The developer's return on investment should be subject to proof and weighed against the dramatic benefit to the community if a much smaller number of larger homes or a variation of alternative B were to be chosen as opposed to the current project.

Sincerely,

Samuel M. Sobol, M.D.

Chairman

Crestmont – Mt.Sutro–Forest Knolls Neighborhood Preservation Coalition

415-640-3869

AL-1  
cont.





Sam Sobol  
<info@crestmontpreservation.org>  
Sent by:  
helene435@gmail.com

06/19/2012 12:01 AM

To bill.wycko@sfgov.org  
cc Sean Elsbernd <Sean.Elsbernd@sfgov.org>, planning@rodneyfong.com, cwu.planning@gmail.com, wordweaver21@aol.com, plangsf@gmail.com,  
bcc  
Subject Re: SF Overlook Development Residential Project - Case No. 2004.0093E

June 18, 2012

Mr. Bill Wycko

Environmental Review Officer

San Francisco Planning Department

1660 Mission Street, Suite 400

San Francisco, CA 94103-2414

Dear Mr. Wycko,

**San Francisco Overlook Development Residential Project**

**Planning Department Case No. 2004.0093E**

As a follow-up to my comments at the Planning Commission Hearing on 6-14-12, I wish to add a further observation and alternative recommendations regarding fire and emergency safety issues for residents of the Crestmont cul-de-sac and its proposed extension.

In my comments to the Commission, I pointed out that the Draft EIR failed to address the issue of emergency evacuation egress (as opposed to access) from lower Crestmont and Overlook development sites in cases of emergencies – such as uncontrolled fire – which closed or blocked Crestmont Drive to both vehicle and pedestrian evacuation, noting that in such circumstances residents would be trapped with no escape routes available. I also commented on this issue in my letter dated 6-15-12, citing Section IV G of the Draft EIR.

HZ-1



What I did not propose were the potential steps which could be taken to mitigate the risk and provide pedestrian evacuation routes from the area. Two alternatives appear available:

1. One or two stairways down from the Overlook development to the terminus of 5<sup>th</sup> Avenue at the Kirkham Heights apartment complex
2. A pedestrian walkway from the end of the Overlook private road to the Oakhurst Lane stairs, which would then connect directly to the small pedestrian sidewalk connecting the stairway to Oak Park Drive.

We realize that both of these options would require easements from the respective adjacent property owners. Nonetheless, the safety issues involved would far outweigh any additional difficulties the developer might encounter obtaining these easements.

This development should not move forward without provision for such emergency egress.

Sincerely,

Samuel M. Sobol, M.D.

Chairman

Crestmont – Mt.Sutro–Forest Knolls Neighborhood Preservation Coalition

HZ-1  
cont.



I-Thayer



**Bill Wycko/CTYPLN/SFGOV**

06/11/2012 12:45 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Jessica  
Range/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: Mount Sutro development

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/11/2012 12:45 PM -----



**Nick Thayer**

<nickatron22@gmail.com>

06/08/2012 01:18 PM

To "bill.wycko@sfgov.org" <bill.wycko@sfgov.org>

cc

Subject Mount Sutro development

Please don't develop Mount Sutro any further. The area needs to maintain its serenity in order to remain a nice destination for people from all around the Bay Area, both for hiking and otherwise.

Thank you for your time and for keeping Mount Sutro one of the few natural areas left in the city.

Nick Thayer

RE-1

RECEIVED

JUN 11 2012

JOHN A. VAILLANCOURT, MD  
443 CRESTMONT DRIVE  
SAN FRANCISCO, CALIFORNIA 94131-1018

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.E.A.

(415) 681-6623  
jonbobus@surfree.com  
June 7, 2012

Attention: Ms. Irene Nishimura  
Planning Department  
City and County of San Francisco  
1660 Mission Street, Suite 500  
San Francisco, California 94103-2414

REGARDING: Project Title: 2004.0093E - Construction of 34 Residential Units on a Proposed New Road near Crestmont Drive a/k/a Overlook

Dear Ms. Nishimura:

The burden of this letter addresses events antecedent to the development and publication of the EIR for the above-cited project, hereinafter referred to as Overlook. Because the critique described herein refers to the planning process *per se*, I elected to forward my concerns to you with the hope that you would bring it to the attention of the appropriate officials. The undersigned is the owner and occupier of the dwelling on 443 Crestmont Drive.

Regarding the Planning Department's mandated process of pre-application meetings with community involvement, I contend that the execution of pre-application procedures skirted or evaded statutory requirements.

At the first scheduled meeting (05/03-04/2012), it is agreed, and was documented, that the neighbors within the stipulated radius were notified; many of these showed up. The patently promotional context of this exhibit (an exhibit is not a meeting) did not adopt a presentation format in which project details were presented and questions answered before a collective audience of interested neighbors. On the contrary, Outlook utilized a professionally designed delivery designed to promote the project and its benefits via a format of separated, themed stations. With this set-up, attendees were corralled on an individual basis to separate "kiosks" for independent conversations, effectively precluding questions, concerns, and issues from being voiced, and heard, by all attendees. The customary "open forum" of community discourse was absent.

An apparent attempt to redress the deficiencies cited above was embodied in a second meeting on 09/07/2011. Although this meeting did incorporate the "open forum" paradigm that was missing at the initial meeting, please note that the attendance was restricted to a limited number of residents of Crestmont Drive. Whether this restriction was by design, oversight, or collusion – alas, I know not. The meeting could not be credited with being conducted before a complete audience of interested – and impacted – neighbors who reside within the greater impacted area.

The deficiencies in each of the "meetings", cited above, persuade me that the promotional events engaged by Overlook did not meet the intent, if not the regulatory requirements for Pre-Application Meetings.

I would appreciate it if you and your Department would give serious consideration to these concerns, such consideration to include a mechanism of relief.

Cordially,

  
JOHN A. VAILLANCOURT

GC-14

I-Wiss

**RECEIVED**

JUN 13 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

Mary E. Wiss

353 CRESTMONT DRIVE  
SAN FRANCISCO, CA 94131

June 18, 2012

Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1660 Mission Street, Suite 400  
San Francisco, CA 94103-2414

Re: San Francisco Overlook Development  
Objection to Proposed Draft EIR  
Planning Department Case No. 2004.0093E

Dear Mr. Wycko:

I write to object to the adoption of the proposed EIR for the San Francisco Overlook Development. My principal reasons are as follows:

1. The proposed development is massive and entirely out of character with the neighborhood which consists of single family residences and a small number of duplexes. The proposed complex does not have any single family residential units and does not take into consideration the neighborhood and the surrounding area. The proposed development density far exceeds the current construction.
2. The development contravenes all safety considerations. It is a huge complex at the end of a cul-de-sac which can only be reached by a narrow single lane road. At present, two cars cannot pass without one pulling over. If a refuse truck is on the street, no cars can pass. One fire truck or ambulance would block entry and egress for all residents creating a life-threatening trap and hazard. Two emergency vehicles are incapable of passing. And, since there is one way in and one way out, if the road was blocked, no emergency vehicles could reach the end of the street leaving families at risk of fire or other disaster.

LU-3

HZ-1

Bill Wycko  
Environmental Review Officer  
June 18, 2012  
Page Two

3. The proposed development will be built over air as the proposed construction on a steep slope. There have been inadequate soils evaluations and virtually no engineering evaluations performed. Slides have occurred in the area of the proposed development and on Warren. The proposed development endangers surrounding homes and structures. The developers have already blamed existing homeowners for anticipated slide problems and anticipated water run-off problems. They have told the existing neighbors that they are the ones who created a problem, attempting to shift responsibility to others before construction has even begun.

GE-1

4. The draft EIR fails to take into consideration the original subdivision which includes additional connected lost to the south. This massive size of the proposed development would significantly impair and preclude the use of the additional lots due to impeded traffic, inadequate road design, and lack of safety consideration.

LU-3

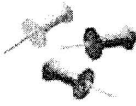
The original subdivision plan included a connecting road and open space. There are no options for any "connecting road". Thus we are left with a huge development at the end of a single lane dead end street. The development is out of character, dangerous, and suffers from serious structural and soils engineering deficiencies.

Thank you for your consideration.

Sincerely,

Mary E. Wiss

I-Wohlers (1)



Bill Wycko/CTYPLN/SFGOV

06/13/2012 10:25 AM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa Gibson/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: Case 2004.0093E Crestmont / SF Overlook Development

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/13/2012 10:25 AM -----



Peter Wohlers  
<pedro@whack.org>

06/12/2012 07:27 PM

To bill.wycko@sfgov.org

cc SeanElsbemd@sfgov.org, planning@rodneyfong.com, cwu.planning@gmail.com, wordweaver21@aol.com, plangsf@gmail.com, rm@well.com, mooreurban@speakeasy.net, hs.commiss@yahoo.com, info@CrestmontPreservation.org

Subject Case 2004.0093E Crestmont / SF Overlook Development

Mr. Wycko:

I am a resident in the Forrest Knolls neighborhood and am vehemently against the proposed development of the 34 units on Crestmont Drive. My concerns are as follows:

1) The increase in traffic on all of our neighborhood streets. The streets are extremely narrow, impossible for two cars to pass simultaneously. I live on the corner of Devonshire and Oak Park and the volume of traffic at this corner is already above capacity.

TR-4

2) The lack of nearby public transportation to this neighborhood will mean that even more traffic will be on these narrow roadways.

TR-2

3) Weekday parking near bus and UCSF shuttle stops is already extremely congested on lower Crestmont Drive, making a safety hazard not only for cars passing through this area in which cars are parked on both sides of the street, but also for pedestrians attempting to access their cars.

TR-1

4) Emergency vehicle access. On Oak Park I have seen multiple emergency vehicle struggle to access the houses on this dead end street that doesn't have near the congestion that Crestmont Drive currently experiences. This development will create unacceptable safety risks.

HZ-1

5) Geoseismic and landslide hazard which could threaten nearby homes. This has already been evidenced on the hill right next to the proposed development.

GE-1

6) Destabilization of hillside by construction activities.

7) Doubling population density, traffic and congestion on the cul-de-sac block of Crestmont Drive which is out of character for this neighborhood and why many of its residents chose to purchase their homes in Forrest Knolls. The fact that this project is even being considered seems ludicrous.

TR-4

8) My children walk this walk and play on the streets of this neighborhood,

RE-1

I-Wohlers (1)  
cont.

due to lack of yards. Again, we have chosen this area to raise our children so that they can be outside and play and get the feeling of a neighborhood where they are known. This development will destroy that uniqueness.

| RE-1  
| LU-1

9) Currently there are deed restrictions for this area that have existed since the development was built, which has served the community well. This project is a complete departure from anything that was envisioned for this neighborhood.

| PD-3

Due to the above issues I would like to register my strong opposition to the San Francisco Overlook Development Project.

| GC-2

Regards,

--  
\*\*\*\*\*  
\* Peter Wohlers \*  
\*pedro@whack.org\*  
\*\*\*\*\*



Bill Wycko/CTYPLN/SFGOV  
06/18/2012 01:44 PM

To Irene Nishimura/CTYPLN/SFGOV@SFGOV, Lisa  
Gibson/CTYPLN/SFGOV@SFGOV

cc  
bcc

Subject Fw: Forest Knolls Preservation, Case No. 2004.0093E

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 06/18/2012 01:44 PM -----



Susan Wong  
<susanwong@mac.com>  
06/14/2012 08:38 PM

To bill.wycko@sfgov.org

cc seanelbernd@sfgov.org, info@crestmontpreservation.org,  
planning@rodnevfong.com, cwu.planning@gmail.com,  
wordweaver21@aol.com, plangsf@gmail.com,  
rm@well.com, mooreurban@speakeasy.net,  
hscommish@yahoo.com

Subject Forest Knolls Preservation, Case No. 2004.0093E

Dear Mr. Bill Wycko and members of the Planning Commission,

I am writing to express my concerns about and strong opposition to the 34 unit San Francisco Overlook Development. The development would bring increased traffic congestion, parking problems, unacceptable safety risks because of limited access for emergency vehicles, geo-seismic and other landslide hazards resulting from construction activities and would drastically change the character of our neighborhood.

GC-2

I am a resident of Forest Knolls at 131 Devonshire Way and the majority of the increased traffic that would result from this massive 34-unit development would pass directly in front of my home along a narrow road that only accommodates a single line of vehicle traffic due to cars are parked in the street. This increased traffic would be an additional hazard to pedestrians and children who play along the street and would dramatically alter the quiet and peaceful nature of our neighborhood.

TR-4

All of the major streets of the Forest Knolls neighborhood would see an increase in traffic, especially Crestmont Drive and my street Devonshire way, which leads directly to Crestmont Drive. These narrow, twisting streets simply cannot handle the additional traffic that this development would bring to our neighborhood without a serious decline in the quality of life and safety of all the current residents of the neighborhood. With the lack of nearby public transportation, the increased traffic will certainly negatively impact all residents of the neighborhood, especially the residents along the streets like mine which flow traffic directly onto to Crestmont Drive.

TR-1

The increased traffic and vehicular load in the neighborhood would also place an increased weekday parking burden near bus and shuttle stops and would create further parking problems on lower Crestmont Drive, which is already congested with parked cars on both sides of the street.

The narrow, twisting streets in our neighborhood already present access challenges for emergency vehicles to the existing homes on the Crestmont cul-de-sac, but the safety risk would be further and unacceptably increased with an additional 34 units at the end of this cul-de-sac.

HZ-1



I-Wong (2)  
cont.

The potential for geologic de-stability and landslide hazards of this project are another risk to the homes adjacent to it both during construction and afterwards. There are increased risks to life and property downhill from the new development if and when future landslides like the previous one at 383-91 Crestmont were to occur.

| GE-1

The doubling of population density, traffic and congestion on this cul-de-sac is clearly out of character with the existing neighborhood. The lack of play areas and open space in the area would be further jeopardized by this development since all of the homes have no yards and children playing in the street would be exposed to the dangers of increased traffic that this development would bring.

| LU-3  
| RE-1

I would like to suggest the resizing of this project to fit in with our neighborhood and decrease the traffic burden of our crowded, narrow streets. The development of 12-16 single family detached homes with adequate parking of 2-3 spaces per home would better suit the character of the neighborhood and reduce the impact of increased traffic and parking congestion, as well as all the other risks and safety concerns I mentioned above.

| TR-4  
| AL-1

Thank you for your time and serious consideration of my concerns and objections to this project.

Sincerely,  
Susan Wong  
131 Devonshire Way  
San Francisco, CA 94131

**Subject:** Fwd: Fw: Fwd: draft EIR comments on Case No. 2004.0093E  
**From:** Paul Gorman (pgorman491@gmail.com)  
**To:** pj.gorman@yahoo.com;  
**Date:** Thursday, June 14, 2012 11:18 AM

San Francisco Planning Commission  
comments on draft EIR case no 2004.0093E

Received at CPC Hearing 6-14-12  
2004.0093E  
(J. NISHIMURA)

I am Paul J. Gorman, Ph.D., chairperson of the Architectural Control Committee of the Mount Sutro Woods Owners Association and I am presenting as a representative of the Association. I am an Experimental Psychologist and former Chief of Planning for the California Department of Mental Health (1979-1999).

GC-1

On February 7, 1963 the City Planning Commission (sic) passed resolution 5632 authorizing the Mount Sutro Woods Planned Unit Development. The Declaration of Restrictions were made and dated on the 14th day of April, 1954 (Attachment 1). The residential Covenants, Part A provides for approval authority by an Architectural Control Committee to of any building plans for any structure on any lot in the PUD 'as to quality of workmanship and materials, harmony of external design with existing structures and as to location with respect to topography and finish grade elevation." The declarant, who was the original developer, later sold the entire development, and is the sole party exempt from these covenants.

PD-3

By the summer of 2003 it became apparent that there would be parties interested in developing the two long-undeveloped highly unstable lots in the PUD, and particularly lot 25. With the help of several lawyers and examples of guidelines used elsewhere in the country a draft set of fundamental objective guidelines was developed for the assistance of members wishing to alter the appearance of a property or erect new construction. A pilot study of the guidelines was conducted to test their reliability and validity. The guidelines were found to be to be simple and clear. They were then adopted by the Association to be included with the By Laws in the information package provided to every new owner of property in the PUD. A current copy of these is attached (attachment 2). The guidelines describe the review procedures and standards separately for modification of existing properties and for new construction. The guiding principle of these standards can easily be seen: to maintain unity and harmony in the neighborhood and to define operationally the character of the neighborhood.

The standards are simple and clear. Parenthetical comments have been added for the purposes of this document.

1 *A height limit of twenty feet above the grade of the road unofficially named in 1966 by the Planning Department "Mount Sutro Drive", (lot 28) (attachment 2).*

2. *Off street parking for at least two full-size automobiles for each residential unit. (the very hilly nature of Crestmont Drive, lack of adequate sidewalk and 1/2 mile distance to the nearest bus stop make it evident that the automobile will be the primary carrier here.)*

3. *Primary views shall be preserved for all existing residences*, and certain landmarks are named : the Golden Gate Bridge, the Presidio, Golden Gate Park, Ocean Beach, the Pacific Ocean and St. Anne of the Sunset Church. (It need hardly be said that the value of the properties in this neighborhood depend on the splendid views).

There are other requirements which need not be mentioned at this time. Suffice it to say that the application procedures have thus far not been acknowledged by San Francisco Overlook nor were they respected in the design of this proposal. Of the alternative proposals only proposal B approximates the standards for new construction with respect to height limits and lot width and separation. Furthermore even plan B fails to comply with the parking requirements of the Association. The customary setting of sight line poles has not been done and the owner has allowed the trees on the property to grow so high that many homeowners above the proposed construction have already lost their views.

The failure of the preliminary Environmental Impact Report to acknowledge the legal requirements of the Association with respect to defined and reasonable architectural standards must be acknowledged and remedied. By adopting alternative B with minor modification this could be achieved. Any statement that the principal proposal would have no impact on the character of the existing neighborhood should be weighed against these objective measures.

Because of this omission by the developer there has been no discussion of permission to use the common area adjacent to the approach road, which is far too narrow as planned. Such discussion might have implications for making this a City road with regular patrol, parking and traffic control and maintenance, as well as proper safeguards for pedestrian and disabled persons.

Cordially



Paul J. Gorman,  
Ph.D., Chairperson  
2012  
Architectural Control Committee of the  
MSWOA

June 13,

San Francisco, California

PD-3  
cont.

*Attachment 1*

CC&Rs – Mount Sutro Woods Owners Association, Inc.

Scanned and reformatted document – Page 1 of 10

### DECLARATION OF RESTRICTIONS

THIS DECLARATION, made and dated this 14th day of April, 1964 by SUTRO FOREST DEVELOPMENT COMPANY, a corporation, hereinafter referred to as "Declarant".

WHEREAS, Declarant is the owner of that certain real property situate in the City and County of San Francisco, State of California, described as follows:

All of Lots 6-14 inclusive, as shown on MAP OF MOUNT SUTRO WOODS, SUBDIVISION No. 1, San Francisco, California, recorded October 30, 1963, in Book "U" of Maps, at pages 32 and 33, in the offices of the Recorder of the City and County of San Francisco, State of California,

herein called "Parcel A"; and

WHEREAS, Declarant is the owner of all that certain real property situate in the City and County of San Francisco, State of California, described as follows:

Beginning at the point of intersection of the northerly line of Oakhurst Lane and the easterly boundary line of Map of Lawton Heights, San Francisco, California, recorded October 7, 1952 in Book "R" of Maps at pages 32 and 33 in the office of the Recorder of the City and County of San Francisco, State of California (NOTE: for the purpose of this description the bearing of the northerly line of Oakhurst Lane is taken to be North 67°33'03" East and all bearings herein mentioned are related thereto); running thence North 26°09'51" West along said easterly boundary line of said Map of Lawton Heights 256.550 feet to an angle point therein; thence continuing along said easterly boundary line North 12° 23'53" West 73.365 feet to the northerly line of that certain 2.00 acre parcel of land described in the deed from Michael J. Scotto and Bernice Scotto, his wife, to P. Q. Chin, a married man, recorded November 7, 1962, in Book A499 of Official Records, at page 591 in the office of said Recorder; thence North 77° 36'07" East along said northerly line 102.253 feet to a point; thence northerly along the arc of a curve, to the right the center of which bears North 53° 18'47" East 437 feet from the last mentioned point with a radius of 437 feet, a central angle of 7° 11'13", a distance of 54.016 feet; thence northerly along the arc of a curve to the right tangent to the preceding curve with a radius of 137 feet, a central angle of 44° 30' a distance of 106.404 feet; thence northerly along the arc of a curve to the left tangent to the preceding curve with a radius of 144 feet, a central angle of 35° 00', a distance of 87.965 feet; thence northerly along the arc of a curve to the right tangent to the preceding curve with a radius of 44 feet, a central angle of 45° 50', a distance of 35.198 feet; thence northeasterly along the arc of a curve to the right tangent to the preceding curve with a radius of 64 feet, a central angle of 64° 17'12", a distance of 71.809 feet; thence South 89° 52'48" East tangent to the preceding curve 137.133 feet; thence easterly along the arc of a curve to the left tangent to the preceding course with a radius of 338 feet, a central angle of 19° 02'29", a distance of 112.329 feet; thence North 9° 55' East 136.743 feet to the southerly line of the lands described in the deed from Francis Burke to Aug. J. Lang, dated February 27, 1942, recorded March 2, 1942, in Book 3844 of Official Records, at page 493, in the office of said Recorder; thence North 82° 54'54" East along said southerly line 172.160 feet to a point on the easterly line of that certain parcel of land designated Exhibit "A" in the deed from Mathew I. Sullivan and Home for the Aged of the Little Sisters of the Poor, a corporation, to Francis Burke, recorded May 21, 1938 in Book 3304 of Official Records, at page 48, in the office of said Recorder, a distance thereon North 19° 37' 58" West 59.06 feet from the southerly extremity of that certain course "South 19° 35' East 242.58 feet", which forms portion of the easterly line of the property described in said deed last above referred to; thence along the easterly and northerly line of the property described in said deed to Francis Burke, the

Original document recorded May 6, 1964 (Book A 757; Pages 151-168)

CC&Rs – Mount Sutro Woods Owners Association, Inc.

Scanned and reformatted document -- Page 3 of 10

Commission of the City and County of San Francisco, approved February 7, 1963, as amended or otherwise modified from time to time with the approval of the said City Planning Commission (said Planned Unit Development, as so amended or modified, being herein called "the Planned Unit Development"); and

WHEREAS, it is the desire of Declarant to impose upon said Parcels A and B, and upon said Parcel C in the event that Declarant should so acquire said Parcel C, mutual and beneficial restrictions, conditions, covenants and agreements for the benefit of said parcels and every part thereof and the present and future owners of said parcels or any part thereof; and

WHEREAS, there has been incorporated under the laws of the State of California a nonprofit corporation known as MOUNT SUTRO WOODS OWNERS ASSOCIATION, INC. hereinafter referred to as "Association", membership in which is limited to each beneficial owner of property, including Declarant, within the tract. Copies of the Articles of Incorporation and Bylaws of Association are on file in the principal office of the corporation and open to the public. The provisions of said Article of Incorporation and Bylaws are incorporated herein by reference and made a part hereof. Association, subject to the provisions hereinafter contained, and subject to its Bylaws, is to have the right, and Declarant does hereby assign Association, and will hereafter to the extent necessary assign to Association, the right to enforce the restrictions, covenants, easements and charges set forth in this declaration,

NOW, THEREFORE, Declarant declares that the tract and all parts thereof are held and/or shall be held, conveyed, hypothecated or encumbered, leased, rented, used, occupied and improved subject to the following limitations, restrictions, covenants, charges and agreements, all of which are declared and agreed to be in furtherance of a plan for the subdivision, improvement and sale of the tract and are established and agreed upon for the purpose of enhancing and protecting the value, desirability and attractiveness of the tract and every part thereof. All of the limitations, restrictions, covenants, charges and agreements shall run with the land and shall be binding on all parties having or acquiring any right, title or interest in the tract or any part thereof.

#### **PART A. RESIDENTIAL COVENANTS**

##### **A-1 Architectural Control.**

No building shall be erected, placed or altered on any lot until the construction plans and specifications, and a plan showing the location of the structure, have been approved by the Architectural Control Committee (hereinafter referred to) as to quality of workmanship and materials, harmony of external design with existing structures, and as to location with respect to topography and finish grade elevation. The foregoing shall include but shall not be limited to approval of changes in the exterior colors of any building, including its roof. The provisions of this Paragraph 1 of Part A shall not apply to the erection, placement or alteration by Declarant of any structure on any lot in accordance with the Planned Unit Development.

##### **A-2 Landscape Control.**

The Architectural Control Committee shall control the manner in which all yard areas of each lot are planted and maintained, including but not limited to erection and placement of fences, walls, planters and dividers, so that the appearance of individual lots shall not clash with or detract from the general appearance of the whole.

Original document recorded May 6, 1964 (Book A 757; Pages 151-168)

*Attachment 2*

**MOUNT SUTRO WOODS OWNERS ASSOCIATION, INC.**  
**ARCHITECTURAL CONTROL COMMITTEE GUIDELINES**

**AUTHORITY**

The Declaration of Restrictions for the Planned Unit Development of Mount Sutro Woods filed with the City and County of San Francisco May 6, 1964 (Part A: Residential Covenants A-1 Architectural Control and A-2 Landscape Control) and the By-Laws of the Mount Sutro Woods Owners Association (Section VIII #3) establish the Architectural Control Committee (hereafter: the Committee) as a standing committee of the Mount Sutro Woods Owners Association (MSWOA). All owners of property within the Mount Sutro Woods Planned Subdivision are obliged to obtain approval of the Committee before commencing any construction or external modification to their property. Failure to obtain prior approval may result in the removal of disallowed construction or improvements at the owner's expense.

The Architectural Guidelines are a product of the extant Architectural Control Committee and reflect the current view of the Committee and the Board. The guidelines are subject to revision, clarification and/or upgrading at the discretion of the Committee. The policies and actions of the Committee upon approval of the Board of the MSWOA become policy of the Association and may be amended at any time by a majority of the Board Directors. The version here published was adopted by the Board of Directors on September 17, 2003.

**PURPOSE**

The purpose of the Committee shall be to preserve the value, attractiveness and architectural integrity of the collective properties of the subdivision by adopting and applying uniform guidelines for construction and modification these properties. The Committee shall convene upon the call of the President of the Association and whenever the chairperson of the Committee shall determine for the purpose of adopting or modifying its policies or to review applications from homeowners for modification to an existing property including any exterior construction, modification, extension, decoration or other notable alteration. Interior modifications require no review by this Committee.

The Committee shall also be convened to review any proposed new construction, modification or development on undeveloped properties within the Association. The Committee may also be asked to review proposals for modifications to properties adjoining the Association which modifications may affect the interests of members.

## **REVIEW PROCEDURES**

### **Modification of existing property**

A member who wishes to modify the exterior of a property shall contact the chairperson sufficiently in advance of such modification to allow the Committee to determine whether this modification is of such a nature that the Committee should review it, and if so, to make a determination of the suitability of the modification to the standards of the Association. If the Chairperson finds it necessary the homeowner shall submit a written proposal in plain language describing the modification's scope, size material, and color and provide drawings sufficient to allow the Committee to judge the suitability of the modification. Any costs necessitated by the review process shall be borne by the applicant.

### **Standards for existing properties**

The architectural style of the existing neighborhood shall serve as the norm. Unusual colors, structural changes, permanent ornamentation and the like shall require justification and approval of the Committee. All exterior work shall be done with proper permit from the City and the permit shall be made available to the Committee upon request.

No modification will be approved which removes existing off-street parking.

### **New Construction**

Development of any Association property upon which a previous edifice has been demolished or upon which no edifice has previously been constructed shall require submittal of a formal proposal to the Committee and approval by the Committee and the Board prior to beginning construction. To prevent costly modifications the wise property owner will secure the opinion of the Committee before submitting plans to or securing permits from the City of San Francisco. Since the standards of the Association are more rigorous than those of the City the Committee is not bound to approve plans previously approved by the City.

A complete proposal shall include but not be limited to plots and elevations, including materials, color, and texture of each proposed building or buildings. It shall include reports of the seismic and hydrologic stability of the site, access for emergency vehicles and residents' vehicles, vehicular parking provisions for each prospective resident, fireplace or other emissions, and impact of any anticipated traffic on the existing neighborhood.

### **Timeline**

When the chairperson receives an application the Chairperson shall acknowledge and date its receipt in writing. The Committee shall be called to review it. Should additions or modifications be required, the applicant will provide them in a timely manner. The chairperson shall make the determination whether the application shall be considered complete for the purposes of the Committee. The Committee shall forward its response to the Board and the applicant within 30 days of the receipt of the complete application. The Committee shall state its approval or disapproval of the application in writing.

If the Committee approves the application, the Board shall review this finding and give a response to the applicant within 30 days. If the Board disagrees with the Committee it shall specify in what regard and propose alternatives to the applicant in the same time frame.

If the Committee disapproves, the Committee shall specify in what regard the application fails. The applicant may then revise the application to address the deficiency or deficiencies specified. The Committee shall review the amended application and give its recommendation to the Board within 30 days. Again, the reasons for any disapproval shall be stated and the opportunity for revision provided with the same time constraints. The Committee may make a determination that the proposal is wholly unacceptable and forward that finding to the Board. The Board shall announce its decision to the applicant within 30 days of receipt of the Committee's decision.

Should the application raise technical questions which require professional consultation, the chairperson or the President shall request such consultation and it shall be provided by the applicant at the applicant's expense. The Board shall not be limited to the applicant's consultant in this regard. These timelines may be extended by mutual agreement of the applicant, the Committee and the Board.

### **Standards for New Construction**

The architectural style of the existing Association as interpreted by the Committee shall serve as the norm for new construction. For example, no building shall be approved with an elevation greater than twenty feet above the grade of Crestmont Drive or Mount Sutro Drive (proposed 1964) nor a width less than forty feet.

No construction shall be approved which fails to provide covered off-street parking for at least two full size automobiles (400 square feet minimum) for each residential unit.



Primary views are naturally of concern to hillside homeowners, and the Association has an interest in preserving these views. No construction shall be approved which will impede the sight lines of existing homes with respect to the Golden Gate Bridge, the Presidio, Golden Gate Park, Ocean Beach, the Pacific Ocean, or Saint Anne of the Sunset Church.

All utilities and wires shall be completely underground. Exterior color must be in accord with the range of colors of other buildings within the Subdivision. Roof color must be neutral and non-reflective. Any solar panels must be horizontal and flush with the roof and non-reflective. No satellite antennas shall be mounted on the roof. Exterior lighting shall be designed so that the light source shall not be visible from neighboring properties.

The footprint of the proposed construction shall not exceed sixty percent of the lot size, and no tree larger than twelve inches in diameter shall be removed from the remaining area unless it is within ten feet of the new construction or another tree. Trees on properties below other Association properties shall be maintained at a height no greater than fifteen feet above the grade of Mount Sutro Road (proposed 1964).

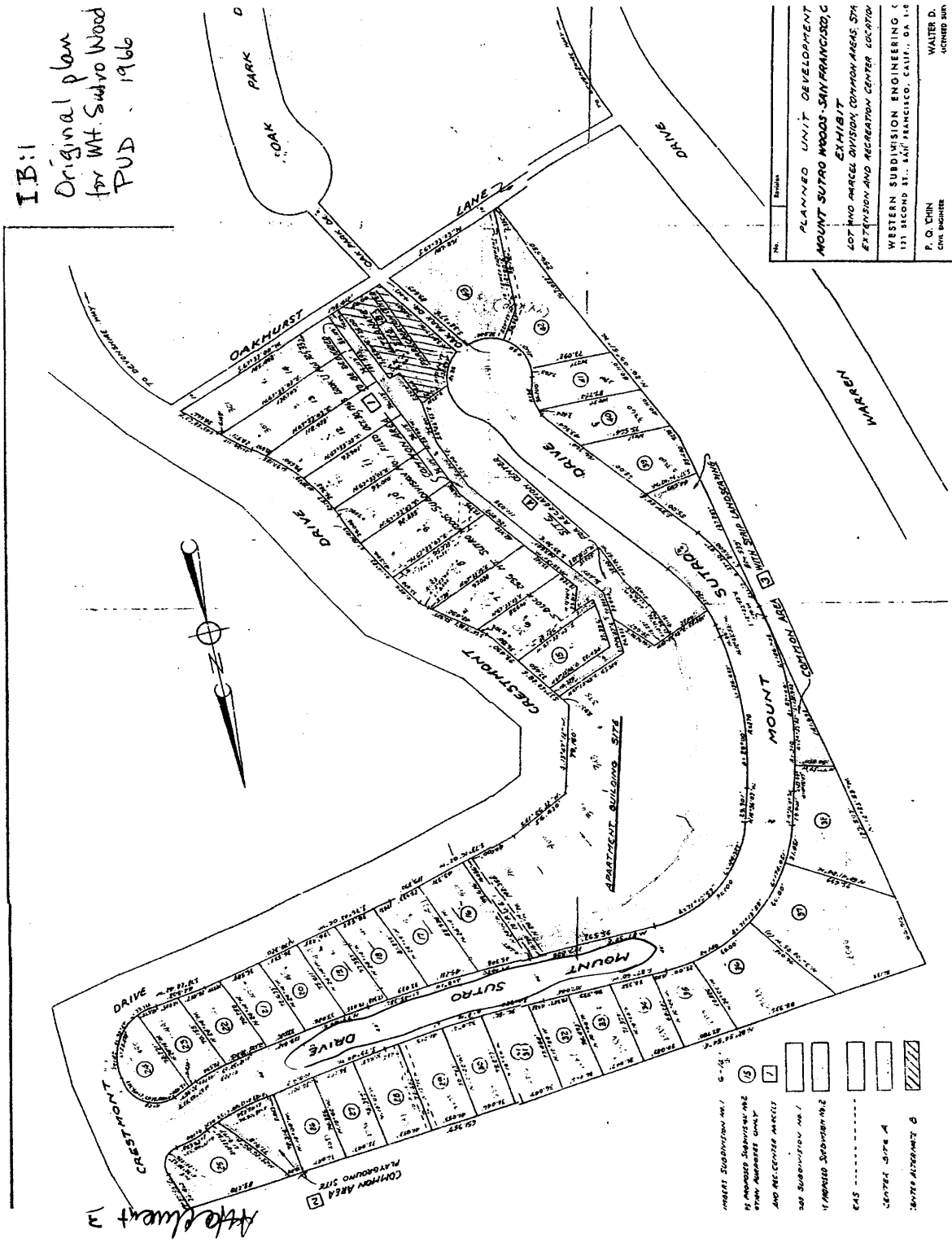
#### **Submittal Requirements**

For preliminary approval, two sets of the following documents are required:

Preliminary Site Plan, with date, lot number and location, name and address of the owner and the proposed architect. The lot area and building gross area must be stated. Preliminary sections, elevations, floor and roof plans must be noted. A proposed landscape plan and phasing schedule should be included.

For final approval, two sets of final designs are required. One set will be retained by the Association and the other returned with comments to the owner/submittor.

IB:1  
Original plan  
for Mt. Sutro Wood  
PUD - 1966



No.	Section
	PLANNED UNIT DEVELOPMENT MOUNT SUTRO WOODS - SAN FRANCISCO, CA EXHIBIT LOT TWO PARCEL DIVISION COMMON AREAS SPA EXTENSION AND RECREATION CENTER LOCATION
	WESTERN SUBDIVISION ENGINEERING 131 SECOND ST., SAN FRANCISCO, CALIF., O.A. 1-0
	F. Q. CHIN CIVIL ENGINEER
	WALTER D. REGISTERED SURVEYOR

- 18 MOUNT SUBDIVISION NO. 1
- 17 UNIMPROVED SUBDIVISION NO. 2
- 16 UNIMPROVED SUBDIVISION NO. 1
- 15 UNIMPROVED SUBDIVISION NO. 2
- 14 UNIMPROVED SUBDIVISION NO. 1
- 13 UNIMPROVED SUBDIVISION NO. 2
- 12 UNIMPROVED SUBDIVISION NO. 1
- 11 UNIMPROVED SUBDIVISION NO. 2
- 10 UNIMPROVED SUBDIVISION NO. 1
- 9 UNIMPROVED SUBDIVISION NO. 2
- 8 UNIMPROVED SUBDIVISION NO. 1
- 7 UNIMPROVED SUBDIVISION NO. 2
- 6 UNIMPROVED SUBDIVISION NO. 1
- 5 UNIMPROVED SUBDIVISION NO. 2
- 4 UNIMPROVED SUBDIVISION NO. 1
- 3 UNIMPROVED SUBDIVISION NO. 2
- 2 UNIMPROVED SUBDIVISION NO. 1
- 1 UNIMPROVED SUBDIVISION NO. 2

Atto Plaintiff M

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ATTACHMENT B

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DEIR FORM COMMENT LETTERS

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Table B-1 Items Listed in DEIR Comment Form Letters

	I wish to register my strong opposition to the San Francisco Overlook development project.	Traffic	Parking	Safety	Difficult Access for Emergency Vehicles	Increased density...	...and congestion	Geologic stability and risk of landslides	Lack of accessible public transportation	Out of character with the neighborhood	Family unfriendly, loss of accessible open space and play area for children	Miscellaneous additional comments submitted as a written addition to the Form Letter
	GC-3	TR-4	TR-1	HZ-1	HZ-1	LU-3	TR-4	GE-1	TR-2	LU-3	RE-1	Various
I-Aiken/Robison	X	X	X	X	X	X	X	X	X	X	X	LU-1
I-Allen I	X	X		X				X				
I-Allen M	X	X	X	X	X	X	X	X	X	X	X	
I-Anderson	X	X	X	X	X	X	X	X		X		
I-Avittal	X	X	X	X	X	X	X	X	X	X	X	
I-Barsotti	X	X	X	X	X			X	X	X		LU-3, TR-1, TR-4
I-Boutros	X	X	X	X	X	X	X	X	X	X	X	TR-4
I-Branch	X			X	X			X	X			HZ-1
I-Byrne	X	X	X	X		X	X	X	X			
I-Campbell	X	X	X	X	X	X	X	X	X	X	X	
I-Carpe	X	X		X	X			X			X	
I-Carpenter	X	X	X	X	X	X	X	X	X	X		
I-Carr	X	X	X	X	X	X	X			X		

**Table B-1 Items Listed in DEIR Comment Form Letters**

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	GC-3	TR-4	TR-1	HZ-1	HZ-1	LU-3	TR-4	GE-1	TR-2	LU-3	RE-1	Various
I-Chan	X	X			X	X	X		X		X	
I-Chang	X	X	X	X	X			X	X	X	X	
I-Chernak	X	X	X	X	X	X	X	X	X	X		LU-5
I-Chiao	X	X		X	X			X				
I-Chu	X	X	X	X	X	X	X	X	X	X		GC-3
I-Cleland	X		X	X	X	X	X			X		AL-1
I-D'Alessandro	X	X	X	X	X	X	X	X	X		X	LU-3
I-Drennan	X	X		X	X	X	X	X	X			
I-Garret	X	X	X	X	X	X	X	X	X	X	X	
I-Given	X	X	X	X	X	X	X			X		HZ-1
I-Grafenberg (1)	X	X		X	X	X	X					
I-Grafenberg (2)	X	X						X		X		RE-1, HZ-1
I-Gray	X	X			X	X	X			X		

Table B-1 Items Listed in DEIR Comment Form Letters

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	GC-3	TR-4	TR-1	HZ-1	HZ-1	LU-3	TR-4	GE-1	TR-2	LU-3	RE-1	Various
I-Henriquez	X	X	X	X	X	X	X	X	X	X	X	RE-1
I-Huey	X	X	X	X	X	X	X	X	X	X	X	
I-Jacobson LB	X	X	X	X	X	X	X	X	X			
I-Jacobson LT	X	X		X	X	X	X	X	X			
I-Jones A	X	X			X			X				
I-Jones JR	X	X	X	X	X	X	X	X	X	X	X	
I-Kan (2)	X	X	X	X	X	X	X	X	X	X	X	RE-1, TR-4
I-Koehler	X	X			X	X	X					
I-Larson	X	X	X	X	X	X	X	X			X	GC-3
I-Lau	X	X	X	X	X	X	X		X	X		
I-Lee K (1)	X	X	X	X	X	X	X	X	X	X	X	RE-1
I-Lee M (1)	X	X			X	X	X				X	
I-Lei	X	X	X	X	X	X	X	X	X	X	X	



**Table B-1 Items Listed in DEIR Comment Form Letters**

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	GC-3	TR-4	TR-1	HZ-1	HZ-1	LU-3	TR-4	GE-1	TR-2	LU-3	RE-1	Various
I-Leigh	X	X	X	X	X	X	X	X	X	X	X	TR-4
I-Litwin	X	X	X	X	X	X	X					TR-4
I-Lyda	X	X	X	X	X	X	X	X	X		X	
I-Mattox	X	X	X		X	X	X			X		GC-3
I-May	X	X		X		X	X			X	X	
I-McElwee E (3)	X	X		X								TR-4
I-McElwee E (4)	X	X		X	X			X				TR-4, AL-1
I-McElwee L	X	X		X	X							AL-3
I-McElwee M	X	X		X	X							AL-3
I-Minuth E (1)	X	X	X	X	X	X	X	X	X	X	X	
I-Minuth E (2)	X	X	X	X	X	X	X	X	X	X	X	GE-1, RE-1, HZ-1
I-Minuth R (1)	X	X	X	X	X	X	X	X	X	X	X	
I-Minuth S (1)	X	X	X	X	X	X	X	X	X	X	X	

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	GC-3	TR-4	TR-1	HZ-1	HZ-1	LU-3	TR-4	GE-1	TR-2	LU-3	RE-1	Various
I-Minuth S (2)	X	X	X	X	X	X	X	X	X	X	X	RE-1
I-Nicholas	X	X	X	X	X	X	X	X	X	X	X	
I-Nolen	X	X		X		X	X					TR-4
I-O'Donnell/ Schindhelm	X	X	X	X	X	X	X	X				
I-Ooms/Palmer	X	X	X	X	X	X	X		X			
I-Popp	X											AL-1
I-Ruth-Lee	X	X		X	X							
I-Schenk	X	X			X	X	X					
I-Scully M	X	X	X	X	X	X	X	X	X	X	X	
I-Scully N	X			X	X			X			X	HZ-1, RE-1
I-Scully P	X											RE-1
I-Sirivansanti	X											GC-4
I-Smith J	X	X	X		X			X	X			TR-4

**Table B-1 Items Listed in DEIR Comment Form Letters**

	I wish to register my strong opposition to the San Francisco Overlook development project.	Traffic	Parking	Safety	Difficult Access for Emergency Vehicles	Increased density...	...and congestion	Geologic stability and risk of landslides	Lack of accessible public transportation	Out of character with the neighborhood	Family unfriendly, loss of accessible open space and play area for children	Miscellaneous additional comments submitted as a written addition to the Form Letter
	GC-3	TR-4	TR-1	HZ-1	HZ-1	LU-3	TR-4	GE-1	TR-2	LU-3	RE-1	Various
I-Smith S	X	X	X	X	X							
I-Sung	X											GC-4
I-Tsui-YunLiu	X	X	X	X	X	X	X	X	X	X	X	AL-1
I-Tsuyuki	X	X	X	X	X	X	X	X	X	X	X	
I-Vaillancourt (2)	X				X	X	X			X		HZ-1, GC-13
I-Wong (1)	X	X	X	X	X	X	X	X	X	X	X	
I-Yi	X	X	X		X	X	X					
I-Young	X	X	X	X	X	X	X	X	X	X	X	
I-Zaback	X	X	X	X	X			X	X		X	

I-Aiken/  
Robison

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
[CrestmontPreservation.org](http://CrestmontPreservation.org) 415-731-0171

**TO ALL CRESTMONT – FOREST KNOLLS – MT. SUTRO AREA NEIGHBORS  
STOP THE MASSIVE 34 UNIT SAN FRANCISCO OVERLOOK DEVELOPMENT!**

**FIGHT AGAINST INCREASED TRAFFIC, CONGESTION AND DENSITY  
THE TIME FOR ACTION IS NOW! WRITE BEFORE JUNE 18<sup>TH</sup>!**

**The Draft Environmental Impact Report (DEIR) has been issued by the Planning Department!**

Case No. 2004.0093E - Posted on [www.CrestmontPreservation.org](http://www.CrestmontPreservation.org)

**Public Hearing June 14 at 12 noon at City Hall, Room 400** (call 558-6422 June 11 for specific time)

**Written comments and objections to the 34 unit San Francisco Overlook Residential Project must reach the Planning Department before June 18, 2012, to be considered. Every letter and e-mail matters and is counted!**

**For maximum impact, please write a personal, individual letter or e-mail to**

Bill Wycko, Environmental Review Officer, Planning Department, 1660 Mission Street, Suite 500, SF 94103; [bill.wycko@sfgov.org](mailto:bill.wycko@sfgov.org)  
Please copy all of the Planning Commissioners, Supervisor Sean Elsbernd, [SeanElsbernd@sfgov.org](mailto:SeanElsbernd@sfgov.org), and [info@CrestmontPreservation.org](mailto:info@CrestmontPreservation.org)  
Rodney Fong, Commission President, [planning@rodneyfong.com](mailto:planning@rodneyfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [rm@well.com](mailto:rm@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commiss@yahoo.com](mailto:hs.commiss@yahoo.com)

**Tell the Planning Department you are concerned about:**

- Increased traffic on all of Forest Knolls' major streets, and doubling of traffic on narrow, twisting Crestmont Drive where two cars, and certainly trucks, cannot pass simultaneously. Lack of nearby public transport = much more traffic
- Increased weekday parking burden near bus and shuttle stops, and creating a parking nightmare on lower Crestmont Drive, already congested with parked cars on both sides of the street
- Creating unacceptable safety risks due to difficult access for emergency vehicles which is already an issue for current residents on Crestmont cul-de-sac
- Geoseismic and landslide hazard which could threaten nearby homes
- Destabilization of hillside by construction activities
- Risk to life and property downhill in the new development when/if future landslides like previous one at 383-391 Crestmont were to occur
- Doubling population density, traffic and congestion on cul-de-sac block of Crestmont Drive – already San Francisco's longest! Out of character with the neighborhood!
- Making neighborhood children's only play areas (the street and the currently undeveloped area since homes have no yards) inaccessible or more dangerous due to increased traffic

**Suggest alternative:**

- 12-16 single family detached homes with adequate parking (2-3 spaces per home).

**You can also register your concerns by filling out and mailing the form below:**

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103

**RE: San Francisco Overlook – Case No. 2004.0093E**

I wish to register my strong opposition to the San Francisco Overlook development project. My major objections and concerns are:

- traffic  parking  safety  difficult access for emergency vehicles  increased density and congestion
- geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood
- family unfriendly, loss of accessible open space and play area for children  Other *In conflict with preserving the serenity of one of the few urban oases left in San Francisco*

Name Karen Aiken / Matt Robison Signature \_\_\_\_\_  
Street 253 Oak City San Francisco Zip 94131

MAY 30 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.F.D.

TR-4  
TR-1  
HZ-1  
HZ-1  
LU-3  
TR-4  
GE-1  
TR-2  
LU-3  
RE-1  
LU-1

*[Handwritten signatures and initials]*

I-Allen I

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

TR-4  
HZ-1  
GE-1

Name IOAN ALLEN Signature I Allen  
Street 363 CRESTMONT DRIVE City SAN FRANCISCO Zip \_\_\_\_\_

JUN 11 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

RECEIVED

I-Allen M

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name MARY ALLEN Signature Mary Allen  
Street 377 OAK PARK DR City SAN FRANCISCO

**RECEIVED**

MAY 30 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.F.A.

94103241460



TR-4  
TR-1  
HZ-1  
HZ-1  
LU-3  
TR-4  
GE-1  
TR-2  
LU-3  
RE-1

I-Anderson

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
RE: San Francisco Overlook – Case No. 2004.0093E

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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name Lori Anderson Signature [Signature]  
Street 391 Oak Park Dr. City SF

RECEIVED 7

JUN 05 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
TR-1  
HZ-1  
HZ-1  
LU-3  
TR-4  
GE-1  
LU-3

I-Avittal

...homes with adequate parking (2-3 spaces per home).

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- geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood
- family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name Anna Avittal

Signature Anna Avittal

Street 451 Chestnut Dr.

City SAN FRANCISCO CA 94131

**RECEIVED**

MAY 29 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1



I-Barsotti

I have lived in Forest Knolls for over fifty years. The access and width of the streets in this neighborhood were never planned to accommodate a project of this size. We can hardly handle the population density we have at the present time due to rentals and limited available street parking. In addition we have major congestion, each weekday, at the Oak Park Dr. entrance to the Forest Knolls area caused by the vehicles leaving and picking up students at the Clarendon school.

LU-3  
TR-1  
TR-4

*Gene Barsotti Patricia Barsotti*

Gene & Patricia Barsotti  
577 Oak Park Dr.  
San Francco, Ca. 94131=1028

RECEIVED

MAY 30 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
RE: San Francisco Overlook - Case No. 2004.0093E

*we* wish to register my strong opposition to the San Francisco Overlook development project. My major objections and concerns are:  
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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other

Name *Gene & Patricia Barsotti* signature *Gene Barsotti Patricia Barsotti*  
Street *577 Oak Park Dr* city *San Francisco*

RECEIVED  
MAY 30 2012

MAY 30 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
TR-1  
HZ-1  
HZ-1  
GE-1  
TR-2  
LU-3

I-Boutros

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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other

RECEIVED

JUN 04 2012

Name Isabella Boutros Signature Isabella Boutros CITY & COUNTY OF S.F.  
Street 90 Sea Cliff Avenue City San Francisco Zip 94121 PLANNING DEPARTMENT

\* I am very concerned about the increased traffic. I spent my whole childhood playing in this neighborhood and I'm seriously worried about the safety of children in this neighborhood. The road is already very narrow and crowded and should not become even more so.

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1
- TR-4

I-Branch

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
RE: San Francisco Overlook – Case No. 2004.0093E

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name JACOB BRANCH Signature Jacob W. [Signature]  
Street 569 OAK PARK DRIVE City SAN FRANCISCO, CA Zip 94131

THIS PROJECT IS A DISASTER WAITING TO HAPPEN. THE AREA IS SLIDE-PRONE, AND THE STREET WIDTH IS ALREADY QUESTIONABLE FOR EMERGENCY VEHICLE ACCESS.

HZ-1  
HZ-1  
GE-1  
TR-2  
GE-1  
HZ-1

I-Byrne

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
[CrestmontPreservation.org](http://CrestmontPreservation.org) 415-731-0171

**TO ALL CRESTMONT – FOREST KNOLLS – MT. SUTRO AREA NEIGHBORS  
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Please copy all of the Planning Commissioners, Supervisor Sean Elsbernd, [SeanElsbernd@sfgov.org](mailto:SeanElsbernd@sfgov.org), and [info@CrestmontPreservation.org](mailto:info@CrestmontPreservation.org)  
Rodney Fong, Commission President, [planning@rodneyfong.com](mailto:planning@rodneyfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [rm@well.com](mailto:rm@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

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**Suggest alternative:**

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name Brian Byrne Signature [Signature]  
Street 191 Devonshire Way City SF **RECEIVED**

MAY 31 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
TR-1  
HZ-1  
LU-3  
TR-4  
GE-1  
TR-2

I-Campbell

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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Name Todd CAMPBELL Signature Todd Campbell  
Street 557 OAK PARK DR City S.F. Zip 94131

**RECEIVED**

MAY 29 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M F A

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- TR-2
- LU-3
- RE-1
- GE-1

I-Carpe

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Name NANCI CARPE Signature Nanci Carpe  
Street 79 DEVONSHIRE WAY City SAN FRANCISCO **RECEIVED**

JUN 05 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
HZ-1  
HZ-1  
GE-1  
RE-1

I-Carpenter

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
[CrestmontPreservation.org](http://CrestmontPreservation.org) 415-731-0171

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Rodney Fong, Commission President, [planning@rodneyfong.com](mailto:planning@rodneyfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [m@well.com](mailto:m@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

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Name Dr. W.M.'s Beverly Carpenter Signature Beverly Carpenter  
Street Devonshire Way City SAN FRANCISCO **RECEIVED**

JUN 11 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

TR-4  
TR-1  
HZ-1  
HZ-1  
LU-3  
TR-4  
GE-1  
TR-2  
LU-3

I-Carr

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Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [m@well.com](mailto:m@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

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Name LOU CARR Signature [Signature]  
Street 121 CRESTMONT DR. City SAN FRANCISCO CA ZIP 94132

**RECEIVED**

MAY 31 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.F.A.

TR-4  
TR-1  
HZ-1  
HZ-1  
LU-3  
TR-4  
LU-3



I-Chan

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Name CREIGHTON CHAN Signature *Creighton Chan*  
Street 57 CRESTMONT DR. City S.F. / CH **RECEIVED**  
ZIP 94131

JUN 04 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M F A

- TR-4
- HZ-1
- LU-3
- TR-4
- TR-2
- RE-1

I-Chang

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
CrestmontPreservation.org 415-731-0171

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Name ROBERT CHANG Signature [Signature] 5/23/12  
 Street 540 OAK PARK DR City SF Zip 94131

RECEIVED

MAY 24 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
TR-1  
HZ-1  
HZ-1  
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RE-1

I-Chernak



RECEIVED

JUN 15 2002  
CITY & COUNTY OF SAN FRANCISCO  
PLANNING DEPARTMENT

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 unfriendly, loss of accessible open space and play area for children  Other THE EDINVA SHOULD BE

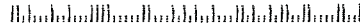
Name J.F. CHERMAK Signature J.F. Chernak  
Address 107 CRESTMONT DR. City S.F. Zip 94131

CHANGED AS THE STREETS & OTHER INFRASTRUCTURE WAS NOT COMPLETED AS PER THE ORIGINAL PLANNING FOR FOREST KNOLLS.

S.F. CA.

94103

94103+2414



- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- LU-6

I-Chiao

You can also register

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Name Linmei Chiao Signature [Signature]  
Street 321 Crestmont Dr City SF Zip 94131

RECEIVED

JUN 11 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.E.A.

TR-4  
HZ-1  
HZ-1  
GE-1

I-Chu

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Name Felix Chu Signature *Felix Chu*  
Street 227 Crestmont Drive City San Francisco Zip 94131

RECEIVED  
JUL 12 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

No to SF OVERLOOK Development!

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1
- GC-2

I-Cleland

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*I recommend the single family home alternative, wbc*  
Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103

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Name Wallace B. Cleland Signature Wallace B. Cleland  
Street 347 Oak Park Drive City San Francisco, CA

TR-1  
HZ-1  
HZ-1  
LU-3  
TR-4  
LU-3  
AL-1

MAY 30 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

I-D'Alessandro

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Name LISA D'Alessandro Signature Lisa D'Alessandro  
 Street 531 Oak Park Dr. City San Francisco, CA Zip 94111

**RECEIVED**

JUN 13 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.E.A.

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- RE-1
- LU-3

I-Drennen

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
RE: San Francisco Overlook – Case No. 2004.0093E

TR-4  
HZ-1  
HZ-1  
LU-3  
TR-4  
GE-1  
TR-2

I wish to register my strong opposition to the San Francisco Overlook development project. My major objections and concerns are:  
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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

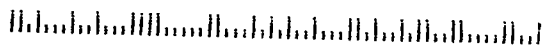
Name DAVID P. DRENNAN Signature *David P. Drennan*  
Street 291 OAK PARK DR City SAN FRANCISCO

**RECEIVED** 31

MAY 30 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

94103241460





I-Garret

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
CrestmontPreservation.org 415-731-0171

TO ALL CRESTMONT – FOREST KNOLLS – MT. SUTRO AREA NEIGHBORS  
STOP THE MASSIVE 34 UNIT SAN FRANCISCO OVERLOOK DEVELOPMENT!

FIGHT AGAINST INCREASED TRAFFIC, CONGESTION AND DENSITY  
THE TIME FOR ACTION IS NOW! WRITE BEFORE JUNE 18<sup>TH</sup>!

The Draft Environmental Impact Report (DEIR) has been issued by the Planning Department!  
Case No. 2004.0093E - Posted on www.CrestmontPreservation.org  
Public Hearing June 14 at 12 noon at City Hall, Room 400 (call 558-6422 June 11 for specific time)

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For maximum impact, please write a personal, individual letter or e-mail to  
Bill Wycko, Environmental Review Officer, Planning Department, 1660 Mission Street, Suite 500, SF 94103; bill.wycko@sfgov.org  
Please copy all of the Planning Commissioners, Supervisor Sean Elsbernd, SeanElsbernd@sfgov.org, and info@CrestmontPreservation.org  
Rodney Fong, Commission President, planning@rodneyfong.com - Cindy Wu, Commission Vice-President, cwu.planning@gmail.com  
Michael Antonini, wordweaver21@aol.com - Gwyneth Borden, plangsf@gmail.com - Ron Miguel, rm@well.com  
Kathrin Moore, mooreurban@speakeasy.net - Hisashi Sugaya, hs.commlsh@yahoo.com

Tell the Planning Department you are concerned about:

- Increased traffic on all of Forest Knolls' major streets, and doubling of traffic on narrow, twisting Crestmont Drive where two cars, and certainly trucks, cannot pass simultaneously. Lack of nearby public transport = much more traffic
- Increased weekday parking burden near bus and shuttle stops, and creating a parking nightmare on lower Crestmont Drive, already congested with parked cars on both sides of the street
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- Destablilization of hillside by construction activities
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- Making neighborhood children's only play areas (the street and the currently undeveloped area since homes have no yards) inaccessible or more dangerous due to increased traffic

Suggest alternative:

- 12-16 single family detached homes with adequate parking (2-3 spaces per home).

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MAY 29 2012

You can also register your concerns by filling out and mailing the form below:

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
MEX

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 geologic stability and risk of landslides  Jack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other SEE NOTE

Name ANN GARRETT Signature \_\_\_\_\_  
Street 467 CRESTMONT DRIVE City SAN FRANCISCO Zip 94131

HAVING WITNESSED THE DAMAGE DONE A 7 UPPER TERRACE IN SAN FRANCISCO WHEN THE CITY ALLOWED BUILDING ON THE STREET BELOW AND BEHIND THE PROPERTY, I CANNOT IMAGINE THE HARM IF SUCH A LARGE DEVELOPMENT IS ALLOWED ON THE LOT BELOW CRESTMONT DRIVE.  
THANK YOU FOR YOUR CONSIDERATION

TR-4  
TR-1  
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HZ-1  
LU-3  
TR-4  
GE-1  
TR-2  
LU-3  
RE-1  
GE-2

I-Given

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
CrestmontPreservation.org 415-731-0171

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 family unfriendly, loss of accessible open space and play area for children  other My car was hit by a f

Name CRAIG GIVEN Signature [Signature]  
 Street CRESTMONT DR City SF

**RECEIVED** 94131  
 MAY 31 2012  
 CITY & COUNTY OF S.F. N ARROW  
 PLANNING DEPARTMENT  
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 STREETS TOO  
 - >

TR-4  
 TR-1  
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 LU-3  
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I-Grafenberg (1)

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
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Rodney Fong, Commission President, [planning@rodneyfong.com](mailto:planning@rodneyfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [rm@well.com](mailto:rm@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commiss@yahoo.com](mailto:hs.commiss@yahoo.com)

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**Suggest alternative:**

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MAY 24 2012

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CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name HANNE GRAFENBERG signature Hanne L. Grafenberg  
Street CRESTMONT DRIVE City S.F. Zip 94133

TR-4  
HZ-1  
HZ-1  
LU-3  
TR-4

I-Grafenberg (2)

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TR-4  
GE-1  
RE-1  
HZ-1

RECEIVED  
JUN 13 2012

Name HANNELE GRAFENBERG Signature \_\_\_\_\_  
Street 209 CRESTMONT BLVD City S.F. CITY & COUNTY OF S.F. Zip 94131  
PLANNING DEPARTMENT

TEL 573 3385

need to be picked up by ambulance and the street

+ IMPOSSIBLE TRAFFIC  
off

Blocked for quite some time.

I-Gray

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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TR-4  
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TR-4  
LU-3

Name John & Carol Gray Signature [Handwritten Signature]  
Street 560 Oak Park Dr City S.F. Zip 94131

**RECEIVED**

MAY 29 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

I-Henriquez

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RECEIVED

JUN 05 2002

Name Rudy Henriquez Signature [Signature] CITY & COUNTY OF S.F.  
Street 485 Crestmont City San Francisco PLANNING DEPARTMENT  
ZIP 94131

I grew up playing in these streets. When I think about the future generations of children running around the outside of an apartment complex I cringe with sadness. Safety will decrease in the neighborhood and this is something that cannot happen. With the arrival of these new apartments and with the increase in car traffic will also come the destruction of the community. The safety is in danger.

1660 MISSION ST. SUITE 500  
SF, CA 94103  
94103241450

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- TR-2
- LU-3
- RE-1
- RE-1

I-Huey

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 family unfriendly, loss of accessible open space and play area for children  Other

Name DAVID S HUEY Signature David S Huey  
Street 563 OAK PARK DR. City S.F. CA 94134

**RECEIVED**

JUN 05 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.F.A.

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LU-3  
RE-1

I-Jacobson LB

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\_\_\_ family unfriendly, loss of accessible open space and play area for children \_\_\_ Other

Name LESTER B. JACOBSON, MD Signature *LBJ*  
Street 101 DEVONSHIRE WAY City SF, CA

RECEIVED

JUN 05 2012  
CITY & COUNTY OF S  
PLANNING DEPARTMENT  
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TR-4  
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Name Lidia T. Jacobson Signature *Lidia T. Jacobson*  
Street 181 Devonshire Way City S.F. Zip 94131

CITY & COUNTY OF SAN FRANCISCO  
PLANNING DEPARTMENT  
MTR  
JAN 03 2012

- TR-4
- HZ-1
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- LU-3
- TR-4
- GE-1
- TR-2

I-Jones A

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RE: San Francisco Overlook – Case No. 2004.0093E

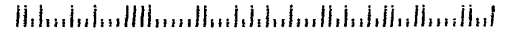
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Name Audrey E. Jones Signature Audrey E. Jones  
Street Oak Park Drive City S. F. **RECEIVED** 94131

MAY 30 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
HZ-1  
GE-1

94103241480



I-Jones JR

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Name JANET & ROBERT JONES Signature [Handwritten Signature]

Street 327 CRESTMONT City SF Zip [Blank]

RECEIVED

MAY 24 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

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I-Kan (2)

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 family unfriendly, loss of accessible open space and play area for children  Other TRAFFIC SAFETY + no place for kids to safely play

Name Jennifer Kan  
Street 223 Crestmont Dr

Signature [Handwritten Signature]  
City SAN FRANCISCO, CA 94113

JUN 15 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.E.A.

1660 MISSION STREET, SUITE 400  
SAN FRANCISCO, CA 94103  
94103248000

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- RE-1
- RE-1
- TR-4

I-Koehler

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Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [rm@well.com](mailto:rm@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

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- Making neighborhood children's only play areas (the street and the currently undeveloped area since homes have no yards) inaccessible or more dangerous due to increased traffic

**Suggest alternative:**

- 12-16 single family detached homes with adequate parking (2-3 spaces per home).

**You can also register your concerns by filling out and mailing the form below:**

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
**RE: San Francisco Overlook – Case No. 2004.0093E**

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 traffic  parking  safety  difficult access for emergency vehicles  increased density and congestion  
 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other

Name CARL KOEHLER Signature [Signature]  
Street 325 Oak Park Dr. City SF

**RECEIVED**

MAY 30 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
HZ-1  
LU-3  
TR-4

I-Larson

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
RE: San Francisco Overlook – Case No. 2004.0093E

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 geologic stability and risk of landslides \_\_\_lack of accessible public transportation \_\_\_out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children \_\_\_Other \_\_\_\_\_

RECEIVED

Signature MARK LARSON  
Street 206 CRESTMONT DR. City SAN FRANCISCO Zip 94131

MAY 30 2012

CITY & COUNTY OF SF  
PLANNING DEPARTMENT  
M E A

DEAR BILL,  
IF YOU HAVEN'T ALREADY, I INVITE YOU TO DRIVE  
DOWN TO THE END OF CRESTMONT DR. TO SEE FOR  
YOURSELF WHAT A BAD IDEA THIS IS. SINCERELY,  
MARK L.

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- RE-1
- GC-2

I-Lau

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name RONALD LAU Signature Ronald Lau  
Street 49 CRENSHAW DR City SAN FRANCISCO **RECEIVED**

MAY 23 2002

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.E.A.

94103241450



- TR-4
- HZ-1
- HZ-1
- LU-3
- TR-4
- TR-2
- LU-3

I-Lee K (1)

RE: San Francisco Overlook – Case No. 2004.0093E

I wish to register my strong opposition to the San Francisco Overlook development project. My major objections and concerns are:

- traffic  parking  safety  difficult access for emergency vehicles  increased density and congestion
- geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood
- family unfriendly, loss of accessible open space and play area for children  Other no place to play ~~safely~~

Name Kathy Lee Signature [Signature]

Street 223 Crestmont Dr. City San Francisco **RECEIVED**

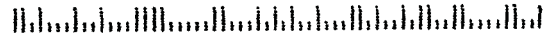
JUN 15 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.E.A.

61

SAN FRANCISCO, CA 94103

94103241480



- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1
- RE-1



I-Lee M (1)

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 400, SF, CA 94103  
RE: San Francisco Overlook – Case No. 2004.0093E

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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name MARK LEE Signature [Signature]  
Street 223 CRESTMONT DR City SF

**RECEIVED** (213)

JUN 15 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.F.A.

- TR-4
- HZ-1
- LU-3
- TR-4
- RE-1

I-Lei

Lei  
391-393 CREMONT  
S.F. 94131

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
RE: San Francisco Overlook – Case No. 2004.0093E

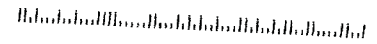
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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other

Name BENTO & SHUI H. LEI Signature X B. Bento  
Street 391-393 CRESTMONT DR. City SAN FRANCISCO Zip CA 94131  
PROPERTY OWNERS

RECEIVED  
JUN 15 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.E.A.

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1

94103241460



I-Leigh

- 12-16 single family detached homes with adequate parking (2-3 spaces per home).

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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children  Other CONGESTION

Name Dr & Mrs Hoyle Leigh Signature [Handwritten Signature]  
Street 377 Crestmont Dr City San Francisco **RECEIVED** 94131

**JUN 15 2012** TR-4  
 CITY & COUNTY OF S.F. TR-1  
 PLANNING DEPARTMENT HZ-1  
 M E A HZ-1  
 LU-3  
 TR-4  
 GE-1  
 TR-2  
 LU-3  
 TR-4

I-Litwin

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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\_\_\_geologic stability and risk of landslides \_\_\_lack of accessible public transportation \_\_\_out of character with the neighborhood  
\_\_\_family unfriendly, loss of accessible open space and play area for children \_\_\_Other \_\_\_\_\_

RECEIVED

MAY 24 2012

Name Jill Litwin Signature [Signature] CITY & COUNTY OF S.F.  
Street 311 Crestmont Dr. City SF PLANNING DEPARTMENT  
Zip 94113

I park on the street & if you've even come to our neighborhood you would see how congested it is already!

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- TR-4

I-Lyda

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 family unfriendly, loss of accessible open space and play area for children \_\_\_ Other \_\_\_\_\_

Name James and Angela Lyda Signature [Signature]  
Street 487 Crestmont Dr. City San Francisco RECEIVED 94131

MAY 24 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- RE-1

I-Mattox

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

RECEIVED  
MAY 31 2012

Name PATRICIA MATTOX Signature Patricia Mattox  
Street SDS OAK PARK DR City SAN FRANCISCO Zip 94131

This project seems to be all about making money for the builders with NO thought or consideration as to the impact of the neighborhood – one of the few beautiful areas left in San Francisco

- TR-4
- TR-1
- HZ-1
- LU-3
- TR-4
- LU-3
- GC-2

I-May

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
CrestmontPreservation.org 415-731-0171

**TO ALL CRESTMONT – FOREST KNOLLS – MT. SUTRO AREA NEIGHBORS  
STOP THE MASSIVE 34 UNIT SAN FRANCISCO OVERLOOK DEVELOPMENT!**

**FIGHT AGAINST INCREASED TRAFFIC, CONGESTION AND DENSITY  
THE TIME FOR ACTION IS NOW! WRITE BEFORE JUNE 18<sup>TH</sup>!**

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**For maximum impact, please write a personal, individual letter or e-mail to**

Bill Wycko, Environmental Review Officer, Planning Department, 1660 Mission Street, Suite 500, SF 94103; bill.wycko@sfgov.org  
Please copy all of the Planning Commissioners, Supervisor Sean Elsbernd, SeanElsbernd@sfgov.org, and info@CrestmontPreservation.org  
Rodney Fong, Commission President, planning@rodneyfong.com - Cindy Wu, Commission Vice-President, cwu.planning@gmail.com  
Michael Antonini, wordweaver21@aol.com - Gwyneth Borden, plangsf@gmail.com - Ron Miguel, rm@well.com  
Kathrin Moore, mooreurban@speakeasy.net - Hisashi Sugaya, hs.commish@yahoo.com

**Tell the Planning Department you are concerned about:**

- Increased traffic on all of Forest Knolls' major streets, and doubling of traffic on narrow, twisting Crestmont Drive where two cars, and certainly trucks, cannot pass simultaneously. Lack of nearby public transport = much more traffic
- Increased weekday parking burden near bus and shuttle stops, and creating a parking nightmare on lower Crestmont Drive, already congested with parked cars on both sides of the street
- Creating unacceptable safety risks due to difficult access for emergency vehicles which is already an issue for current residents on Crestmont cul-de-sac
- Geoseismic and landslide hazard which could threaten nearby homes
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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name BRAD MOY Signature [Handwritten Signature]  
Street 519 OAK PARK DR City SAN FRAN **RECEIVED 94131**

TR-4  
HZ-1  
LU-3  
TR-4  
LU-3  
RE-1

JUN 04 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M F A

I-McElwee E (3)

\_\_\_\_\_, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
San Francisco Overlook – Case No. 2004.0093E

*Length of Street, narrowness - dk!*

*not*

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Name Ellen S. McElwee Signature Ellen McElwee RECEIVED

Street 357 Cranshaw City SF CA Zip 94131 MAY 17 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

TR-4  
HZ-1  
TR-4



I-McElwee E (4)

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
[CrestmontPreservation.org](http://CrestmontPreservation.org) 415-731-0171

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Please copy all of the Planning Commissioners, Supervisor Sean Elsbernd, [SeanElsbernd@sfgov.org](mailto:SeanElsbernd@sfgov.org), and [info@CrestmontPreservation.org](mailto:info@CrestmontPreservation.org)  
Rodney Fong, Commission President, [planning@rodneyfong.com](mailto:planning@rodneyfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [rm@well.com](mailto:rm@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

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- family unfriendly, loss of accessible open space and play area for children  Other

Name Ellen McElwee Signature Ellen McElwee

Street 307 Crestmont Drive City SF CA JUN 04 2012 Zip 94131

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

Please build 12-16 single family homes or townhomes and set access from St 1

TR-4  
HZ-1  
HZ-1  
TR-4  
GE-1  
AL-1

I-McElwee L

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 family unfriendly, loss of accessible open space and play area for children  Other

Name L. McElwee <sup>parent</sup> <sub>adult</sub> signature Lily McElwee **RECEIVED**  
Street 357 Chestnut City SF CA 94131 **MAY 17 2012**

5th Avenue access better

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M.E.A.

TR-4  
HZ-1  
HZ-1  
AL-3

I-McElwee M

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name M. McElwee (new voter) Signature M. McElwee  
Street Crestmont Drive City SF CA Zip 94131

RECEIVED

MAY 17 2012

5th Avenue access would mitigate

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

TR-4  
HZ-1  
HZ-1  
AL-3

I-Minuth E (1)

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 family unfriendly, loss of accessible open space and play area for children \_\_\_ Other \_\_\_\_\_

Name Erin Minuth Signature Erin Minuth  
Street 485 Crestmont Dr City SF, CA RECEIVED 04/15/12

MAY 24 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
TR-1  
HZ-1  
HZ-1  
LU-3  
TR-4  
GE-1  
TR-2  
LU-3  
RE-1

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

RECEIVED

JUN 05 2012

Name Erin Minuth Signature [Handwritten Signature]  
Street 435 Crestmont Dr City San Francisco  
CITY & COUNTY OF S.F. PLANNING DEPARTMENT

I am worried that there will be an increase to landslide and environmental disasters due to the construction and buildings on the road. I grew up on this street and increase in traffic would put kids at risk. Also emergency vehicles would have a harder/impossible journey to the end of the road.

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1
- GE-1
- RE-1
- HZ-1

I-Minuth R

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- family unfriendly, loss of accessible open space and play area for children  Other

Name REED Minuth Signature *Reed Minuth*  
Street 485 Crestmont Dr. City SF, CA Zip 94131

**RECEIVED**  
MAY 24 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

- TR-4
- TR-1
- HZ-1
- HZ-1
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1

I-Minuth S (1)

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 family unfriendly, loss of accessible open space and play area for children Other \_\_\_\_\_

Name Seana Minuth Signature *Seana Minuth*  
Street 485 Crestmont Dr. City SF, CA RECEIVED 5/13/12

MAY 24 2012

CITY & COUNTY OF S F

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1

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 family unfriendly, loss of accessible open space and play area for children  Other

RECEIVED

JUN 05 2012

Name Seana Minuth Signature Seana Minuth CITY & COUNTY OF S.F.  
Street 485 Crestmont Dr. City San Francisco Zip 94131  
PLANNING DEPARTMENT

As a life long resident of Crestmont Drive I am concerned with the safety hazard presented by the SF overlook. The safety of our neighborhood children and community is in danger. #4

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1
- RE-1



I-Nicholas

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
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Please copy all of the Planning Commissioners, Supervisor Sean Elsbernd, [SeanElsbernd@sfgov.org](mailto:SeanElsbernd@sfgov.org), and [info@CrestmontPreservation.org](mailto:info@CrestmontPreservation.org)  
Rodney Fong, Commission President, [planning@rodneyfong.com](mailto:planning@rodneyfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [rm@well.com](mailto:rm@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commiss@yahoo.com](mailto:hs.commiss@yahoo.com)

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**Suggest alternative:**

- 12-16 single family detached homes with adequate parking (2-3 spaces per home).

**RECEIVED**

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MAY 29 2012

TR-4

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103  
RE: San Francisco Overlook – Case No. 2004.0093E

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

TR-1

HZ-1

I wish to register my strong opposition to the San Francisco Overlook development project. My major objections and concerns are:

HZ-1

traffic  parking  safety  difficult access for emergency vehicles  increased density and congestion

LU-3

geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood

TR-4

family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

GE-1

Name FRANK NICHOLAS Signature Frank Nicholas

TR-2

Street 301 DAK PARK DR City SAN FRANCISCO Zip 94131

LU-3

RE-1

I-Nolen

- 12-16 single family detached homes with adequate parking (2-3 spaces per home).

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name RAYMOND A. NOLEN Signature Raymond A Nolen  
Street 257 OAK PARK DR City SAN FRANCISCO Zip 94131

We ALREADY HAVE A huge PROBLEM with  
CARS speeding down our street, Now with this  
New project IT will BE A NIGHTMARE!

94103241460



TR-4  
HZ-1  
LU-3  
TR-4  
TR-4

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
MAY 30 2012

I-O'Donnell/  
Schindhelm

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name Donnie Schindhelm / Martin O'Donnell Signature MARTIN O'DONNELL / BONNIE SCHINDHELM  
Street 515 OAK Park Dr City S.F Zip 94131

TR-4  
TR-1  
HZ-1  
HZ-1  
LU-3  
TR-4  
GE-1

I-Ooms/  
Palmer

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name Sally Ooms + Keith Palmer Signature Sally Ooms + Keith Palmer  
Street 335 Crestmont City San Francisco **RECEIVED** 9/1/13

MAY 30 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
TR-1  
HZ-1  
HZ-1  
LU-3  
TR-4  
TR-2  
LU-3

I-Popp

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
CrestmontPreservation.org 415-731-0171

**TO ALL CRESTMONT – FOREST KNOLLS – MT. SUTRO AREA NEIGHBORS  
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Michael Antonini, wordweaver21@aol.com - Gwyneth Borden, plangsf@gmail.com - Ron Miguel, rm@well.com  
Kathrin Moore, mooreurban@speakeasy.net - Hisashi Sugaya, hs.commish@yahoo.com

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- Making neighborhood children's only play areas (the street and the currently undeveloped 1000 sq. yards) inaccessible or more dangerous due to increased traffic

X

**Suggest alternative:**

- 12-16 single family detached homes with adequate parking (2-3 spaces per home).

RECEIVED

MAY 24 2012

**You can also register your concerns by filling out and mailing the form below:** CITY & COUNTY OF S.F. PLANNING DEPARTMENT

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103

**RE: San Francisco Overlook – Case No. 2004.0093E**

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name ROLAND POPP Signature Roland Popp  
Street 427 CRESTMONT DRIVE City S-F Zip 94131

AL-1

I hope the suggested alternative is taken into consideration because no one will be able to stop this development. Why, the city needs money.

I-Ruth-Lee

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 family unfriendly, loss of accessible open space and play area for children  Other

Name Nola Ruth-Lee Signature *Nola Ruth-Lee*  
Street Crestmont Dr City San Francisco RECEIVED

JUN 15 2012

TR-4  
HZ-1  
HZ-1

I-Schenk

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 family unfriendly, loss of accessible open space and play area for children  Other

Name ROBERT C. SCHENK Signature [Handwritten Signature]  
Street 509 OAK PARK DRIVE City SAN FRANCISCO Zip 94114-1028

RECEIVED

MAY 31 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

CITY &  
PLANNING  
RE

94103241460

|||||

- TR-4
- HZ-1
- LU-3
- TR-4
- GE-1

I-Scully M

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 family unfriendly, loss of accessible open space and play area for children Other \_\_\_\_\_

Name Megan Scully msk Signature Megan Scully msk  
Street 488 Westmont Dr City SF, CA RECEIVED 5/24/12

MAY 24 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
MFA

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1



I-Scully N

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name NIALL M SCULLY M.D. Signature *Niall M Scully M.D.*  
Street PO Box 2770 City KAMUELA HI Zip 96741

CITY & COUNTY OF SAN FRANCISCO  
PLANNING DEPARTMENT  
M/EA  
JUN 06 2004

I AM CONCERNED FOR THE SAFETY OF MY GRANDCHILD

- HZ-1
- HZ-1
- GE-1
- RE-1
- HZ-1
- RE-1

I-Scully P

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Name PEGI SCULLY Signature Pegi Scully  
Street PO BOX 2770 City Kaunuela HI Zip 96741

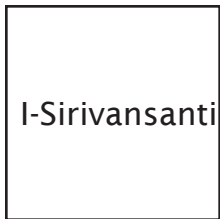
CITY & COUNTY OF SF  
PLANNING DEPARTMENT  
M E A

RECEIVED  
JUN 06 2004

The key place for my grand children and others is to play/ride bikes, etc  
in the Crestmont cul-de-sac SAFETY is my concern  
Pegi Scully

1660 Mission Street  
San Francisco, CA 94103

RE-1



Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
[CrestmontPreservation.org](http://CrestmontPreservation.org) 415-731-0171

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Rodney Fong, Commission President, [planning@rodneyfong.com](mailto:planning@rodneyfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [m@well.com](mailto:m@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

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Name VEERA SIRIVANSANTI Signature [Signature]  
Street 550 OAKPARK Dr. City S.F., CA Zip 94131

**RECEIVED**

**JUN 03 2012  
CITY & COUNTY OF S.F.**

GC-4

I-Smith J

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
CrestmontPreservation.org 415-731-0171

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TR-4  
TR-1  
HZ-1  
GE-1  
TR-2  
TR-4

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\_\_\_ family unfriendly, loss of accessible open space and play area for children  Other my car was hit by garbage truck to narrow of street

Name Julia Smith Signature Julia Smith  
Street Crestmont Drive City San Francisco **RECEIVED**

MAY 31 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

I-Smith S

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
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\_\_\_ geologic stability and risk of landslides \_\_\_ lack of accessible public transportation \_\_\_ out of character with the neighborhood  
\_\_\_ family unfriendly, loss of accessible open space and play area for children \_\_\_ Other

Name Suzanne Smith Signature [Signature]  
Street Crestmont Drive City San Francisco ZIP 94115

**RECEIVED**

MAY 31 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
TR-1  
HZ-1  
HZ-1

I-Sung

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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name Jim Sung Signature *Jim Sung*  
Street 391 Oak Park Drive City San Francisco ZIP 94131

**RECEIVED**  
MAY 30 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

GC-4

I-Tsui Yun  
Lin

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 family unfriendly, loss of accessible open space and play area for children  Other **RECEIVED**

Name Jane Tsui-Yun Liu Signature [Signature]  
Street 273 Oak Park Dr. City S.F. Zip 94131

MAY 30 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT

suggest alternative:

12-16 single family detached homes with adequate parking.

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1
- AL-1

I-Tsuyuki

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 family unfriendly, loss of accessible open space and play area for children Other \_\_\_\_\_

Name Kay Tsuyuki Signature [Handwritten Signature]  
Street 361 Oak Park Dr City SF Zip 94131

**RECEIVED**  
JUN 04 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
MFA

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1



Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
CrestmontPreservation.org 415-731-0171

**TO ALL CRESTMONT – FOREST KNOLLS – MT. SUTRO AREA NEIGHBORS  
STOP THE MASSIVE 34 UNIT SAN FRANCISCO OVERLOOK DEVELOPMENT!**

**FIGHT AGAINST INCREASED TRAFFIC, CONGESTION AND DENSITY  
THE TIME FOR ACTION IS NOW! WRITE BEFORE JUNE 18<sup>TH</sup>!**

**The Draft Environmental Impact Report (DEIR) has been issued by the Planning Department!**

Case No. 2004.0093E - Posted on [www.CrestmontPreservation.org](http://www.CrestmontPreservation.org)

**Public Hearing June 14 at 12 noon at City Hall, Room 400** (call 558-6422 June 11 for specific time)

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**For maximum impact, please write a personal, individual letter or e-mail to**

Bill Wycko, Environmental Review Officer, Planning Department, 1660 Mission Street, Suite 500, SF 94103; [bill.wycko@sfgov.org](mailto:bill.wycko@sfgov.org)  
Please copy all of the Planning Commissioners, Supervisor Sean Elsbernd, [SeanElsbernd@sfgov.org](mailto:SeanElsbernd@sfgov.org), and [info@CrestmontPreservation.org](mailto:info@CrestmontPreservation.org)  
Rodney Fong, Commission President, [planning@rodneyfong.com](mailto:planning@rodneyfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [rm@well.com](mailto:rm@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

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**Suggest alternative:**

- 12-16 single family detached homes with adequate parking (2-3 spaces per home).

**You can also register your concerns by filling out and mailing the form below:**

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103

RE: **San Francisco Overlook – Case No. 2004.0093E**

I wish to register my strong opposition to the San Francisco Overlook development project. My major objections and concerns are:

traffic     parking     safety     difficult access for emergency vehicles     increased density and congestion  
 geologic stability and risk of landslides     lack of accessible public transportation     out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children     Other



**1. a more detailed exposition of concerns with deficiencies in EIR vis-a-vis emergency vehicle access is included with this note 2. previously submitted: defects in "Neighborhood notification process"**

Name John A. Vaillancourt Signature \_\_\_\_\_  
Street \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

**JOHN A. VAILLANCOURT  
443 CRESTMONT DRIVE  
SAN FRANCISCO, CA 94131-1018**

**JUN 13 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A**

**RECEIVED**

HZ-1  
LU-3  
TR-4  
LU-3  
HZ-1  
GC-13

I-Wong (1)

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
RE: San Francisco Overlook – Case No. 2004.0093E

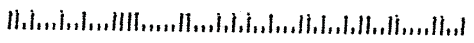
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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name Susan Wong Signature \_\_\_\_\_  
Street 131 Devonshire Way City San Francisco 94131

RECEIVED

JUN 18 2012  
CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

94103241460



- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1

I-Yi

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 family unfriendly, loss of accessible open space and play area for children  Other \_\_\_\_\_

Name PATRICK YI Signature Patrick Yi  
Street 421 OAK PARK DRIVE City SF

**RECEIVED**

MAY 31 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
14 F 2

TR-4  
TR-1  
HZ-1  
LU-3  
TR-4

I-Young

Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103  
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 geologic stability and risk of landslides  lack of accessible public transportation  out of character with the neighborhood  
 family unfriendly, loss of accessible open space and play area for children Other \_\_\_\_\_

Name M. Young Signature *M. Young*  
Street 405 CRESTMONT DR. City SAN FRANCISCO CA 94131

RECEIVED

MAY 24 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

- TR-4
- TR-1
- HZ-1
- HZ-1
- LU-3
- TR-4
- GE-1
- TR-2
- LU-3
- RE-1

I-Zaback

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Please copy all of the Planning Commissioners, Supervisor Sean Elsbernd, [SeanElsbernd@sfgov.org](mailto:SeanElsbernd@sfgov.org), and [info@CrestmontPreservation.org](mailto:info@CrestmontPreservation.org)  
Rodney Fong, Commission President, [planning@rodneyfong.com](mailto:planning@rodneyfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [rm@well.com](mailto:rm@well.com)  
Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

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 family unfriendly, loss of accessible open space and play area for children  Other

Name Kristine Zaback Signature Kristine Zaback  
Street 135 Crestmont Drive City San Francisco

**RECEIVED**

MAY 29 2012

CITY & COUNTY OF S.F.  
PLANNING DEPARTMENT  
M E A

TR-4  
TR-1  
HZ-1  
HZ-1  
GE-1  
TR-2  
RE-1

Crestmont – Mt. Sutro – Forest Knolls Neighborhood Preservation Coalition  
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 Rodney Fong, Commission President, [planning@rodnevfong.com](mailto:planning@rodnevfong.com) - Cindy Wu, Commission Vice-President, [cwu.planning@gmail.com](mailto:cwu.planning@gmail.com)  
 Michael Antonini, [wordweaver21@aol.com](mailto:wordweaver21@aol.com) - Gwyneth Borden, [plangsf@gmail.com](mailto:plangsf@gmail.com) - Ron Miguel, [rm@well.com](mailto:rm@well.com)  
 Kathrin Moore, [mooreurban@speakeasy.net](mailto:mooreurban@speakeasy.net) - Hisashi Sugaya, [hs.commish@yahoo.com](mailto:hs.commish@yahoo.com)

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- Increased traffic on all of Forest Knolls' major streets, and doubling of traffic on narrow, twisting Crestmont Drive where two cars, and certainly trucks, cannot pass simultaneously. Lack of nearby public transport = much more traffic TR-4  
TR-2
- Increased weekday parking burden near bus and shuttle stops, and creating a parking nightmare on lower Crestmont Drive, already congested with parked cars on both sides of the street TR-1
- Creating unacceptable safety risks due to difficult access for emergency vehicles which is already an issue for current residents on Crestmont cul-de-sac HZ-1
- Geoseismic and landslide hazard which could threaten nearby homes GE-1  
GE-1
- Destabilization of hillside by construction activities GE-1
- Risk to life and property downhill in the new development when/if future landslides like previous one at 383-391 Crestmont were to occur GE-1
- Doubling population density, traffic and congestion on cul-de-sac block of Crestmont Drive – already San Francisco's longest! Out of character with the neighborhood! TR-4  
LU-3
- Making neighborhood children's only play areas (the street and the currently undeveloped area since homes have no yards) inaccessible or more dangerous due to increased traffic RE-1

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Bill Wycko, Environmental Review Officer, SF Planning Department, 1660 Mission Street, Suite 500, SF, CA 94103

**RE: San Francisco Overlook – Case No. 2004.0093E** GC-2

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<sup>TR-4</sup> traffic <sup>TR-1</sup> parking <sup>HZ-1</sup> safety <sup>HZ-1</sup> difficult access for emergency vehicles <sup>LU-3/TR-4</sup> increased density and congestion  
<sup>GE-1</sup> geologic stability and risk of landslides <sup>TR-2</sup> lack of accessible public transportation <sup>LU-3</sup> out of character with the neighborhood  
<sup>RE-1</sup> family unfriendly, loss of accessible open space and play area for children Other \_\_\_\_\_

Name \_\_\_\_\_ Signature \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

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ATTACHMENT C

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DEIR PUBLIC HEARING TRANSCRIPT

JUNE 14, 2012



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**Table C-1 Comments in DEIR Public Hearing Transcript**

<b>Comment Code</b>	<b>Full Name</b>	<b>Topic Code</b>
PH-Doherty (3)	John J. 'Jack' Doherty	GC-1 Not Pertaining to the Adequacy of the DEIR
		TR-2 Public Transit
		TR-1 Parking
PH-Hoekstra	Dirk Hoekstra	TR-2 Public Transit
		TR-1 Parking
		HZ-1 Emergency Access
PH-Eade (2)	Jeffrey Eade	GC-2 Project Merit
		GE-1 Geology
		PD-2 Pedestrian Stairs
PH-Sieper	Williams Sieper	AL-1 Alternative with fewer than the 16 single-family homes considered in the Reduced Project Alternative
		AL-1 Alternative with fewer than the 16 single-family homes considered in the Reduced Project Alternative
		AL-2 Feasibility of Alternatives
PH-Hofmann	Pamela Hofmann	TR-2 Public Transit
		GE-1 Geology
		GE-1 Geology

**Table C-1 Comments in DEIR Public Hearing Transcript**

<b>Comment Code</b>	<b>Full Name</b>	<b>Topic Code</b>
PH-Kan (6)	Jennifer Kan	LU-3 Neighborhood Character Consistency
		TR-4 Traffic & Circulation
		RE-1 Recreation
		GC-3 General Comment Speculative
PH-MSWOA- Gorman (1)	Paul Gorman	GC-1 Not Pertaining to the Adequacy of the DEIR
		GC-2 Project Merit
		TR-1 Parking
		PD-5 Architectural Control Guidelines
		TR-1 Parking
		GC-1 Not Pertaining to the Adequacy of the DEIR
PH-Sobol S (3)	Sam Sobol	GC-1 Not Pertaining to the Adequacy of the DEIR
		TR-3 Pedestrian Access
		RE-1 Recreation
		HZ-1 Emergency Access
		GC-2 Project Merit
PH-SFHAC-Colen	Tim Colen	GC-2 Project Merit

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<b>Comment Code</b>	<b>Full Name</b>	<b>Topic Code</b>
PH-Minuth R (2)	Reed Minuth	TR-4 Traffic & Circulation
		GE-1 Geology
		GC-3 General Comments Speculative
PH-Drago	John Drago	NO-1 Noise
		GC-7 Payment of Fees
		GC-3 General Comments Speculative
		BI-1 Impacts to Biological Resources
		GC-9 Objectivity of DEIR Analysis
		TR-4 Traffic & Circulation
PH-Wohlers (2)	Pete Wohlers	HZ-1 Emergency Access
		LU-3 Neighborhood Character Consistency
		GC-1 Not Pertaining to the Adequacy of the DEIR
PH-Antonini	Commissioner Antonini	TR-3 Pedestrian Access
		HZ-1 Emergency Access
		GE-1 Geology
		GC-1 Not Pertaining to the Adequacy of the DEIR

**Table C-1 Comments in DEIR Public Hearing Transcript**

<b>Comment Code</b>	<b>Full Name</b>	<b>Topic Code</b>
PH-Antonini, cont.	Commissioner Antonini	GE-1 Geology
		HZ-1 Emergency Access
PH-Wu	Commissioner Wu	GC-6 Praise of Document
PH-Moore	Commissioner Moore	GC-6 Praise of Document
		GC-1 Not Pertaining to the Adequacy of the DEIR
PH-Miguel	Commissioner Miguel	GE-1 Geology
PH-Antonini	Commissioner Antonini	GC-1 Not Pertaining to the Adequacy of the DEIR
		GE-1 Geology
		HZ-1 Emergency Access
PH-Moore	Commissioner Moore	TR-4 Traffic & Circulation
PH-Antonini	Commissioner Antonini	

**In The Matter Of:**  
**VS**

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*June 14, 2012*

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***CLARK REPORTING & VIDEO CONFERENCING***  
***2140 SHATTUCK AVE. STE. 405***  
***BERKELEY, CA 94704***  
***510.486.0700/FAX: 486.1078***  
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SAN FRANCISCO PLANNING COMMISSION  
PUBLIC HEARING  
Item No. 12

Commission Chambers - Room 400  
City Hall, 1 Dr. Carlton B. Goodlett Place  
San Francisco, CA  
Thursday, June 14, 2012  
12:00 p.m.

REPORTER'S TRANSCRIPT OF PROCEEDINGS  
BY: JUDITH LARRABEE, SHORTHAND REPORTER

-----  
CLARK REPORTING AND VIDEOCONFERENCING  
2140 SHATTUCK AVENUE, SUITE 405  
BERKELEY, CALIFORNIA 94704  
(510) 486-0700

1 PROCEEDINGS

2 COMMISSION SECRETARY: Okay. The Planning  
3 Commission is back in session.

4 Commissioners, you are now on Item No. 12, Case No.  
5 2004.0093E, the San Francisco Overlook Development and  
6 Residential Project. This is a public hearing on the Draft  
7 Environmental Impact Report.

8 MS. GIBSON: Good afternoon, President Fong,  
9 members of the Commission. I am Lisa Gibson, senior  
10 planner with the Planning Department. I am here making  
11 this presentation to you on behalf of my colleague Irene  
12 Nishimura, who unfortunately has a case of laryngitis.

13 This is a hearing to receive comments on the Draft  
14 Environmental Impact Report for the San Francisco Overlook  
15 Residential Development Project. The Draft EIR was  
16 published on May 2nd, 2012. The proposed project includes  
17 construction of 34 dwelling units and 68 parking spaces in  
18 13 buildings in an approximately 700-foot long private  
19 paved street.

20 Staff is not here to respond to comments today.  
21 Comments will be transcribed and responded to in writing in  
22 a Comments and Responses Document. The document will  
23 include responses to all substantive oral and written  
24 comments that we receive on the Draft EIR as well as  
25 revisions to the Draft EIR as appropriate.



1           This is not a hearing to consider approval or  
2           disapproval of the project. That hearing will follow  
3           certification of the EIR. Comments today should be  
4           directed to the adequacy and accuracy of the information  
5           contained in the Draft EIR.

6           Commenters should speak slowly and clearly so that the  
7           court reporter can produce an accurate transcript. Also  
8           commenters should state their name and address so that they  
9           can be properly identified and so that they can also be  
10          sent a copy of the Comments and Responses Document when its  
11          completed.

12          After hearing comments from the general public, we will  
13          also take any comments from the Planning Commissioners on  
14          the Draft EIR itself.

15          The Public Comment Period for this project began on May  
16          2nd, 2012 and extends until 5:00 p.m. on Tuesday,  
17          June 19th, 2012.

18          This concludes my presentation. Unless the  
19          Commissioners have any questions, I respectfully request  
20          that the public hearing be opened.

21                 PRESIDENT FONG: Thank you. Calling some speaker  
22          cards. Jack Doherty, Dirk Hoekstra, Jeffrey Eade, William  
23          Sieper.

24                 MR. DOHERTY: Yes. Good afternoon Commissioners.  
25          My name is John J. Doherty, and I'm sometimes known as Jack

1 Doherty. My wife and I have owned the two-unit building at  
2 315-317 Crestmont Drive for 40 years now. We know the  
3 neighborhood fairly well. I'm here today to articulate to  
4 you why I think the Draft Environmental Impact Report is  
5 inadequate, and I intend to address two areas that are of  
6 particular interest to me, namely parking and also traffic  
7 as it interrelates to fire safety. And I have not  
8 previously filed any written comments, but I brought my  
9 written comments with me today. There's I believe nine  
10 copies there, one for the file and one for each of the  
11 Commissioners.

PH-Doherty (3)

GC-1

12 Basically before I specifically get into parking and  
13 traffic, there's a bit of a need for some context about  
14 this proposal. The first important critical fact is that  
15 public transportation to this area is just flat out  
16 terrible. It just isn't good. In fact, if this  
17 development were to be approved as proposed, a person  
18 living in the ten-unit townhouse building at the westerly  
19 edge of the project would have to walk almost -- I believe  
20 it's slightly over a half mile to get to the nearest bus  
21 stop. It's hilly terrain both ways, and of course on a  
22 rainy day it becomes extremely difficult, particularly for  
23 seniors and also for disabled or handicapped.

PH-Doherty (3)

TR-2

24 So as a practical matter I think anybody who has ever  
25 lived in this area -- and I know this is not a popular

1 thing to say -- but they would agree that you absolutely  
2 need a car, an automobile, to function -- to live and  
3 function in this particular neighborhood. So that's the  
4 first bit of context I wanted to point out.

5 And the second is that the road that I'm going to be  
6 talking about later, Crestmont Drive at the point where it  
7 passes by my house all the way down to the start of the  
8 proposed subdivision, is only 26 feet wide, and parking is  
9 allowed on both sides of the street which may not be ideal,  
10 but it's absolutely necessary because the original  
11 subdivision as approved approved two-unit buildings with  
12 five bedrooms and only two garage spaces. So people have  
13 to park on the street. So this is a very narrow street.

14 PRESIDENT FONG: Thank you.

15 MR. DOHERTY: Pardon me?

16 PRESIDENT FONG: Your time is up. Thank you so  
17 much.

18 MR. DOHERTY: I'm sorry. I didn't know I had  
19 time.

20 PRESIDENT FONG: Time flies. Thank you.

21 MR. DOHERTY: Thank you.

22 COMMISSION SECRETARY: Mr. President, just to be  
23 clear for the public, everyone has up to three minutes.

24 PRESIDENT FONG: Thank you.

25 MR. HOEKSTRA: Yes. My name is Dirk Hoekstra and

TR-2  
cont.

PH-Doherty (3)

TR-1

6

PH-Hoekstra

TR-2

1 I live at 409 Crestmont Drive, directly behind where the  
2 proposed development would be built. I'd like to reiterate  
3 that this is in fact the least Muni-served neighborhood in  
4 San Francisco and it's very difficult to get around.

PH-Hoekstra

TR-1

5 My comments today are on the transportation section of  
6 the DEIR, and that's a section from Page 93 to Page 118. I  
7 notice that several of the methodologies that were used  
8 included spot observations, and in many cases those spot  
9 observations were at times that weren't particularly  
10 relevant.

PH-Hoekstra

HZ-1

11 For instance, oftentimes the spot observations were  
12 from the hours of 6:00 to 8:00 in the afternoon. In fact,  
13 it tells us very little about parking at night. A lot of  
14 people come home from work after 8:00 o'clock. Frequently  
15 I will see that parking is not full from 6:00 to 8:00, and  
16 it oftentimes becomes full later on.

17 I wish to additionally respond to the contention that  
18 the area is adequately served by fire response. It's  
19 actually -- I'm not quite sure how people came up with  
20 that, and I'll talk to you about an incident that occurred  
21 in my house in April of 2006.

22 We had a dryer fire at that time, and it was  
23 frightening at one point and we called the Fire Department.  
24 It actually took them ten minutes to get to my house. If  
25 in fact we hadn't been able to put out the dryer fire, the

7

PH-Hoekstra

1 house would have burned down. As you may know, the houses  
2 in that area are right next to each other, so possibly more  
3 than one house would have burned down.

HZ-1  
cont.

4 Those are the comments that I wanted to make. So thank  
5 you very much.

6 PRESIDENT FONG: Thank you. Pamela Hofmann,  
7 Jennifer Kan, Paul Gorman and Samuel Sobol.

PH-Eade (2)

8 MR. EADE: Good afternoon, Commissioners. My name  
9 is Jeffrey Eade. I'm the president of the Mount Sutro  
10 Woods Homeowners Association, and my address is 407  
11 Crestmont Drive.

GC-2

12 I would like to begin by stating that the HOA is  
13 opposed to this project in its current form and has  
14 expressed this in a letter dated September 9th, 2011 to the  
15 Planning Commission members, Supervisor Elsbernd and the  
16 Planning Department staff in charge of this project.

17 In regards to the DEIR, I would like to ask that the  
18 following comments be addressed. No. 1, in the geotech  
19 report on Page 14, Sections 3016 and 3017, reference is  
20 made to a sewer drain line traveling along the southern  
21 boundary of the proposed site, as well as a listing of  
22 several landslides adjacent to the site. Further  
23 investigation of the integrity of the sewer drain line is  
24 recommended, and if necessary, remediation of the line  
25 should be required.

PH-Eade (2)

GE-1

8

PH-Eade (2)

GE-1  
cont.

1 No. 2, in Table S-1, there are eight measures, GE 1  
2 through 7 and 10, recommended to stabilize the steep  
3 hillside which may have potential significant effects on  
4 the environment. These potential significant effects were  
5 not analyzed as required by CEQA and should be analyzed as  
6 part of the Response to the Comments.

7 No. 3, the near roadway serving the proposed  
8 development relies on extensive use of stitch piers and a  
9 cantilevered roadway design. Due to the extraordinary  
10 construction method for this proposed project, the City has  
11 convened a peer review committee. In December 2004 this  
12 committee reviewed the previously submitted project and  
13 provided a number of items to be included in the  
14 geotechnical investigation report. The neighbors  
15 understand that the peer review committee will be meeting  
16 again shortly, and the neighbors urge the Planning  
17 Commission to require the Planning Department to  
18 incorporate and respond to the comments and additional  
19 mitigation measures required by the peer review committee  
20 in the Comments and Responses Document.

PH-Eade (2)

PD-2

21 Finally on Page 35, the Proposed Project Site Plan. It  
22 is showing a set of stairs to the eastern end of the  
23 proposed project from the new road to the lower portion of  
24 the site. We would like a closer examination as to the  
25 ability of someone to actually use these stairs to gain

9

PH-Eade (2)

PD-2  
cont.

1 access to Fifth Avenue as one would suppose by looking at  
2 the plan. It's unclear how these stairs terminate towards  
3 Fifth Avenue, and we would like a closer examination of  
4 that, please.

5 Thank you for your time.

6 PRESIDENT FONG: Thank you.

7 MR. SIEPER: Good afternoon. Thank you. My name  
8 is William Sieper. I live at 475 Crestmont Drive in San  
9 Francisco.

PH-Sieper

AL-1

10 The Mount Sutro Homeowners Association would like to  
11 see several explanations and alternatives added to the  
12 DEIR. We would consider a small cluster of homes built at  
13 the westerly portion of the project. This is a relatively  
14 flat area that would have significantly less impact on the  
15 community. We would prefer if no building alternative at  
16 all if possible.

PH-Sieper

AL-1

17 No. 2, the developer should explain why Alternatives B  
18 and C were not economically feasible and why a cluster of  
19 homes at the western portion of the site would also not be  
20 feasible.

PH-Sieper

AL-2

21 No. 3, inasmuch as rejection of Alternatives B and C in  
22 the DEIR are based on economic feasibility, the DEIR must  
23 provide a detailed explanation of construction costs and  
24 projected sales to demonstrate why the alternatives are not  
25 feasible.

1 Thank you.

2 PRESIDENT FONG: Thank you. Next speaker, please.

3 MS. HOFMANN: Pamela Hofmann. I'm a resident of  
4 Kirkham Heights Apartments. My building is on the north  
5 side of the complex, 1550 Fifth Avenue, No. 102.

PH-Hofmann

6 Looking at the transit network, the 36 bus is the  
7 closest bus, and it has a stop on Warren at Oakhurst. And  
8 then there's a hike up the Oakhurst stairs and a walk along  
9 Crestmont. Currently, the 36 hours are extended, but be  
10 aware that from time to time Muni threatens to cut the 36  
11 line entirely.

TR-2

12 Concerning landslides, in the EIR, Section 4F Geology  
13 and Soils, it says, "There are no mapped active or inactive  
14 fault in the immediate proximity of the site." No mapped  
15 fault meaning there could be unmapped faults.

PH-Hofmann

GE-1

16 New faults are found all the time. The San Andreas  
17 near Westline has been thoroughly studied for decades. A  
18 previously unknown fault was discovered there ten years  
19 ago. So there's no guarantee that a fault does not exist  
20 near the site.

PH-Hofmann

GE-1

21 From the EIR: "The risk of earthquake-induced  
22 landslides is low with the exception of the landslide area  
23 northeast of the project site." The Kirkham Heights  
24 Apartments are in the northeast of the project site. This  
25 is a big concern for residents. There are some elderly



1 residents on fixed incomes who fear damage to their  
2 buildings might force them to have to move.

3 The EIR notes there have been slides behind Kirkham  
4 Heights. Well, the whole area is prone to slides. About  
5 thirty years ago, an elderly woman told me she witnessed a  
6 landslide along what is now Koret Way when she was on her  
7 way to Grattan School. This was in 1910. So it's been  
8 sliding a long time.

9 And back in the early 90s in the middle of the night we  
10 were awakened by a loud knocking and shouts, "Get out, get  
11 out. The hill is sliding." This landslide crossed Koret  
12 Way, completely covered a pickup truck and slammed into the  
13 side of the UC building. This was north of the swale at  
14 the end of Kirkham Street. Fortunately, no one was  
15 injured. A large slide could cause fatalities.

16 All along from UC through the project site, the area is  
17 made up of rotten rock. Disturbing this vulnerable area  
18 with heavy construction is not a good idea unless the whole  
19 of the hill can be stabilized.

20 I don't trust the effectiveness of these mitigating  
21 measures in just this little area. Stabilizing one small  
22 strip and then expecting the whole rest of the area to  
23 remain the same seems like wishful thinking. Thank you.

24 PRESIDENT FONG: Thank you.

25 MS. KAN: Hi Commissioners. My name is Jennifer

1 Kan, and I'm a homeowner on 223 Crestmont Drive, and I  
2 really appreciate you giving me the chance to speak just as  
3 a regular person. And I'm hoping I can provide a little  
4 bit of a qualitative feel for this project in our  
5 neighborhood.

PH-Kan (6)

6 Just as a bit of background, the site proposed is zoned  
7 for the density that it has because originally the  
8 Crestmont Drive street was supposed to connect down to the  
9 Kirkham corridor. If you look at old maps, the building --  
10 the street was supposed to connect, and so that area was  
11 zoned for density because there were outflows.

LU-3

12 But that road was never built. The Crestmont Street is  
13 a dead end, and it ends at a very narrow, windy section.  
14 So the zoning is not really matching the street and the  
15 traffic flows.

PH-Kan (6)

16 I've been a homeowner for 19 years, and I'm really  
17 shocked and appalled that the City is thinking of approving  
18 a project the scale and magnitude of San Francisco Overlook  
19 at the end of our narrow dead-end street. We purchased our  
20 home across from the UCSF forest in the quiet neighborhood  
21 of Forest Knolls for the very purpose of getting away from  
22 the constant traffic and noise of bustling San Francisco.

TR-4

23 Given that our home is on the dead end, we knew traffic  
24 would be light, and our son could grow up playing safely in  
25 the street. I even petitioned to have a stop sign put in

1 the Devonshire and Crestmont intersections successfully to  
2 slow traffic coming down the hill. If San Francisco  
3 Overlook were built at its current proposed scale, there  
4 would be an additional 60 to 70 cars attempting to drive in  
5 and out of our street throughout the day, and rush hour  
6 timing would be extremely impacted and congested.

7 The vast majority of houses on Crestmont Drive have  
8 driveways too short to park in. Additionally, there are  
9 inevitably residents that must park on the side of the  
10 street for various reasons; their garages are storing other  
11 things; they have more than two cars, or like our neighbor  
12 Hannah Rothenberg, they have to have a 24-hour nursing aide  
13 that parks next to her home.

14 Given the width of Crestmont Drive, what happens is  
15 there results to be one narrow driving lane with two parked  
16 cars on each side, and this is acknowledged in the EIR. So  
17 if two cars approach head-on, one car must pull over to let  
18 the other one pass. This occurs frequently on parts of  
19 Crestmont Drive, Devonshire and Oak Park. And some turns  
20 on these streets are very blind corners as well which can  
21 result in unsafe driving conditions depending on the  
22 quantity and speed of the traffic.

23 To date this has not been unwieldy because the traffic  
24 flow on Crestmont Drive is very light. But if the 60 plus  
25 70 more cars from the proposed oversized San Francisco

1 Overlook Development are added to our neighborhood, the  
2 streets will become very congested and potentially  
3 dangerous during rush hours with a number of cars trying to  
4 pass each other on the blind corners in the narrow one lane  
5 available for driving.

PH-Kan (6)

TR-4  
cont.

6 At a community meeting, the San Francisco Overlook  
7 developer said to me that his study showed that only one  
8 additional car per hour would be driving on Crestmont  
9 Drive, and I see that he has changed that now to at peak  
10 hours up to 91 cars per hour. So I guess he did a little  
11 bit more work, but...

12 Our neighborhood is going to be changed forever into a  
13 busy, noisy tangle of cars streaming by. The proposed 34  
14 condos would be better suited with street access to the  
15 Fourth, Fifth, or Sixth Avenue corridor where there are  
16 multiple two-lane outflows as well as much better public  
17 transportation options than Crestmont Drive and the Forest  
18 Knoll streets.

PH-Kan (6)

19 Now my son Carey has grown up in our home and he played  
20 in the street all his life. He learned to bike; he played  
21 ball, and there are many neighborhood children who play in  
22 the street currently. On our little block alone we have  
23 six young children, and they all play in the street. They  
24 throw footballs; they bike. But if there are 60 or 70 more  
25 cars driving in and out of the street, they will not be

RE-1

15

PH-Kan (6)

1 able to play safely at all, and that will be changing their  
2 lives forever in a very negative way.

RE-1  
cont.

PH-Kan (6)

3 I am strongly against the proposed massive scale of the  
4 San Francisco Overlook Development. It is much too massive  
5 for the type of street we have, narrow and not a through  
6 street. It will greatly affect our way of life and change  
7 our neighborhood forever in an extremely negative way. .

GC-2

8 Thank you.

9 PRESIDENT FONG: Thank you. A couple of more  
10 cards. Tim Colen, John Drago, Peter Wohlers, Reed Minuth.

PH-MSWOA-  
Gorman (1)

11 MR. GORMAN: Good afternoon, Chairman Fong and  
12 members. My name is Paul Gorman. I am chairman of the  
13 Architectural Control Committee of the Mount Sutro Owners  
14 Association. I'm a research psychologist by trade, and I'm  
15 past Chief of Planning for the State Department of Mental  
16 Health and also consultant to the legislature.

GC-1

17 I'm going to put this map here. Can this be seen?  
18 Good. To keep your mind on -- just as a focus.

19 One thing has to be known, and I think it's become  
20 clear that this site is not two dimensional; it's three  
21 dimensional. Very three dimensional. And Planning comes  
22 from a two dimensional basis. I just want to mention that.

23 I'm really just going to speak about the Architectural  
24 Control Committee guidelines and how they affect this  
25 project. I'll leave my testimony in writing with the

PH-MSWOA-  
Gorman (1)

1 backups so I don't need to repeat all of this.

2 When the Planned Unit Development was created, the  
3 CCNRs authorized a committee, the Architectural Control  
4 Committee, mainly to maintain the character of the  
5 neighborhood. When I came on to the board about ten years  
6 ago, I realized that it was vague, and as a researcher I  
7 like to operationalize it.

GC-2  
cont.

8 And what I did then was to look at the existing  
9 buildings, and this is basically what we would like to see  
10 and describe those. They are almost always, from  
11 Devonshire on down, two-story buildings with two, maybe  
12 three parking places. This is not quite adequate, but it's  
13 okay because there's no building on the east side of the  
14 street and the owners have the opportunity to park over  
15 there.

PH-MSWOA-  
Gorman (1)

TR-1

16 The Architectural Control Guidelines adopted by the  
17 Association in 2004, I believe, are simple and clear. The  
18 two that are pertinent today are the height limit of  
19 20 feet above the road, the road which is unofficially  
20 named -- but this is what I wanted to show you -- in this  
21 planning document it's called Mount Sutro Drive. Oh, gosh.  
22 Ran over time. Sorry.

PH-MSWOA-  
Gorman (1)

PD-5

23 The other thing is off-street parking for two cars.  
24 I'm going to end right there. The design is in violation.  
25 There was no attempt to go through our process. If there

PH-MSWOA-  
Gorman (1)

TR-1

1 had been, we may have been able to talk about the use of  
2 the common area side of the road so that ridiculous little  
3 20-foot road could actually have been the city street.

PH-MSWOA-  
Gorman (1)

TR-1  
cont.

4 Thank you very much for your attention.

5 PRESIDENT FONG: Thank you.

6 COMMISSION SECRETARY: Mr. President, if I can  
7 just point out that if we could remind everyone that they  
8 are here today to speak to the completeness and adequacy of  
9 the environmental document and not the project, whether or  
10 not they like it, don't like it. That will come later.  
11 But before you today is the adequacy and completeness of  
12 the Environmental Review Document.

13 PRESIDENT FONG: Thank you for reminding us of  
14 that.

PH-Sobol S (3)

GC-1

15 DR. SOBOL: Good afternoon. I'm Dr. Sam Sobol,  
16 and I'm a resident of Crestmont Drive, 435 Crestmont Drive.  
17 I live directly above the site of the proposed project.

18 Throughout the Draft EIR, we're presented with a number  
19 of theoretic models and superficial and incomplete  
20 observations which sometimes bear little relation to the  
21 real-life experience of living on this unique street. And  
22 I want to focus partially on traffic and safety issues  
23 contained in Part 4, Section C and G of the Draft EIR.

PH-Sobol S (3)

GC-1

24 As an example, the impact of the project on pedestrian  
25 traffic on Page 111 is seriously mischaracterized. We're

PH-Sobol S (3)

TR-3

PH-Sobol S (3)

1 told that 15 new pedestrian trips during peak hours, quote,  
2 "can be accommodated on existing sidewalks adjacent to the  
3 project." There is no recognition of the fact that on  
4 lower Crestmont the existing sidewalks are steep, narrow  
5 sloping, uneven and frankly dangerous, and that as a result  
6 virtually no one uses them. Almost all pedestrian traffic  
7 is in the street. Under these circumstances, the predicted  
8 doubling or tripling of traffic poses a considerable risk  
9 to pedestrians, a fact which is not considered at all in  
10 the Draft EIR.

TR-3  
cont.

PH-Sobol S (3)

11 The section on Page 259 regarding children's play area  
12 -- Ms. Kan referred to this -- makes no mention of the fact  
13 that the street is the main play area for children on  
14 Crestmont where the homes have no backyards and no front  
15 yards. Doubling the traffic on lower Crestmont at peak  
16 hours doubles the risk for kids playing in the street, but  
17 this is nowhere addressed in the Draft EIR, either as a  
18 quality of life issue or, more importantly, a safety issue.  
19 Given the poor sight lines and the hill crests and the  
20 blind curves on lower Crestmont, do we need the tragedy of  
21 injured children for the City to see the risk of doubling  
22 the population and the traffic at the lower end of this  
23 narrow, winding street?

RE-1

PH-Sobol S (3)

HZ-1

24 Emergency vehicle accidents discussed on Page 229, 232  
25 and the hazards to residents who will be trapped in the



1 cul-de-sac during an emergency are glossed over in the  
2 former case and ignored in the latter. The Fire Department  
3 study asserting a adequate fire truck access in 2005 was  
4 flawed and not carried out under real-life conditions which  
5 exist daily when the street is most constricted with parked  
6 cars. It's not even mentioned in the EIR that the City's  
7 largest fire apparatus is unable to access the site.

8 And not mentioned anywhere in the Draft EIR is the fate  
9 of residents trapped in the cul-de-sac during an emergency.  
10 No vehicles can exit the area when Crestmont is blocked by  
11 emergency equipment. There's no outlet. It's a one-way  
12 street. It's a cul-de-sac. And the project has no  
13 provision for either vehicle egress or pedestrian escape  
14 routes downhill away from the property in case of fire,  
15 earthquake or landslide. As a result, Overlook residents  
16 will be trapped in the cul-de-sac with no way to escape.

17 This issue must be addressed in the EIR. Human life is  
18 at stake. Thank you very much.

19 PRESIDENT FONG: Thank you.

20 MR. COLEN: Good afternoon, Commissioners. Tim  
21 Colen on behalf of the San Francisco Housing Action  
22 Coalition. We've been following this project for years. I  
23 was up at the site walking it with the plans on Monday. We  
24 have not taken formal action because we wanted to see the  
25 published DEIR first.

PH-Sobol S (3)

HZ-1  
cont.

PH-SFHAC-Colen

GC-2

PH-SFHAC-Colen

GC-2  
cont.

1           Our views to this point are the following: We think  
2 that this project is an entirely appropriate use of the  
3 land at this location. We think that it brings housing to  
4 the west side; brings density to an area notable for its  
5 lack of density.

6           One of the conversations that we hear most frequently  
7 is why are some neighborhoods exempt, it would appear, from  
8 taking more housing and other neighborhoods are required to  
9 bear the entire burden? We think this is a good use of the  
10 land, for what it's worth.

11          As to the project itself, our view is what's not to  
12 love about the design? Levy Design has done an excellent  
13 job of making something beautiful that fits in beautifully  
14 with that neighborhood.

15          As to the issues being discussed in the DEIR, we would  
16 say what stood out is the bold-face type at the bottom that  
17 says, "not a significant impact," on issue after issue  
18 after issue. This is a modest project without significant  
19 impact. And it appears again that we see parking is the  
20 tail that wags the dog, that somehow the idea of housing --  
21 which by the way is in close proximity to some of the best  
22 public schools in San Francisco in a wonderful neighborhood  
23 in the inner Sunset -- is somehow -- that should be the  
24 determinant in whether it's an appropriate use of land or  
25 not.

1 We see this -- it was designed originally -- the land  
2 was graded. Sewer lines were put in. This was intended to  
3 be developed, and we think it's a good use of the land and  
4 we look forward to following it as it goes along.

5 I think that the EIR is absolutely adequate, thorough  
6 and fair and balanced. Thank you.

7 PRESIDENT FONG: Thank you.

8 MR. MINUTH: President Fong, Commissioners, my  
9 name is Reed Minuth. I live at 485 Crestmont Drive, and I  
10 want to address the issues of staging and sequencing of the  
11 construction project itself.

12 The project sponsor has not submitted any documents to  
13 the Association that are required by our bylaws for review.  
14 It has no permission to use the common area for  
15 construction staging, and we'd like to know how the project  
16 sponsor intends to stage the construction. We'd also like  
17 to know how the project sponsor anticipates handling the  
18 volume of vehicles that are going to be brought to the site  
19 every day on this narrow -- you know, the longest  
20 cul-de-sac in the City.

21 The DEIR states that the construction of the units will  
22 require cut and fill. All fill areas need to be compacted  
23 which means more material needs to be brought in. Figure  
24 11 on Page 41 of the DEIR is a section of a duplex, and the  
25 developer needs to explain the sequence of construction and

PH-SFHAC-Colen

GC-2  
cont.

PH-Minuth R (2)

GC-2

PH-Minuth R (2)

TR-4

PH-Minuth R (2)

GE-1

PH-Minuth R (2)

1 whether the new residential units will be built before the  
2 construction of a retaining wall that's indicated there  
3 that supports the new road.

GE-1

4 The DEIR states that the walls will be constructed at  
5 the downhill edge of the site to prevent rocks, soil and  
6 other materials from falling onto the property of the  
7 downhill neighbors. How does the contractor propose to  
8 access this area to build the wall? Will access be Lots 25  
9 and 28 or from the bottom of the hill via Fifth Avenue?

10 In summary, the staging and sequencing of the  
11 construction project has a significant environmental impact  
12 on the neighborhood, and these issues need to be explained  
13 more clearly. Thank you.

14 PRESIDENT FONG: Thank you.

15 MR. DRAGO: Thank you for the opportunity. My  
16 name is John Drago, 478 Warren Drive, Mount Sutro Terrace  
17 Apartments, a few yards from the base of Mount Sutro.

PH-Drago

GC-3

18 John King says that buildings have to be good  
19 neighbors. The Overlook will be everything but a good  
20 neighbor. The project will inflict serious harm on a wide  
21 area of the Inner Sunset because it will be on top,  
22 broadcasting noise, lights, debris. The area operates  
23 already as an amphitheater, especially (INAUDIBLE) is  
24 building a basketball court, recreation center and fire  
25 engine turnaround aimed directly at large apartment

PH-Drago

NO-1

1 complexes. The managers of these buildings have not been  
2 informed.

3 The Environmental Impact Report reveals that the  
4 developers tested the safety of a shale hill on a similar  
5 hill, quote, "like Mount Sutro." Recently surveyors for  
6 the developers loosened shale rocks which fell onto the  
7 decks of Mount Sutro Terrace Apartments and smashed through  
8 the window of an empty apartment. Equally enraging is that  
9 I've been told the developers paid for the wrong EIR.

10 The developers have not taken the neighbors' plight  
11 into consideration as they plan to put wealthy families on  
12 top of us lower-income residents, and they will have noisy  
13 parties. There will be push-back.

14 Mount Sutro has evolved through the years and is not  
15 all foreign trees. The space above Mount Sutro Terrace  
16 Apartments is wild space. No human being has ever been  
17 there. It is inaccessible. Wildlife, fauna bushes and  
18 trees have appeared. Now we're getting pretty white ground  
19 flowers for the first time. Red tail hawks do alight on  
20 the property. You look around and catch rodents. That's  
21 because of the dog poop. Because of them, pigeons no  
22 longer defile the property and area.

23 Are you aware that the area is home to medical  
24 personnel? What compensation will be available to  
25 residents like me who have their lives destroyed? Thank

PH-Drago

NO-1  
Cont

PH-Drago

GC-7

PH-Drago

GC-3

PH-Drago

BI-1

PH-Drago

GC-9

1 you very much.

2 MR. WOHLERS: Hi. My name is Peter Wohlers. I'm  
3 a resident and homeowner at 100 Devonshire Way sort of down  
4 the hill.

5 The Environmental Impact Report seems to be sort of  
6 inadequate. They seem to take sort of liberties when they  
7 talk about "not a significant impact." I think the  
8 doubling of traffic on such a narrow street is something  
9 that is -- it is significant. The roadways are not wide  
10 enough. There's always fire trucks. It's like have you  
11 ever seen a hook and ladder like backing up a half mile  
12 cul-de-sac? It's not a pretty thing.

13 This is really, really just not -- I mean, I don't know  
14 where people get the idea that -- you know, how do they say  
15 that it's not significant? What's the judge of that? I  
16 mean, it just seems like a value judgment. It seems to be  
17 completely out of character and not from anybody who's even  
18 remotely in the neighborhood. And that's it. Thank you.

19 PRESIDENT FONG: Thank you. Are there any  
20 additional public comment speakers? Okay.

21 The public hearing portion of this is closed.

22 Commissioners? Commissioner Antonini.

23 COMMISSIONER ANTONINI: Okay. Thank you. Well,  
24 we'll be interested in hearing the responses to these  
25 comments.

PH-Wohlers (2)

TR-4

PH-Wohlers (2)

HZ-1

PH-Wohlers (2)

LU-3

PH-Antonini

GC-1

1 A couple of things that were brought up, I think, in  
2 particular need to be addressed, and that is the adequacy  
3 of the sidewalks. Now, I understand that there is plans  
4 for improvements, but addressing the adequacy of sidewalks  
5 because I believe hopefully there will be a lot of people  
6 exiting by foot either on Crestmont or down from the  
7 project to Fifth and Fourth Avenue. I think that's  
8 important, and that deals with the emergency egress part.  
9 So that was one thing that I noticed.

10 Also another comment that I think needs to be addressed  
11 is the access -- the retaining wall which needs to be built  
12 will have to have access. And I guess the question that  
13 was raised by the commenter is the access going to be from  
14 below or from the street itself? This is something that  
15 needs to be responded to in the Comments and Responses.

16 Then the other one was a comment about whether or  
17 not -- I believe there has been -- plans were laid out long  
18 before to have development in the middle of this space  
19 dating back 30 or 40 years, and there is, of course,  
20 development at the top and development at the bottom but  
21 none in the middle. So I think that history is in the EIR  
22 which is an important issue that has to do with a number of  
23 the issues.

24 And then some of the other things that were brought up  
25 in regards to impacts regarding slides and other things are

PH-Antonini

TR-3

PH-Antonini

HZ-1

PH-Antonini

GE-1

PH-Antonini

GC-1

PH-Antonini

GE-1

1 again important to be addressed and they are addressed in  
2 the EIR, but a lot of this has to do with issues that are  
3 the province of DBR that obviously there are certain  
4 standards that have to be met when a project is built.

5 So those are some of the things that I heard in the  
6 comments, but I'm very interested in hearing the responses  
7 from the staff to those questions and any others that may  
8 come up.

9 PRESIDENT FONG: Commissioner Wu.

10 VICE-PRESIDENT WU: I also think there were a  
11 number of questions that were raised that I'm looking  
12 forward to seeing the answers to.

13 I especially am curious about the condition of the  
14 street being 26 feet wide and the condition of having to  
15 move over when there's two cars. In the EIR it does  
16 address it, but it says it happens infrequently. But I  
17 think that I would be interested to know a little bit more  
18 specifically within a certain time period, how often does  
19 it happen, and then how does that impact emergency vehicles  
20 or other vehicles that have to get into the area? It does  
21 really seem like there is just one street and then a  
22 cul-de-sac. Although maybe the frequency of cars may be  
23 somewhat low, I think that when that condition happens, it  
24 is quite dangerous.

25 PRESIDENT FONG: Commissioner Moore.

PH-Antonini

GE-1  
cont.

PH-Wu

HZ-1



1           COMMISSIONER MOORE: For those who live close by,  
2 I think the questions asked by the public are relevant  
3 questions. And I know that the Department would do  
4 everything to answer them.

PH-Moore

GC-6

5           Overall, I find the structure of the EIR very logical.  
6 It is a very hands-on document, very easy to read, and it  
7 layers the history of the project, the initial EIR,  
8 including the development history prior to even the  
9 fully-fledged EIR as we know it today. It lays it out  
10 quite well and gives us the ability to see how requirements  
11 have changed and how this EIR takes a more comprehensive  
12 look to answer questions which at the time of the original  
13 EIR were not required.

PH-Moore

GC-6

14          I commend the Department for this very simple layering  
15 of the document. You can find your way; it cross  
16 references well. I tried several ways of reading between  
17 land use and aesthetics and the past history and found it  
18 -- partially because the project is a smaller size project  
19 compared to the EIRs we normally read -- easily accessible.

20          I am often very critical of EIRs which are too  
21 complicated and convoluted and not easily readable  
22 documents. This document is accessible, and anybody who  
23 has questions within the time that is set aside to ask  
24 further will find their way through the document and cross  
25 references to look at the source by which its put together.

1           So I generally am comfortable. I acknowledge a need  
2 for the additional questions having been asked and we will  
3 see where it goes. And again, this project is not a review  
4 or a critique of the project as it is currently designed.  
5 It is basically taking the quantitative and qualitative  
6 issues and their effect on the environment and does as best  
7 as possible to create the worst-case scenario and the  
8 impact on the environment and CEQA-related issues.

9           PRESIDENT FONG: Commissioner Miguel.

10           COMMISSIONER MIGUEL: Yes. I have to totally  
11 agree with Commissioner Moore. I have often been a critic  
12 of EIRs which seem to take a point of view which seem to be  
13 prejudiced in the manner in which they use the English  
14 language. I found this one to be factual, neutral in its  
15 language and use of syntax, eminently readable, rather  
16 simple in its form and totally thorough in my opinion in  
17 the analysis of what an EIR is supposed to do under CEQA.  
18 I thought it is an excellent example, albeit for a small  
19 project, but an excellent example of what an EIR is  
20 supposed to do.

21           PRESIDENT FONG: Commissioner Antonini.

22           COMMISSIONER ANTONINI: Yeah. And one additional  
23 thing in keeping with what Commissioner Miguel says, we're  
24 fortunate that we live in a city that has a lot of hills  
25 and is not a stranger to construction on hills. And this

PH-Moore

GC-1  
cont.

PH-Miguel

GC-6

PH-Antonini

GE-1

1 is something that seems to be well-documented in the EIR.  
2 But as I mentioned before, there are some areas of concern  
3 that still probably need to be addressed in Comments and  
4 Responses. But in some parts of the eastern part of San  
5 Francisco, we have situations that are even more intense as  
6 far as the impacts that have to be analyzed.

7 PRESIDENT FONG: Commissioner Moore.

8 COMMISSIONER MOORE: Questions about safety,  
9 emergency access, fire access, sufficiency of fire  
10 response, including road width, are all answered by those  
11 departments who are responsible for these actions. They  
12 are not inventions by the Department on their own, but they  
13 are solely reviewed and coordinated with necessary fire  
14 response.

15 And if indeed there is a deficiency in fire response  
16 time due to the number of households or the increase in  
17 households, the Fire Department will address that. It's  
18 not just all of a sudden building a couple of more homes  
19 and thinking if there's a deficiency that that would not be  
20 picked up in terms of what the Department typically does  
21 for any neighborhood in the City. That holds also for road  
22 width, road widths, curb cuts, curb height, road drainage,  
23 retraining walls. All of that is reviewed by those people  
24 in DBI and in Public Works who are responsible for that.

25 So this project is under as much scrutiny in its actual

PH-Antonini

GC-1

PH-Antonini

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PH-Moore

HZ-1

1 implementation as any other project is, and deficiencies,  
2 even on the level of EIR in the schematic nature of the  
3 design on which it is built, is immediately flagged by  
4 those departments that are responsible.

5 PRESIDENT FONG: Commissioner Miguel.

6 COMMISSIONER MIGUEL: Yes. Not to prolong this,  
7 and I usually do not comment on the public's EIR comments.  
8 However, there was a statement made by one of the speakers,  
9 questioning, I guess, the manner -- the fact that the  
10 developer paid for the EIR.

11 All developers pay a fee. The Department -- the EIRs  
12 are under the auspices of the Department. But the  
13 developers pay a fee for this. We don't have unlimited  
14 pockets within city government just to pay for EIRs. This  
15 is a fee that's charged.

16 So that is a standard situation. I don't care if  
17 you're building a hundred-story office building or a  
18 project such as this.

19 PRESIDENT FONG: Commissioner Antonini.

20 COMMISSIONER ANTONINI: And one final comment, I  
21 guess. One speaker brought up the question of the increase  
22 in traffic and stated that it would be doubled. And if  
23 that is fact the case, I guess staff will respond as to why  
24 it is not considered to be significant. Maybe the volume  
25 itself is small as it is, and so the doubling would not be

PH-Moore

HZ-1  
cont.

PH-Miguel

GC-7

PH-Antonini

TR-4

1 deemed to be significant. But I'm not sure what the answer  
2 is. But that would seem to me to be a change that has to  
3 be addressed in Comments and Responses.

PH-Antonini

TR-4  
cont.

4 COMMISSION SECRETARY: Thank you. Commissioners,  
5 with the conclusion of the Commissioner's comments, I'll  
6 just mention that written comments will be accepted at the  
7 Planning Department until 5:00 p.m. on June 19, 2012.

8 With that, this hearing on this item is concluded.

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REPORTER'S CERTIFICATE

I, JUDITH L. LARRABEE, a Hearing Shorthand Reporter in the State of California, hereby certify:

That the proceedings therein were taken down in shorthand by me, a disinterested person, at the time and place therein stated, that the proceedings were thereafter reduced to typewriting, by computer, under my direction and supervision, and that the foregoing is a full, true and correct transcript of the proceedings therein to the best of my ability.

IN WITNESS WHEREOF, I have hereunto set my hand on this 25th day of June, 2012.

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Judith Larrabee, Shorthand Reporter