

**Executive Park
General Plan, Planning Code Text, and
Zoning Map Amendments
and
Design Guidelines Adoption**

This packet includes the Planning Commission Approval Packet submitted April 21, 2011,
and a Supplemental Packet sent April 28, 2011.



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary

Executive Park General Plan, Planning Code Text, and Map Amendments and Adoption of Design Guidelines

HEARING DATE: MAY 5, 2011

Date: April 21, 2011
Case No.: 2006.0422EMTUZ
Project Address: EXECUTIVE PARK
Zoning: M-1, C-2; 40-X AND 80-X HEIGHT AND BULK
Location: Highway 101 and Harney Way:
Project Sponsor: Yerby Company and Universal Paragon Corporation
5 Thomas Mellon Circle (Yerby)
150 Executive Park Boulevard (UPC)
San Francisco, CA 94134
Staff Contact: Mat Snyder – (415) 575-6891
mathew.snyder@sfgov.org
Recommendation: Approve General Plan Amendments, Planning Code Text and
Map Amendments, and Adopt Design Guidelines

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PROJECT DESCRIPTION

The Project consists of the following four components:

1. General Plan Amendments: The General Plan amendments consist of changes to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan to accommodate a transition from predominately office use to mixed-use / predominately residential use. The overall goal is to create a vibrant, urban, pedestrian oriented neighborhood characterized by active publicly-accessible streets. Other corresponding minor General Plan amendments are also proposed to various maps and figures throughout and to the Land Use Index.
2. Planning Code Text Amendments: The text amendments consist of establishing the Executive Park Special Use District (SUD) (Section 249.53), height controls specifically tailored to the SUD (Section 263.27), and a new 309 Design Review process for projects within Executive Park (Section 309.2).
3. Zoning Map Amendments: The map amendments consist of rezoning the portion of Executive Park surrounded by Harney Way, Executive Park Boulevard West, Executive Park Boulevard, and Executive Park Boulevard from M-1 and C-2 to RC-3; include the subject parcels within the new Executive Park SUD, and include those parcels north of Alana and Harney within the 65/240-EP Height and Bulk District.

4. Design Guidelines. The Design Guidelines would work in conjunction with and as an extension of the Subarea Plan and SUD. The Guidelines would provide further guidance and requirements in the areas of street and block layout, public realm improvements, building siting, features and characteristics, and sustainability.

Related Development Projects. Two development proposals by Yerby and UPC would be accommodated by these actions and have been analyzed under the Environmental Impact Report along with the subject amendments (Case No. 2006.0422E). The two development proposals would be located at the existing office park and together could include up to 1,600 dwelling units, 70,000 square feet of retail and approximately 1,400 off-street parking spaces. Buildings within the development would generally range between 65-feet to 240-feet tall. This development would feature a new publicly accessible internal road network and small open spaces. Parking would either be below grade or wrapped with active uses.

Approvals of the actual development are not before the Commission at this time.

Development for the entire Executive Park area (previous entitled projects and the ones described above) could include up to 2,800 dwelling units, and 84,000 square feet of retail space along with other accessory uses.

SITE DESCRIPTION AND PRESENT USE

Executive Park is the area immediately east of Highway 101 at the City and County line and at the Bay shoreline. The approximately 70-acre site is boxed in on three sides by Highway 101, Bayview Hill and San Francisco Bay. Executive Park is isolated from the City street grid and has limited points of ingress and egress. Its circulation is characterized by a looped road surrounding an office park and two separate private street networks that lead away from it. Harney Way, the main access point to Candlestick Point and the stadium, also serves as the main route to Executive Park. Only two other streets lead to and from Executive Park: Blanken Avenue, which leads to residential neighborhoods westward, and Alana, which leads to the main southbound access point for Highway 101. (See attached Context Maps)

The Executive Park area is divided into three subareas generally defined by property ownership and phase of entitlement. The central area includes three office buildings (approximately 307,000 gross square feet) and expansive surface parking. Two areas to the north and northeast of the office park are being developed for residential use. Signature Properties is developing the portion of Executive Park directly north of the office park, and when complete, will consist of approximately 450 dwelling units, and 14,000 square feet of retail. The Signature Project includes three podium buildings (between the heights of 60 and 90 feet tall) and a series of joined townhouse structures. At this point, only one podium building has been built along with roughly half of the planned townhouses. An expansive natural open space along the hillside has been improved in conjunction with the Signature development; it includes a public trail to a hilltop lookout.

To the northeast of the office development is another residential development being constructed by Top Vision. Five buildings consisting of roughly 300 units have been constructed, three of which sit atop a hilltop embankment overlooking Harney Way and the Candlestick Point State Recreation Area (CPSRA). A final phase for Top Vision has been approved for an addition 465

dwelling units upslope from the existing buildings which has not yet been constructed. These units would be within podium buildings and a 160-foot residential tower.

In discussing Executive Park and the actions before the Commission, there are two geographic areas referenced. The larger 70-acre Executive Park area includes all developments including existing office, residential, and hillside open space areas. The draft amendments to the Subarea Plan would apply to this entire area. The proposed rezoning and Design Guidelines, however, only applies to the 15-acre office park area (“office park portion”).

SURROUNDING PROPERTIES AND NEIGHBORHOOD

Executive Park is bordered on its west by Highway 101. Beyond the freeway are the Little Hollywood and Visitacion Valley neighborhoods. Blanken Avenue leads from the intersection of Executive Park Boulevards North and West, under the freeway, and through Little Hollywood westward to Third Street. At Blanken and Third Street, about ½ mile from Executive Park, the Schlage Lock factory site is being redeveloped into a new mixed-use neighborhood that will include roughly 1,200 dwelling units and supporting retail and community uses.

To the east is Candlestick Point, the stadium and parking lot and the CPSRA. Candlestick is planned for a large scale redevelopment in conjunction with the redevelopment of Hunters Point Shipyard, located east of Candlestick. The mixed-use project will include up to 10,500 dwelling units, roughly 900,000 gross square feet of retail, 2.5 million square feet of office development among many other uses and public improvements. The CPSRA is located east and immediately south of Executive Park across Harney Way. The State Park is undergoing a planning effort to amend its General Plan. Bayview Hill Park, a natural open space park, is immediately to the north on top of the bordering hill. (see attached Context Maps)

ENVIRONMENTAL REVIEW

An environmental impact report (EIR) has been prepared that includes the subject legislative actions along with the Yerby and UPC development proposals described above. The EIR was published in October 2010, had a public hearing in November 2010 . It certification is scheduled for the same hearing and will be required prior any approval actions.

Also at the subject hearing, the Commission will need to adopt “CEQA findings” as required by state law. The CEQA findings, will among other things, reject Project alternatives considered in the EIR but not under consideration, adopt overriding considerations for Project approval where significant adverse impacts have been identified but cannot be mitigated to a less than significant level, and adopt a Mitigation Monitoring Program (MMRP).

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	April 15, 2011	April 13, 2011	22 days
Posted Notice	[not required]	[not required]	[not required]	[not required]
Mailed Notice	10 days	April 25, 2011	April 15, 2006	20 days

DISCUSSION

General Plan Amendments

The General Plan Amendments consist of a complete revision to the Executive Park Subarea Plan along with other minor changes throughout the General Plan.

The Subarea Plan was originally established in 1985 as part of the South Bayshore Plan (now called the Bayview Hunters Point Area Plan). The original Subarea Plan explicitly laid out a site plan for a mixed-use predominately office and commercial development. The Subarea Plan’s prescribed site plan had a suburban style and insular orientation. Over the years, the Executive Park entitlements were amended to incrementally allow more residential development; however, the main thrust of the Subarea Plan remained largely oriented to commercial use.

In the mid-2000s, three of the Executive Park developers expressed interest in pursuing residential development: Signature Properties wanted to develop residential in-lieu of previous approved office development; Yerby and UPC wanted to redevelop their office and parking uses as residential. After considering the new surrounding context, market forces, and other factors, staff agreed to pursue a new vision for Executive Park.. Planning saw an opportunity to apply the same principles in creating vibrant pedestrian-oriented mixed-use neighborhood used for Downtown Residential Districts, Market / Octavia and other projects to Executive Park. It became apparent that a new envisioning of Executive Park could also address many of its long standing challenges, including tying the different phases of development in a coherent whole, and providing better ways to connect established neighborhoods with the shoreline.

The completely rewritten Subarea Plan sets the framework and tone for new development at Executive Park as a pedestrian-oriented, mixed-use, predominately residential neighborhood: it provides general objectives and policies relating to land use, urban design, circulation, and recreation and open space. While it does not include a specific site plan as earlier versions did, it does provide a Proposed Street Network diagram that breaks up the large central office blocks into a fine grained block pattern more typical of San Francisco development. It provides a general framework for street typologies and circulation, and for open space.

Planning Code Amendments

Underlying Zoning. The Planning Code amendments include rezoning the portion of the office park from either their current M-1 (Light Industrial) or C-2 (Community Commercial) Use District designations to an underlying RC-3 (Residential Commercial Mixed – Medium Density). The RC-3’s name denotes the intended residential mixed-use development; RC-3 also allows for greater density. M-1 and C-2 densities are generally set at one dwelling unit for every 800 square feet and 600 square feet of lot area respectively. The RC-3 would allow up to one unit for every 400 square feet of lot area.

The Executive Park Special Use District. The Planning Code Amendments also include the establishment of the Executive Park Special Use District (SUD), which creates specifically tailored controls unique for the new neighborhood. As one example, a widened Harney Way and a new Highway 101 interchange are now planned that will likely encroach onto existing lots. The SUD enables development densities to be transferred from portions of the Executive Park area that might become right-of-way to other portions within the Special Use District. As another example, Executive Park does not have a typical residential street and block pattern that is assumed by most Planning Code development controls. Because of this, the creation of a more fine-grained street network is required. The SUD includes provisions for delivery of publicly accessible streets and open space in conjunction with development.

New Height and Bulk Designation. The Planning Code Amendments also include new provisions for heights. The Subarea Plan calls for a dynamic urban form. As such, the new zoning establishes a 65/240-EP Height and Bulk District that enables 65-foot buildings throughout the District but also allows for taller buildings at specific locations. Buildings along Harney and Alana can be built to 85 feet as a means to creating a definitive streetwall at the neighborhood's (and City's) edge. Such treatment is also allowed along Executive Park Boulevard North, which has long been envisioned as the neighborhood center. Similarly, the height controls allow three towers within the SUD at key locations and at specific heights (240-feet, 200-feet, and 170-feet).

Design Review. Finally, the Planning Code Amendments extend the Design Review Procedures under Planning Code Section 309 and 309.1 used for Downtown and the DTR (Downtown Residential) Districts to Executive Park. Under this design review provision, all development projects that include new construction will be required to come before the Commission and be subject to neighborhood notification.

Design Guidelines

Planning staff has prepared draft Design Guidelines for Executive Park. The Guidelines aim to do the following: (1) provide an urban design framework for the entire site with specific strategies for particular portions of the site; (2) include general performance criteria for public realm improvements and include guidelines for how buildings and their streetwalls are to relate to different street typologies; (3) establish both performance criteria and specific requirements for building modulation, activation and architectural treatment; and (4) provide general performance criteria for sustainability.

Streetscape Master Plan

One of the challenges of Executive Park has been and will continue to be coordinating development between different property owners. For the proposed new layout, the delivery of publicly accessible streets and open space will need to be coordinated. Staff is working with the Project Sponsors on a Streetscape Master Plan (SSMP) to assure clarity between the two property owners and the City regarding the expected improvements. A Draft Streetscape Master Plan will be forwarded to the Commission in a supplementary packet on April 28, 2011. The Commission is not scheduled to take action on the Streetscape Master Plan at the May 5 Hearing; the SSMP is being made available for their information and their comment. The Draft Streetscape Master Plan as forwarded to the Commission should be viewed as a work-in-progress that will form the basis of a final Streetscape Master Plan that will dictate public realm improvements.

ISSUES AND CONSIDERATIONS

Duration of Review.

The planning process for Executive Park has been underway for more than five years. Environmental review has taken longer than anticipated, largely due to the changing circumstances of surrounding planned development and changes in planned infrastructure improvements.

Location of Towers

While voicing general support, some Commissioners have expressed concern about specific location of towers particularly with the west most tower adjacent to Highway 101 (or "Tower C" as identified in the SUD). Concerns include creating a partial view blockage of the Bay when travelling along 101 south and an overly even distribution of tower spacing. The Amendments in this package reflect the same proposal as was in the packet for Initiation keeping the towers at the same location and configuration.

However, staff is continuing to work with the Project Sponsor to see what modifications can be made to Tower C both in terms of slight relocation and configuration to ameliorate the expressed concerns. Staff and the Project Sponsor team hope to find a solution that can be integrated into the Amendments without creating new impacts or requiring additional environmental review. Staff will provide updates on this effort in a separate memo to the Commission as part of the April 28 Commission packet.

Outreach and Notification

Planning staff sent out a mailed notice regarding the informational hearings to give the public the opportunity to voice any concerns directly to the Commission. Planning staff also hosted an open house in the neighborhood to elicit questions and feedback about the proposed General Plan and zoning amendments. In general, public feedback has been favorable regarding the proposed new land uses and intensity of development. However, some have voiced concern about needed additional community participation, ensuring quality design in the future, and assuring that local streets are not overburdened with spillover parking. Some have voiced concern over the particulars of the proposed urban form, with some concerned about the towers.

REQUIRED COMMISSION ACTION

1. Certification of the FSEIR [material under separate cover].
2. Adoption of CEQA Findings.
3. Approval of General Plan Amendments:
4. Approval of Planning Code Text Amendments:
5. Approval of Zoning Map Amendments:
6. Adoption of Executive Park Design Guidelines.

RECOMMENDATION: **Certify EIR, Adopt CEQA Finding, Approve General Plan, Planning Code Text and Map Amendments, and Adopt Design Guidelines**

ATTACHMENTS:

Context Maps

[note: Draft Motion Certifying EIR and related material under separate cover]

CEQA Findings

Draft Motion

Attachment A: CEQA Findings

Attachment B: Mitigation Monitoring Reporting Program

[to be sent separately]

General Plan Amendments

Draft Resolution

Exhibit A: Legislative Digest

Draft Ordinance

Attachment A: Superseded Text and Figures

Attachment B: Amended Text and Figures

Exhibit B: General Plan Findings and Planning Code Section 101.1(b) Finding

Planning Code Text Amendments

Draft Resolution

Exhibit A: Legislative Digest

Draft Ordinance

Zoning Map Amendment

Draft Resolution

Exhibit A: Legislative Digest

Draft Ordinance

Exhibit B: Map of Existing Zoning and Proposed Zoning

Design Guidelines

Draft Resolution

Exhibit A: Draft Design Guidelines

Context Map



Immediate Context

Case No. 2006.0422MTUZ
Executive Park

Context Map



Southeast San Francisco Context

Case No. 2006.0422MTUZ
Executive Park



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No.

HEARING DATE: MAY 5, 2011

Date: **April 21, 2011**
Case No.: **2006.0422EMTUZ**
Project: **Executive Park Amendments and
The Yerby Company and Universal Paragon Corporation Development
Projects**
Location: **Highway 101 and Harney Way**
Staff Contact: **Mat Snyder – (415) 575-6891
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Recommendation: **Adopt the Findings**

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ADOPTING ENVIRONMENTAL FINDINGS (AND A STATEMENT OF OVERRIDING CONSIDERATIONS) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES IN CONNECTION WITH THE ADOPTION OF THE EXECUTIVE PARK RELATED ACTIONS.

WHEREAS, the San Francisco Planning Department is the Lead Agency responsible for the implementation of the California Environmental Quality Act ("CEQA") for the City and County of San Francisco and have undertaken environmental review process for the proposed Executive Park Amendments and the The Yerby Company and Universal Paragon Corporation Development Projects ("Project") and provided for appropriate public hearings before the Planning Commission ("Commission").

This Project includes three components: (1) a development project sponsored by UPC that would include up to 1,100 dwelling units, approximately 70,000 gross square feet of retail, and approximately 1,677 off-street parking spaces (2) a development project sponsored by Yerby that would include up to 500 dwelling units and approximately 750 off-street parking spaces; and (3) General Plan amendments along with Planning Code Text amendments and the subject Map amendments, ("Project")

On May 11, 2006, Universal Paragon Inc. (Project Sponsor) and on March 22, 2006 Yerby Company ("Yerby") (Project Sponsor) submitted applications to jointly amend the General Plan by amending the Executive Park Subarea Plan along with other related minor changes, amend the Planning Code, and amend the Zoning Maps.

The history of Executive Park in its current form starts in the mid 1970s. In 1976, the Planning Commission certified the San Francisco Executive Park Final EIR which analyzed a project that included 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000 square feet in total), plus 3,900 parking spaces At the time, Amendments were made to the South Bayshore Plan to allow commercial uses at the location. In 1978, a master development plan ("1978 Development Plan") was created to guide development based on the Project analyzed in the 1976 EIR.

In 1980 and 1981, the Planning Commission approved minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses. The City issued permits for the construction of four office buildings and a restaurant under the 1978 Development Plan; three of the office buildings had been constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

In 1985, following certification of a subsequent environmental impact report, the Planning Commission approved a Planned Unit Development that revised the 1978 Development Plan that, when combined with the four office buildings and restaurant previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces. At the same time, the Executive Park Subarea Plan was established as part of the South Bayshore Area Plan to memorialize the development program and urban form through a General Plan Amendment. Related Planning Code Map amendments were also approved.

In 1992, the developer sought and obtained a revision to the 1985 Planned Unit Development. This revision added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space and increased the square footage of residential use but not the unit count. Five residential buildings, located in the eastern portion of the site, containing 304 units and 517 parking spaces have been constructed under this development proposal by TopVision. ("TopVision Phases I and II"). Minor General Plan amendments were approved in conjunction with this approval.

In 1999, the Planning Commission certified a supplemental environmental impact report, and in 2000, approved a Planned Unit Development that extended and modified the prior 1985 Planned Unit Development authorization by including a residential variant, which provided for some additional residential development in the northwestern portion of the site. Amendments to the Executive Park Subarea Plan that replaced all of the Plan's figures and added text were adopted in conjunction with these approvals. The general land use program remained the same.

In 2005, Signature Properties development project was approved under a separate PUD for the northwestern portion of the Subarea Plan Area. Nearing completion, it will include up to 450 residential units, 14,000 square feet of retail space, and 588 parking spaces when built-out. Amendments to the Executive Park Subarea Plan were adopted as a part of this Planned Unit Development authorization.

In 2007 TopVision obtained approval under the 2000 Approved Development Plan for a Phase III development, which includes 465 units and about 776 parking spaces north of existing TopVision Phases I and II residential buildings on the eastern portion of the Subarea Plan Area.

Existing and approved development projects in the Executive Park Subarea Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

Yerby has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface parking spaces, and UPC has applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and 1,677 subsurface parking spaces. These projects will require amendment of the Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan

amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

On October 13, 2010, the Department and Agency released for public review and comment the Draft Environmental Impact Report for the Project, (Department Case No. 2006.0422E).

The Planning Commission on November 18, 2010 held public hearings on the Draft Environmental Impact Report and received written public comments until 5:00 pm on November 29, 2010, for a total of 45 days of public review.

The Department and Agency prepared a Final **Supplemental** Environmental Impact Report ("FSEIR") for the Project consisting of the Draft Environmental Impact Report, the comments received during the review period, any additional information that became available after the publication of the Draft Environmental Impact Report, and the Draft Summary of Comments and Responses, all as required by law, a copy of which is on file with the Planning Department under Case No. 2006.0422E, which is incorporated into this motion by this reference.

The FSEIR files and other Project-related Department and Agency files have been available for review by the Planning Commission and the public, and those files are part of the record before this Commission.

On May 5, 2011, the Planning Commission reviewed and considered the FSEIR by Motion No. _____, found that the contents of said report and the procedures through which the FSEIR was prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code; and

By Motion No. _____, the Planning Commission and the Redevelopment Agency Commission, respectively, found that the FSEIR was adequate, accurate and objective, reflected the independent judgment and analysis of each Commission and that the summary of Comments and Responses contained no significant revisions to the Draft Environmental Impact Report; and

The Department prepared proposed Findings, as required by CEQA, regarding the alternatives and variants, mitigation measures and significant environmental impacts analyzed in the FEIR, overriding considerations for approving the Project, denoted as Attachment A, and a proposed mitigation monitoring and reporting program, denoted as Attachment B, on file with the Planning

Motion No. _____
Hearing Date: May 5, 2011

Case No 2006.0422EMTUZ
Executive Park CEQA Findings

Department under Case No. 2006.0422E which material was made available to the public and this Commission for this Commissions' review, consideration and actions;

THEREFORE BE IT RESOLVED, that the Planning Commission has reviewed and considered the FSEIR and the actions associated with the Executive Park Amendments and the Yerby Company and Univeral Paragon Corporation Development Projects and hereby adopts the Project Findings attached hereto as Attachment A including a statement of overriding considerations, and including as Attachment B the Mitigation Monitoring and Reporting Program.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 5, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

I:\Citywide\Community Planning\Southeast BVHP\Executive Park\Work Products in Progress\Approval Packet and Notification\Ex Park - CEQA Findings - Approval Motion.doc

ATTACHMENT A

EXECUTIVE PARK AMENDED SUBAREA PLAN, RELATED PLANNING CODE AMENDMENTS, AND THE YERBY COMPANY AND UNIVERSAL PARAGON CORPORATION DEVELOPMENT PROJECTS

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS: FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS

SAN FRANCISCO PLANNING COMMISSION

In determining to approve (i) proposed amendments to the General Plan, the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, Planning Code, and Zoning Map (collectively referred to herein as the “Amended Subarea Plan”), and (ii) the future development of the proposed Yerby Company project (“Yerby Development Project”) and the proposed Universal Paragon Corporation project (“UPC Development Project”) generally in accordance with the Amended Subarea Plan, as described in Section I below, the San Francisco Planning Commission (“Commission”) makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the following statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act (“CEQA”), California Public Resources Code Sections 21000 et seq., particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA (“CEQA Guidelines”), 14 California Code of Regulations Sections 15000 et seq., particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code. The Amended Subarea Plan and the future development of the proposed Yerby and UPC Development Projects generally in accordance with the Amended Subarea Plan are collectively referred to in these Findings as the “Project”.

This document is organized as follows:

Section I provides a description of the Project, the environmental review process for the Project, the approval actions to be taken and the location of records;

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

Sections III and IV identify potentially significant Project specific and cumulative impacts that can be avoided or reduced to less-than-significant levels through mitigation and describe the disposition of the mitigation measures;

Sections V and VI identify Project specific and cumulative significant impacts that cannot be avoided or reduced to less-than significant levels and describe any applicable mitigation measures as well as the disposition of the mitigation measures;

Section VII evaluates the different Project Alternatives and the economic, legal, social, technological, and other considerations that support approval of the Project and the rejection of the alternatives, or elements thereof, analyzed in the record; and

Section VIII presents a statement of overriding considerations setting forth specific reasons in support of the Commission's actions and its rejection of the alternatives not incorporated into the Project.

The Mitigation Monitoring and Reporting Program (“MMRP”) for the mitigation measures that have been proposed for adoption is attached with these findings as **Attachment B**. The MMRP is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. **Attachment B** provides a table setting forth each mitigation measure listed in the Final Subsequent Environmental Impact Report for the Project (“Final SEIR” or “FSEIR”) that is required to reduce or avoid a significant adverse impact. **Attachment B** also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule. The full text of the mitigation measures is set forth in **Attachment B**.

These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Draft Subsequent Environmental Impact Report (“Draft SEIR” or “DSEIR”) or the Comments and Responses document (“C&R document”) in the Final SEIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

I. APPROVAL OF THE PROJECT

A. Project Description

1. Development History

The Executive Park Subarea Plan Area (“Subarea”) is comprised of 71 acres in the southeast corner of San Francisco, bounded on the west by US Highway 101, on the north by Bayview Hill, on the east by the recently approved Candlestick Point-Hunters Point Shipyard Phase II Project, and on the south by Harney Way and the San Mateo County Line.

Since 1976, the Subarea has been the subject of several development plans, environmental analyses, and City approvals. The 1976 San Francisco Executive Park Final EIR (1976 EIR) considered a development of 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000 square feet in total), plus 3,900 parking spaces. The first Executive Park Development Plan was approved in 1978 (“1978 Development Plan”).

Minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses, were proposed and approved in 1980 and 1981. Subsequent to these changes, building permits were issued for the construction of four office buildings and a restaurant under the 1978 Development Plan. Three of the office buildings were constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

A proposal to revise the 1978 Development Plan by adding additional office and hotel space, and adding residential use, was made in 1984 ("1984 Development Plan Amendment"). Overall, and including the four office buildings and the restaurant previously approved, the 1984 Development Plan Amendment called for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces. Since these changes resulted in a substantial increase in project size, and area-wide conditions had significantly changed since 1976, a subsequent environmental analysis was conducted in 1985 (1985 SEIR).

In 1992, a further revision to the development plan ("1992 Development Plan Amendment") was approved. It added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space. The revised plan was analyzed in an Addendum to the 1985 SEIR. Following approval of the 1992 Development Plan Amendment, building permits were issued for the construction of five residential buildings (TopVision Phases I and II). All 5 of the residential buildings, containing 304 units and 517 parking spaces, have been constructed.

In 1998, a supplemental environmental assessment for the 1984 Development Plan Amendment was conducted (1999 SEIR) to extend the project authorization, modify the previous approvals and to update the 1985 analyses. As part of the 1999 SEIR, the previous 1985 Conditions of Approval and mitigation measures were generally carried forward. In addition, slight modifications to the development program were addressed ("1999 Development Plan Amendment"). In 2000, the Planning Commission certified the 1999 SEIR and approved a Residential Variant to the 1999 Development Plan Amendment ("2000 Approved Development Plan") that increased new residential units by 521 units and 875 parking spaces.

In 2005, the Signature Properties proposed to build 499 residential units, 12,500 square feet of retail space, 2,500 square feet of restaurant space, and 720 parking spaces in the northwestern portion of the Subarea. An Addendum concluded that this project would not result in any new significant impacts that were not considered in the 1999 SEIR and the Planning Commission approved this development. . It is near completion.

In 2007, TopVision proposed a Phase III development to include 465 units and about 776 parking spaces north of the existing residential buildings on the eastern portion of the Subarea Plan Area. An Addendum for Phase III concluded that this project would not result in any new significant impacts that were not considered in the 1999 SEIR and the Planning Commission approved this development.

From initial adoption in 1978 through adoption of the 2000 Approved Development Plan (Motion No. 15017, Case No. 1990.299C), the City has contemplated that Executive Park would be built-out in accordance with the Subarea Plan by a single landowner. Therefore, the 1978 Executive Park Development Plan, including its Conditions of Approval, and every amendment thereto through the 2000 Approved Development Plan, including its Conditions of Approval, have applied to all of Executive Park. However, since 2000, the number of separate landowners who desire to develop or redevelop portions of Executive Park has grown to at least four: Signature, TopVision, UPC and Yerby. To accommodate separate development by multiple landowners while assuring that they, collectively, would comply with the 2000 Approved Development Plan, including its Conditions of Approval, the Zoning Administrator determined on September 15, 2004 that, consistent with the 2000 Development Plan, each Executive Park landowner could seek development authorization applicable solely to its property provided that the authorization "does not remove or alter the rights and obligations of ... the other parcels within the Executive Park Subarea under Planning Commission Motion 15017, including the mitigation measures and other conditions of approval imposed therein". Although individual Executive Park landowners have been permitted to develop their separate parcels since 2004, they have been required to adhere to the 1978 Executive Park Subarea Plan, as it has been amended from time to time, with respect not only to the provisions of the plan that apply specifically to their respective parcels, but also to those provisions of the plan that apply to development of the Subarea as a whole. The Executive Park landowners have been cooperating in the implementation of Executive Park improvement and mitigation measures for over thirty years. Some of these measures go back to the original 1976 EIR and 1978 Development Plan. UPC and Yerby will help to complete development of the overall Executive Park Subarea by cooperating with each other, Top Vision, Signature and their successors in complying with the development provisions and implementing the improvement and mitigation measures required by the 1978 Development Plan as amended from time to time.

Existing and approved development projects in the Subarea currently include up to 1,268 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

2. Amended Subarea Plan Development Program

By this action, the Commission approves the Amended Subarea Plan. The Amended Subarea Plan applies to the entire 71-acre Subarea (consistent with existing development and approvals) and provides for the transition of the existing office park development (OB-1, OB-2 and OB-3) within a 14.5-acre southern portion of the Subarea (the “Yerby and UPC Development Sites”) to a new, mixed use, primarily residential area (with 1,600 residential units and about 73,000 gsf of retail).

The Amended Subarea Plan establishes an Executive Park Residential Special Use District within the Yerby and UPC Development Sites, changes the zoning within this area from a C-2 (Community Business) District to an RC-3 (Residential-Commercial Combined, Medium Density) District, and changes the maximum allowable heights throughout this area to a range from 65 feet to 240 feet. The Amended Subarea Plan also addresses land use, streets and transportation, urban design, community facilities and services, and recreation and open space through implementing objectives and policies, and provides design guidance for buildings, streets, pathways, and parking, as well as “green building” approaches. The Amended Subarea Plan establishes a hierarchy of streets, including the existing Executive Park Boulevard and Thomas Mellon Drive, and local streets and alleys to serve future residential and retail development. The “Project” analyzed in the Final SEIR includes the Amended Subarea Plan.

The Project analyzed in the Final SEIR also includes two specific development projects that would implement the Amended Subarea Plan and complete the build-out of the Subarea: The Yerby Development Project and the UPC Development Project.

At 5 Thomas Mellon Circle (Assessor’s Block 4991, Lot 75), The Yerby Company (“Yerby”) proposes to demolish the existing office building and remove the existing surface parking spaces on the Yerby Development Site, and redevelop the site with five residential and commercial mixed-use buildings, below-ground parking, open space, new streets, alleyways, and pedestrian walkways. The buildings would have heights ranging from 68 feet (6 stories) to 170 feet (16 stories) and would contain a total of approximately 500 residential units; the underground garage would provide about 750 parking spaces.

At 150 and 250 Executive Park Boulevard (Assessor’s Block 4991, Lots 24, 61, 65, 74, 85, and 86), Universal Paragon Corporation (“UPC”) proposes to demolish the two existing office buildings and remove the existing surface parking spaces, and redevelop the site with eight residential and commercial mixed-use buildings, below-ground parking, open space, and pedestrian walkways. The height of the buildings would range from 65 feet (6 stories) up to 240 feet (24 stories) and would contain a total of

approximately 1,100 residential units; the underground garages would provide up to about 1,677 parking spaces.

In summary, the Amended Subarea Plan is not a new, independent development program. Rather, it is the seventh, and presumably last, amendment to the 1978 Development Plan. The Commission has approved the Amended Subarea Plan to enable the completion of a vibrant, urban, pedestrian oriented mixed-use, predominantly residential neighborhood characterized by active, publicly-accessible streets. Similarly, the proposed Yerby and UPC Development Projects are not separate, independent projects. Rather, they are intended and designed to complete the development of the Subarea that began under the 1978 Development Plan and have evolved through general plan amendments and project approvals since then into a mixed-use, predominantly residential neighborhood.

B. Project Objectives

AMENDED SUBAREA PLAN OBJECTIVES

The Planning Department, on behalf of the City and County of San Francisco, is the sponsor of the Amended Subarea Plan. The City's primary objective is to realize the Amended Subarea Plan's vision for the Executive Park neighborhood:

"The Executive Park Subarea Plan...envisions a new San Francisco neighborhood: a mixed-used residential neighborhood with attractive public streets and open space connectivity. This pervasive public quality would be achieved through a street and open space system that knits all the various neighborhood parts together and in turn links the neighborhood to its surroundings. The plan focuses on providing a welcoming environment for visitors and residents to the area through the creation of good streets, good urban design, and sound land use policies."

The Amended Subarea Plan's objectives and policies are based on the following overall goals:

1. Create a new residential neighborhood to help address the City's and the region's housing needs, support regional transit use, and strengthen community facilities and services, including neighborhood-serving retail.
2. Create a livable urban community with easy access to the waterfront and well-designed streets and open spaces.
3. Create a pedestrian-oriented urban environment that encourages walking.

4. Enhance public linkages within the area and to nearby neighborhood commercial districts.
5. Encourage residents, workers, and visitors to use alternative modes of transportation.
6. Set the stage for Executive Park to become the home of some 8,000 residents in as many as 2,800 dwelling units.

YERBY AND UPC PROJECT OBJECTIVES

The Yerby and UPC Projects would carry out the Amended Subarea Plan. The specific objectives of this development as identified in the Final SEIR are set forth below.

- A. Develop economically feasible, high-quality affordable homes for families.
- B. Develop the site to its highest and best use to meet the region's housing needs and the neighborhood's retail needs.
- C. Create a new residential community to serve San Francisco residents and those households who may commute to jobs on the Peninsula.
- D. Produce a model, sustainable, residential community that future generations may learn from and enjoy. Such a community will include "green" buildings as well as sensitive environmental site design and improvements.
- E. Create a streetscape that recognizes the unique physical characteristics of the topography of the neighborhood and its access to the Bay. Such a site plan should allow for views and vistas to public space areas and the Bay from walkways, open space and buildings.
- F. Create a secure environment for residents and visitors to the public open space areas and the buildings so that they may be useable to the entire San Francisco community.
- G. Support regional transit plans by providing shuttle services, access areas and bicycle parking facilities to support all modes of transit.
- H. Support community facilities, such as a library or a community center, through the Visitacion Valley Community Facilities Fund to complement the needs of the residential community.

C. Environmental Review

As the lead agency under CEQA, the San Francisco Planning Department determined that a Subsequent EIR (SEIR) was necessary, pursuant to California Environmental

Quality Act (CEQA) Guidelines Section 15162, to address the changes from the existing Executive Park Subarea Plan that are embodied in the Amended Subarea Plan and proposed Yerby and UPC Development Projects, as well as changed circumstances and new information that have emerged since CEQA review of earlier proposals and projects within the Executive Park Subarea Plan Area. The Final SEIR assesses the environmental impacts of development under the Amended Subarea Plan and the proposed specific development projects that would implement the Amended Subarea Plan. The Final SEIR fulfills CEQA's requirements for environmental review of the Amended Subarea Plan and implementation of the Amended Subarea Plan by the proposed Yerby and UPC Development Projects, which would complete build-out of the Subarea under the Amended Subarea Plan.

The Final SEIR is a program-level EIR pursuant to CEQA Guidelines Section 15168 for the Amended Subarea Plan. The Final SEIR is also a project-level EIR. That is, it analyzes the specific proposed Yerby and UPC Development Projects that would implement the Amended Subarea Plan. The analysis is performed at a project-specific level. The Final SEIR specifically addresses the environmental effects associated with these individual projects.

On March 23, 2005, Yerby filed an Environmental Evaluation Application; and on April 11, 2006 UPC filed an Environmental Evaluation Application.

Pursuant to and in accordance with the requirements of Section 21094 of the Public Resources Code and in accordance with Sections 15063 and 15082 of the CEQA Guidelines, the San Francisco Planning Department issued a Notice of Preparation of an EIR and Public Scoping Meeting ("NOP") on October 27, 2006, and a public scoping meeting was held on November 8, 2006. The City received 14 comment letters during the comment period for the NOP. At the public scoping meeting, nine speakers offered oral comments. Based on the comments received, the Planning Department determined that preparation of an Initial Study would be appropriate to focus the scope of the SEIR on environmental effects that are potentially significant.

An Initial Study (incorporated into the Final SEIR as Appendix A) was published on February 11, 2009, to focus the scope of the SEIR on potentially significant effects of the proposed amended Subarea Plan and Yerby and the proposed UPC Development Projects.

The Initial Study determined that the Amended Subarea Plan and its implementation through the proposed Yerby and UPC Development Projects may result in potentially significant environmental impacts related to the following environmental topics: Land Use; Aesthetics; Population and Housing; Cultural Resources; Transportation and Circulation; Noise; Air Quality; Wind; Shadow; Recreation; Water Supply; and Public

Services (Police and Fire Protection). Therefore, the Final SEIR further addresses and analyzes these topics.

The Initial Study also determined that the following effects of the Amended Subarea Plan and proposed Yerby and UPC Development Projects would either be less than significant, or would be reduced to a less-than-significant level by mitigation measures included in the Project: Land Use (division of established community); Aesthetics (light and glare); Population and Housing (displacement of housing or people); Cultural and Paleontological Resources (historic architectural resources, unique paleontological or geoarcheological resources); Transportation and Circulation (air traffic patterns); Noise (groundborne noise, construction noise, aircraft noise, interior noise); Air Quality (construction dust and construction exhaust emissions, odors, toxic air contaminants); Recreation (construction of new facilities and existing recreational sources); Utilities and Service Systems (wastewater and stormwater); Public Services (schools and community facilities); Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards and Hazardous Materials; Mineral and Energy Resources; and Agricultural Resources. Therefore, no further study of these topics, other than construction air quality and toxic air contaminant impacts, was included in the Final SEIR. In the case of Air Quality, including greenhouse gases, the Final SEIR uses both the 1999 Bay Area Air Quality Management District CEQA Guidelines and the recently adopted 2010 BAAQMD CEQA Guidelines to determine whether construction and operation of the Project would result in a significant air quality impact

Publication of the Initial Study initiated a 30-day public comment period. During the public comment period, five comment letters were received. These were reviewed and considered in the preparation of the SEIR analysis.

The Planning Department then prepared the Draft SEIR, which describes the Project and the environmental setting for the proposed Project, identifies potential impacts, presents mitigation measures for impacts found to be significant or potentially significant, and evaluates Project Alternatives.

In assessing construction and operational impacts of the Project, the Draft SEIR considers the direct and indirect impacts of the Project and the cumulative impacts of the Project in combination with other past, present and future actions with potential for impacts on the same resources. Each environmental issue presented in the Draft SEIR is analyzed with respect to significance criteria that are based on the San Francisco Planning Department Major Environmental Analysis Division ("MEA") guidance regarding the environmental effects to be considered significant. MEA guidance is, in turn, based on CEQA Guidelines Appendix G, with some modifications.

The Department published the Draft SEIR on October 13, 2010. The Draft SEIR was circulated to local, state, and federal agencies and to interested organizations and individuals for review and comment beginning on October 13, 2010 for a 47-day public review period, which ended on November 29, 2010. The San Francisco Planning Commission held a public hearing to solicit testimony on the Draft SEIR on November 18, 2010. A court reporter was present at the public hearing, transcribed the oral comments verbatim, and prepared written transcripts. The Planning Department also received written comments on the Draft SEIR, which were hand-delivered or sent through mail, fax, or email.

The San Francisco Planning Department then prepared a Comments and Responses document ("C&R document"). This document, which provides a written response to each comment received on the Draft SEIR, was published on April 21, 2011. The C&R document included copies of all of the comments received on the Draft SEIR and individual responses to those comments. The C&R document provided additional, updated information and clarification on issues raised by commenters, as well as Planning Department staff-initiated text changes. This Commission reviewed and considered the Final SEIR, which includes the Draft SEIR, the C&R document and any Errata Sheets, and all of the supporting information and certified the Final SEIR on May 5, 2011. In certifying the Final SEIR, this Commission determined that the Final SEIR does not add significant new information to the Draft SEIR that would require recirculation of the Final SEIR under CEQA because the Final SEIR contains no information revealing (1) any new significant environmental impact that would result from the Project or from a new mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project, but that was rejected by the Project's proponents, or (4) that the Draft SEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

D. Approval Actions

Implementation of the Project would include the following required approvals, which would include the adoption of CEQA findings, including a mitigation monitoring and reporting program to support the approval actions:

Planning Commission

- Certification of the Final SEIR (appealable to the San Francisco Board of Supervisors).

- Adoption of consistency findings, Planning Code Section 101.1 (Priority Policies) for the Amended Subarea Plan, the proposed Yerby Development Project, and the proposed UPC Development Project.
- Recommendation to the Board of Supervisors, Planning Code Section 340 amendments to the San Francisco General Plan to amend the Executive Park Subarea Plan, a Subarea Plan of the Bayview Hunters Point Area.
- Recommendation to the Board of Supervisors Amendments to the Zoning Maps and Planning Code to establish the boundaries of and development standards for the proposed Executive Park Residential SUD, pursuant to the Executive Park Subarea Plan.
- Determinations that the Yerby and UPC Development Projects are consistent with the Executive Park Residential SUD regulations (appealable to the Board of Appeals).
- Determinations of compliance with Planning Code Section 295 for the Yerby and UPC projects.

Board of Supervisors

- Approval of Planning Code Section 340 amendments to the San Francisco General Plan to amend the Executive Park Subarea Plan, a Subarea Plan of the Bayview Hunters Point Area.
- Approval of Amendments to the Zoning Maps and Planning Code to establish the boundaries of and development standards for the proposed Executive Park Residential SUD, pursuant to the Executive Park Subarea Plan.
- Approval of public right of way changes and reconfiguration, including land exchange and street vacation, within the Executive Park Subarea.

Department of Public Works

- Approval of street improvements and other public infrastructure improvements.
- Approval of Subdivision Maps for the Yerby and UPC Development Projects (appealable to Board of Supervisors).

San Francisco Municipal Transportation Agency

- Approval of traffic control and striping changes, changes to MUNI routes and stops; and improvements in the public right-of-way related to MUNI.

Recreation and Park Commission

Determinations of shadow impact under Planning Code Section 295 for the Yerby and UPC projects.

Department of Building Inspection

- Approval of demolition, site, and building permits for the Yerby and UPC Development Projects.

E. Findings About Significant Environmental Impacts and Mitigation Measures

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

In making these findings, the Commission has considered the opinions of Department and other City staff and experts, other agencies and members of the public. The Commission finds that the determination of significance thresholds is a judgment decision within the discretion of the City and County of San Francisco; the significance thresholds used in the Final SEIR are supported by substantial evidence in the record, including the expert opinion of the SEIR preparers and City staff; and the significance thresholds used in the Final SEIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.

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

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

In Sections II through VI below, the same findings are sometimes made for a category of environmental impacts and mitigation measures. Rather than repeat the identical finding dozens of times to address each and every significant effect and mitigation measure, the initial finding obviates the need for such repetition because in no instance is the Planning Commission rejecting the conclusions of the Final SEIR or the mitigation measures recommended in the Final SEIR for the Project.

F. Contents and Location of Record

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

II. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AND THUS REQUIRING NO MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, Section 21002; CEQA Guidelines, Section 15126.4, subd. (a)(3), 15091.) Based on substantial evidence in the whole record of this proceeding, the Commission finds that implementation of the Project will not result in any significant impacts in the following areas and that these impact areas, therefore, do not require mitigation.

A. Land Use

- 1. Impact LU-1.** The Amended Subarea Plan and proposed Yerby and UPC Development Projects would not have a substantial impact on the existing character of the vicinity or result in conflicts between incompatible land uses. (DSEIR V.A.9)
- 2. Impact LU-2.** The Amended Subarea Plan and proposed Development Projects would not physically disrupt or divide an established community. (DSEIR V.A.10)
- 3. Impact LU-3.** The proposed Development Projects, when considered with other development projects proposed in the vicinity, would not contribute considerably to cumulative land use impacts. (DSEIR V.A.11)
- 4. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not physically divide an established community (IS, p. 23)
- 5. substantially impact other people or properties (IS, p. 26)**

B. Aesthetics

- 1. Impact AE-1.** Build-out under the Amended Subarea Plan and the proposed Yerby and UPC Development Projects would increase the scale and prominence of development but would not result in substantial adverse impacts on scenic resources and scenic vistas. (DSEIR V.B.18 - V.B.21)
- 2. Impact AE-2.** Implementation of the Amended Subarea Plan and the proposed Yerby and UPC Development Projects would transform the visual character and quality of the project site but the Urban Design Guidelines of the Subarea Plan would enhance the visual quality of the area and build-out would not have a significant impact on visual character and quality of the site. (DSEIR V.B.21 - V.B.23)
- 3. Impact AE-3.** The Yerby and UPC Development Projects would not contribute to a significant cumulative degradation of visual quality when considered with other planned development projects in the vicinity of the Subarea Plan Area. (DSEIR V.B.23)
- 4. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties (IS, p. 26)

C. Population and Housing

- 1. Impact PH-1.** Build-out of the Subarea Plan Area under the Amended Subarea Plan would increase the residential population within the Subarea Plan Area but is

planned and intended growth accounted for in citywide projections and would not result in significant impacts on population in San Francisco. (DSEIR V.C.9 - V.C.10)

2. Impact PH-2. Implementation of the Amended Subarea Plan and the proposed Yerby and UPC Development Projects would not induce substantial growth or concentration of employment nor increase housing demand. (DSEIR V.C.10 - V.C.11)

3. Impact PH-3. Implementation of the Amended Subarea Plan and Yerby and UPC Development Projects would not contribute considerably to cumulative impacts related to population growth, housing, and employment. (DSEIR V.C.12)

4. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing. (IS, p. 29)

5. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. (IS, p. 29)

D. Cultural and Archaeological Resources

1. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code. (No Impact) (IS, p.33)

2. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (No Impact) (IS, p. 33)

E. Transportation and Circulation

1. Impact TR-4. The Project would not result in a significant impact on pedestrian conditions. (DSEIR V.E.28 - V.E.29)

2. Impact TR-5. The Project would not result in a significant impact on bicycling conditions. (DSEIR V.E.29)

3. Impact TR-6. The Project would not result in a significant impact related to parking. (DSEIR V.E.29 - V.E.30)

4. Impact TR-7. The Project would not result in a significant impact related to loading. (DSEIR V.E.30 - V.E.31)

5. **Impact TR-8.** The Project construction activities would not result in a significant impact on roadway traffic or transit. (DSEIR V.E.31 - V.E.32)
6. **Impact TR-9.** The Project would not result in a significant impact related to Candlestick Park stadium event conditions. (DSEIR V.E.32 - V.E.33)
7. **Impact TR-31.** The proposed Yerby Development Project would not result in a significant impact on pedestrian conditions. (DSEIR V.E.58)
8. **Impact TR-32.** The proposed Yerby Development Project would not result in a significant impact on bicycling conditions. (DSEIR V.E.58 - V.E.59)
9. **Impact TR-33.** The proposed Yerby Development Project would not result in a significant impact related to parking. (DSEIR V.E.59)
10. **Impact TR-34.** The proposed Yerby Development Project would not result in a significant impact related to loading. (DSEIR V.E.59 - V.E.60)
11. **Impact TR-35.** The proposed Yerby Development Project construction activities would not result in a significant impact on roadway traffic or transit. (DSEIR V.E.61 - V.E.63)
12. **Impact TR-39.** The proposed UPC Development Project would not result in a significant impact on pedestrian conditions. (DSEIR V.E.69)
13. **Impact TR-40.** The proposed UPC Development Project would not result in a significant impact on bicycling conditions. (DSEIR V.E.69 - V.E.70)
14. **Impact TR-41.** The proposed UPC development project would not result in a significant impact related to parking. (DSEIR V.E.70 - V.E.71)
15. **Impact TR-42.** The proposed UPC Development Project would not result in a significant impact related to loading. (DSEIR V.E.71 - V.E.72)
16. **Impact TR-43.** The proposed UPC Development Project construction activities would not result in a significant impact on roadway traffic or transit. (DSEIR V.E.72)
17. **Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks. (No Impact) (IS, p. 35)

F. Noise

1. **Impact NO-1.** Project traffic would increase ambient noise levels along project access routes by less than the increase thresholds that correspond to baseline noise exposure and would be less than significant. (DSEIR V.F.9)
2. **Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not result in exposure of persons to or generation of excessive groundborne noise levels. (IS, p. 37)
3. **Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. (IS, p. 37)
4. **Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not be substantially affected by existing noise levels. (IS, p. 37)

G. Air Quality

1. **Impact AQ-1.** The proposed Yerby and UPC Development Projects would comply with the City's Construction Dust Control Ordinance and, therefore, would not result in significant localized construction dust-related air quality impacts under the 1999 BAAQMD CEQA Guidelines. (DSEIR V.G.21 - V.G.24)
2. **Impact AQ-4.** Operation of the proposed Development Projects under the Amended Subarea Plan would not result in a substantial amount of vehicle trips that could cause or contribute to an exceedance of the CO ambient air quality standards. (DSEIR V.G.28 - V.G.29)
3. **Impact AQ-5.** Operation of the Development Projects could expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants but would not be considered a significant impact under the 1999 BAAQMD CEQA Guidelines. . (DSEIR V.G.29 - V.G.30)
4. **Impact AQ-6.** The proposed Development Projects would not generate significant odors under the 1999 BAAQMD CEQA Guidelines. (DSEIR V.G.30)
5. **Impact AQ-7.** The Amended Subarea Plan would not conflict with adopted plans related to air quality under the 1999 BAAQMD CEQA Guidelines. (DSEIR V.G.31 - V.G.32)
6. **Impact AQ-9.** The proposed Development Projects would comply with the City's Construction Dust Control Ordinance and, therefore, would not result in localized construction dust-related air quality impacts under the 2010 BAAQMD CEQA Guidelines. (DSEIR V.G.35 - V.G.36)

7. **Impact AQ-13.** The proposed Development Projects would not result in significant operation-related impacts to CO ambient air quality standards under the 2010 BAAQMD CEQA Guidelines. (DSEIR V.G.38 - V.G.39)
8. **Impact AQ-15.** The proposed Development Projects would not result in impacts related to odors under the 2010 BAAQMD CEQA Guidelines. (DSEIR V.G.40)
9. **Impact AQ-16.** The Amended Subarea Plan would not result in conflicts with adopted plans related to air quality under the 2010 BAAQMD CEQA Guidelines. (DSEIR V.G.40)
10. **Impact AQ-19.** The proposed Development Projects would not expose sensitive receptors to concentrations of TACs and PM_{2.5} that exceed the thresholds for significant cumulative community risks or hazards under the 2010 BAAQMD CEQA Guidelines. (DSEIR V.G.41)
11. **Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not create objectionable odors affecting a substantial number of people. (IS, p. 43)

H. Greenhouse Gas

1. **Impact GHG-1.** The Project would not result in a substantial contribution to global climate change by increasing GHG emissions in a manner that conflicts with the state goal of reducing GHG emissions in California to 1990 levels by 2020 (e.g., a substantial contribution to global climate change). (DSEIR V.H.17 - V.H.21)
2. **Impact GHG-2.** The Project would not conflict with San Francisco's Climate Action Plan or impede implementation of the local GHG reduction goals established by the San Francisco 2008 Greenhouse Gas Reduction Ordinance. (DSEIR V.H.21 - V.H.22)

I. Wind

1. **Impact WI-1.** With implementation of the Amended Area Plan, wind speeds at the Yerby and UPC Development Sites would not exceed the wind hazard criterion. (DSEIR V.I.7 - V.I.8)
2. **Impact WI-2.** The proposed Yerby and UPC Development Projects and variants would not contribute to cumulatively significant impacts on ground-level wind currents in the vicinity of the Subarea Plan Area. (DSEIR V.I.8 - V.I.9)

J. Shadow

1. **Impact SH-1.** The proposed Yerby and UPC Development Projects and variants would not have a significant shadow impact on Bayview Hill Park because the amount of shadow would be *de minimus* and would not adversely affect active recreational use or substantially reduce the use or enjoyment of the area. (DSEIR V.J.6 - V.J.8)
2. **Impact SH-2.** The proposed Yerby and UPC Development Projects and variants would not have a significant shadow impact on Candlestick Point State Recreation Area because the new shadow would not substantially interfere with the public's use or enjoyment of the park. (DSEIR V.J.8 - V.J.10)
3. **Impact SH-3.** The proposed Development Projects would not have a significant shadow impact on proposed new publicly accessible open space because it would not interfere with the public's use or enjoyment of the proposed publicly accessible open space. (DSEIR V.J.10 - V.J.12)
4. **Impact SH-4.** The proposed Yerby and UPC Development Projects and variants would not contribute to cumulatively significant shadow impacts on parks and open spaces in the vicinity of the Subarea Plan Area. (DSEIR V.J.12 - V.J.13)

K. Recreation

1. **Impact RE-1.** Construction of the Yerby and UPC Development Projects would not adversely affect recreational facilities due to the variety and quantity of open space and recreational opportunities available nearby. (DSEIR V.K.9 - V.K.12)
2. **Impact RE-2.** Wind effects of the proposed Yerby and UPC Development Projects would not result in a substantial degradation of the recreational value of the nearby windsurfing recreational resource at Candlestick Point State Recreation Area. (DSEIR V.K.12 - V.K.16)
3. **Impact RE-3.** Wind effects of the proposed Yerby and UPC Development Projects would not contribute to a substantial cumulative degradation of the recreational value of the nearby windsurfing recreational resource at Candlestick Point State Recreation Area when considered with nearby anticipated development. (DSEIR V.K.16 - V.K.18)
4. **Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (IS, p. 50)
5. **Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not physically degrade existing recreational resources. (No Impact) (IS, p. 50)

L. Water Supply

- 1. Impact WA-1.** The proposed Development Projects would not result in the need for new or expanded water supply entitlements and would not require new or expanded water facilities. (DSEIR V.L.5 - V.L.6)
- 2. Impact WA-2.** The proposed Development Projects, when considered with anticipated development projects in the City, would not contribute considerably to cumulative water supply impacts. (DSEIR V.L.6 - V.L.7)
- 3. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. (IS, p. 54)
- 4. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (IS, p. 54)
- 5. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would have sufficient water supply available to serve the project from existing entitlements and resources, and would not require new or expanded water supply resources or entitlements. (IS, p. 54)
- 6. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. (IS, p. 54)
- 7. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. (IS, p. 54)
- 8. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would comply with federal, state and local statutes and regulations related to solid waste. (No Impact) (IS, p. 54)

M. Police and Fire Services

- 1. Impact PS-1.** The proposed Development Projects would create additional demand for police protection service but not sufficient demand to result in the need for new facilities that could result in environmental impacts. (DSEIR V.M.6 - V.M.8)

2. Impact PS-2. The proposed Development Projects, when considered with other anticipated projects in the vicinity, would not contribute considerably to cumulative environmental impacts related to police protection service. (DSEIR V.M.8 - V.M.9)

3. Impact PS-3. The proposed Development Projects would create additional demand for fire protection service but not sufficient demand to result in the need for new facilities that could result in environmental impacts. (DSEIR V.M.9 - V.M.10)

4. Impact PS-4. The proposed Development Projects, when considered with other anticipated development projects in the vicinity, would not contribute considerably to cumulative fire protection service impacts. (DSEIR V.M.11 - V.M.12)

N. Biological Resources

1. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. (IS, p. 66)

2. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not have a have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. (IS, p. 66)

3. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not have a have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. (No Impact) (IS, p. 66)

4. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (IS, p. 66)

5. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not conflict with the provisions of an adopted Habitat Preservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat preservation plan. (No Impact) (IS, p. 66)

O. Geology and Soils

- 1. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Prieto Earthquake Fault Zoning Map issued by the State Geologist of the area or based on other substantial evidence of a know fault. (Refer to Division of Mines and Geology Special Publication 42). (No Impact) (IS, p. 71)
- 2. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. (IS, p. 71)
- 3. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. (No Impact) (IS, p. 71)
- 4. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not result in substantial soil erosion or the loss of topsoil. (IS, p. 71)
- 5. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property.
- 6. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not change substantially the topography or any unique geologic or physical feature of the site.

P. Hydrology and Water Quality

- 1. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not violate any water quality standards or waste discharge requirements. (IS, p. 81)
- 2. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). (IS, p. 81)
- 3. Initial Study Impact.** The Amended Subarea Plan and proposed Development Projects would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on or off-site. (IS, p. 81)

4. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off-site. (IS, p. 81)

5. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (IS, p. 81)

6. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not otherwise substantially degrade water quality. (IS, p. 81)

7. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow. (IS, p. 81)

Q. Hazards and Hazardous Materials

1. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. (IS, p. 89)

2. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. (No Impact) (IS, p. 89)

3. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (IS, p. 89)

4. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not expose people or structures to a significant risk of loss, injury or death involving fires. (No Impact) (IS, p. 89)

R. Mineral and Energy Resources

1. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. (IS, p. 97)

III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible (unless mitigation to such levels is achieved through adoption of a project alternative). The findings in this Section III and Section IV and the findings in Section V and Section VI concern mitigation measures set forth in the FSEIR and the Initial Study. These findings discuss mitigation measures as proposed in the FSEIR and as recommended for adoption by the Commission. The full explanation of the potentially significant environmental impacts is set forth in Section V of the Draft SEIR and in some cases is further explained in the C&R document.

The mitigation measures proposed for adoption in Sections III, IV, V and VI are the same as the mitigation measures identified in the Final SEIR for the Project as proposed. As explained previously, **Attachment B** contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the FEIR that is required to reduce or avoid a significant adverse impact. **Attachment B** also specifies the entity responsible for implementation of each measure, and establishes monitoring actions and a monitoring schedule. This Commission recognizes that some of the mitigation measures may be partially within the jurisdiction of other agencies, including, without limitation the San Francisco Municipal Transportation Agency (SFMTA), the Department of Public Health (DPH), the San Francisco County Transportation Authority (SFCTA), the City of Brisbane and the California Department of Transportation (Caltrans). The Commission urges these agencies to assist in implementing these mitigation measures, and finds that these agencies can and should participate in implementing these mitigation measures.

The Commission adopts all of the mitigation measures proposed for the Project and will require these measures as conditions of approval in permits for the Project. The Commission finds that all of the mitigation measures are appropriate and feasible, and that changes or alterations have been incorporated into the Project that mitigate or avoid the significant environmental effects as identified in the FSEIR. Based on the analysis contained in the FSEIR, other considerations in the record, and the standards of significance, the Commission finds that implementation of all of the proposed mitigation measures discussed in this Section III and Section IV will reduce potentially significant impacts to a *less-than-significant* level.

A. Land Use - None

B. Aesthetics - None

C. Population and Housing - None

D. Archaeological Resources

1. Impact CP-1. Construction activities for the proposed Development Projects could remove or disturb archaeological deposits/features. With implementation of Mitigation Measure M-CP-1 this impact would be less than significant. (DSEIR V.D.18, V.D.20 - V.D.24)

Mitigation Measure M-CP-1: Archaeological Testing, Monitoring, Data Recovery and Reporting

Based on a reasonable presumption that archaeological resources may be present within the Yerby and UPC Development Project Sites, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed Development Projects on buried or submerged historical resources. The Project Sponsor shall retain the services of an archaeological consultant from the Planning Department ("Department") pool of qualified archaeological consultants as provided by the Department archaeologist. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure and the requirements of the ARDTP (Archeo-Tec, Archaeological Research Design and Treatment Plan for the Executive Park Project, March 2009) at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirements of the project ARDTP and the requirements of this mitigation measure, the requirements of this archaeological mitigation measure shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of a Project for up to a maximum of four weeks cumulative, as measured from the commencement of site grading to the issuance of a Certificate of Occupancy. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Section 15064.5(a)(c).

The Department shall initiate further consultation with Native American/Ohlone representatives through the California State Native American Heritage Commission (NAHC) regarding the significance of the remains CA-SFR-7 shell mound and appropriate investigation and treatment protocols. Any NAHC-recognized Ohlone

participant in the Department consultation shall be given the opportunity to review and comment on any draft archaeological testing, monitoring, or data recovery plan required by this measure prior to document approval.

Archaeological Testing Program

The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in consultation with the archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the Project Sponsor either:

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

Archaeological Monitoring Program (AMP)

If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program shall be implemented the archaeological monitoring program shall minimally include the following provisions:

- The archaeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what Project activities shall be archaeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archaeological consultant shall advise all Project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;
- The archaeological monitor(s) shall be present on the Project Site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the Project archaeological consultant, determined that Project construction activities could have no effects on significant archaeological deposits;
- The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile-driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile-driving activity may affect an archaeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archaeological Data Recovery Program

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

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and De-accession Policy.* Description of and rationale for field and post-field discard and de-accession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the

human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO, archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archaeological Resources Report

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

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

2. Impact CP-2. Construction activities for the proposed development projects could remove or disturb human remains. With implementation of Mitigation Measure M-CP-2 this impact would be less than significant. (DSEIR VD.18, V.D.20 - V.D.24)

Mitigation Measure M-CP-2. See Mitigation Measure M-CP-1.

3. Impact CP-3. Construction activities for the proposed development projects could remove or disturb human remains. With implementation of Mitigation Measure M-CP-3 this impact would be less than significant. (DSEIR VD.18, V.D.20 - V.D.24)

Mitigation Measure M-CP-3. See Mitigation Measure M-CP-1.

E. Transportation and Circulation

1. Impact TR-1. The proposed project would result in deterioration in the Level of Service at the Tunnel Avenue / Blanken Avenue intersection. With implementation of Mitigation Measure M-TR-1 this impact would be less than significant. The Planning Commission recognizes that implementation of Mitigation Measure M-TR-1 is partially within the jurisdiction of SFMTA. The Planning Commission urges SFMTA to assist in implementing this mitigation measure and finds that SFMTA can and should participate in implementing this mitigation measure. (DSEIR V.E.25 - V.E.27, V.E.74)

Mitigation Measure M-TR-1. Tunnel Avenue / Blanken Avenue

The intersection would meet signal warrants during both the weekday AM and PM peak hours. The signal would need to be part of the Bayshore Boulevard / Third Street system, and the timing plan would be optimized to minimize queues along Blanken Avenue between Bayshore Boulevard and Tunnel Avenue. The northbound and southbound left turns would be provided with protected phasing, and the corresponding right turns would be provided with overlap phasing.

On-street parking would be removed and left-turn pockets installed along Tunnel Avenue and right-turn pockets installed along Blanken Avenue. On the northbound approach, on-street parking would need to be removed on the east side of Tunnel Avenue to accommodate a left-turn pocket. On the southbound approach, parking would need to be removed on the west side of Tunnel Avenue to accommodate a left-turn pocket. On the eastbound approach, parking would need to be removed on the south side of Blanken Avenue to accommodate a right-turn pocket. On the westbound approach, parking would need to be removed on the north side of Blanken Avenue to accommodate a right-turn pocket.

To evaluate the feasibility of this measure, a preliminary signal timing / phasing plan was developed and queues at the intersection evaluated. The supplemental analysis indicated that signalization and restriping of this intersection is feasible. After implementing this mitigation measure, the intersection would operate at LOS D in both the AM and PM peak hours under Baseline plus Project Conditions.

2. Impact TR-3. The proposed project would increase ridership in Executive Park Shuttle service. With implementation of Mitigation Measure M-TR-3 this impact would be less than significant. (DSEIR V.E.28, V.E.75)

Mitigation Measure M-TR-3. Executive Park Shuttle Service

Increase outbound shuttle service in the weekday AM peak hour and inbound shuttle service in the weekday PM peak hour. The shuttle operations plan should be sufficient

to accommodate the expected transit demand—i.e., 105 inbound and 271 outbound transit trips in the weekday AM peak hour and 283 inbound and 197 outbound transit trips in the weekday PM peak hour. Assuming the current shuttle capacities, this would require approximately five (5) inbound and 13 outbound trips in the weekday AM peak hour and 14 inbound and ten (10) outbound trips in the weekday PM peak hour (average headways of about four to five minutes). Lower service levels could be provided during the midday, evening, and weekend periods. These changes to the shuttle service would be implemented as needed, based on the percentage of build-out of the proposed Development Projects along with a revised route and stop pattern to make the Bayshore Caltrain Station a permanent stop and include two additional stops—one on Bayshore Boulevard near Arleta Avenue to improve connections to the T-Third Street and the various bus lines and one stop on Bayshore Boulevard between Leland and Visitacion Avenues to improve access to the Visitacion Valley commercial area. The location of these stops would be coordinated with MTA and the Visitacion Valley community.

Since these measures were previously identified as project-related mitigation measures in the 1999 FSEIR and were included in the Conditions of Approval for the project in the 1985 FSEIR, it was assumed that these measures would be included as part of the Project and not represent new mitigation measures. However, they would still be considered required mitigation for the Project.

3. Impact TR-28. The proposed Yerby Development Project would affect the Level of Service at the Tunnel Avenue / Blanken Avenue intersection. With implementation of Mitigation Measure M-TR-28 this impact would be less than significant. (DSEIR V.E.54 - V.E.55, V.E.77)

Mitigation Measure M-TR-28: Tunnel Avenue / Blanken Avenue.

The Yerby Project Sponsor would need to make a fair-share contribution to the signalization and restriping of Tunnel Avenue / Blanken Avenue as detailed in Mitigation Measure TR-1.

4. Impact TR-30. The proposed Yerby Development Project would increase ridership on the Executive Park Shuttle service. With implementation of Mitigation Measure M-TR-30 this impact would be less than significant. (DSEIR V.E.57 - V.E.58, V.E.77)

Mitigation Measure M-TR-30: Executive Park Shuttle Service

As detailed in Mitigation Measure TR-3, the Yerby Project Sponsor would be required to make a fair-share contribution to the costs of providing the Executive Park shuttle service, including any capital, operating, and maintenance costs. The Yerby

Development Project would generate 115 trips (32 inbound, 83 outbound) in the AM peak hour and 117 trips (69 inbound, 48 outbound) in the PM peak hour, or approximately 27 percent of the total Project transit demand.

5. Impact TR-36. The proposed UPC Development Project would affect the Level of Service at the Tunnel Avenue / Blanken Avenue intersection. With implementation of Mitigation Measure M-TR-36 this impact would be less than significant. (DSEIR V.E.63, V.E.77)

Mitigation Measure M-TR-36: Tunnel Avenue / Blanken Avenue

The UPC Project Sponsor would need to make a fair-share contribution to the signalization and restriping of Tunnel Avenue / Blanken Avenue as detailed in Mitigation Measure TR-1.

6. Impact TR-38. The proposed UPC Development Project would increase ridership on Executive Park Shuttle service. With implementation of Mitigation Measure M-TR-38 this impact would be less than significant. (DSEIR V.E.68 - V.E.69, V.E.77)

Mitigation Measure M-TR-38: Executive Park Shuttle Service

As detailed in Mitigation Measure M-TR-3, the Project Sponsor would be required to make a fair-share contribution to the costs of providing the Executive Park shuttle service, including any capital, operating, and maintenance costs. The UPC Development Project would generate 261 trips (73 inbound, 188 outbound) in the AM peak hour and 363 trips (214 inbound, 149 outbound) in the PM peak hour, or approximately 73 percent of the total Project transit demand.

7. Other Applicable Transportation Measures:

Improvements Included as Part of the Proposed Amended Executive Park Subarea Plan

As part of the Proposed Amended Executive Park Subarea Plan, modifications to some of the internal intersections would be required to support the new development and would be the responsibility of the Executive Park property owners, including:

- Establishing STOP signs and turn pockets at the intersection of Executive Park Boulevard North and Executive Park Boulevard East, and
- Establishing an eastbound left-turn pocket at the Executive Park Boulevard North and Thomas Mellon Drive intersection.

Update and Enhance the Executive Park Transportation Management Plan

The Executive Park Transportation Management Plan (TMP) shall be updated and enhanced. The TMP shall include, but not be limited to, the following elements:

- **Transportation Coordinator** – As part of their responsibilities, the coordinator should conduct annual surveys of residents to determine the aggregated mode split and place of work, and to identify additional measures that would help residents. In addition, the Transportation Coordinator should manage and operate the TMP measures described below;
- **Executive Park Residents Website** – Maintained by the Transportation Coordinator, this website should present all shuttle, transit, and carpool information, as described below;
- **Shuttle** – As discussed above, the Executive Park shuttle should be expanded to include new stops within Executive Park and in the Visitacion Valley neighborhood and provide substantial increases in service levels. In addition, new shuttle vehicle types should be considered to provide additional space and rider amenities;
- **Carpool Services** – A carpool match program should be established, which would allow residents to access a bank of information regarding who is available to drive and ride in carpools. Also, designated casual carpool locations should be identified, to allow drivers a convenient location to pick up passengers. The carpool matching and information entry should be on the Executive Park website and real-time (i.e., if a person is going to be leaving for work, they can log in and see if anybody else is looking to leave at the same time);
- **Carsharing Services** – Individual developers should coordinate with one of the various carshare providers to provide carshare spaces throughout the neighborhoods. This would reduce the demand for parking, as not every unit would need to have their own vehicle. Although carshare providers typically provide information on vehicle locations and availability, these should also be included on the Executive Park website. It should be noted that carshare doesn't result in a significant decrease in auto use; instead, it gives some security to residents who don't want to own a vehicle and take transit or carpool to work;
- **Real-Time Transit Information** – Real-time information on the current status and arrival times of the Executive Park shuttle, T-Third Street, Caltrain, and BART should be included on the Executive Park website. This could be maintained through the Muni Nextbus, BART, and Caltrain websites. In addition, message boards at Executive Park shuttle stops or at the commercial center should be provided to present arrival times and the current status of the various transit operators (such as whether there are any major system delays). In addition, links to the transit provider websites should be maintained;

- **Transit Pass Sales** – A transit store should be included among the new commercial establishments at Executive Park, or agreements made with an independent merchant to sell transit passes (monthly Muni Fast Pass, one-time fares, BART tickets, Caltrain tickets, etc.); and,
- **Other Programs** – As appropriate, the Transportation Coordinator should pursue other major tasks, such as coordinating with developers to provide residents with discounted transit passes (or inclusion of transit passes as part of Homeowners Association fees) and incentives for residents who don't own vehicles; working with businesses to encourage hiring of local residents; and investigating the establishment of HOV bypass lanes on the U.S. 101 on-ramps from Harney Way and Alanna Way / Beatty Road.

Previous Mitigation Measures Required for Executive Park Property Owners

As required by mitigation measures from the 1985 SEIR, Executive Park property owners are required to make local roadway improvements when warranted by poor operating conditions. These include the following short-term and long-term improvements. These measures were also previously identified as project-related mitigation measures in the 1999 FSEIR. It is assumed that these measures are included as part of the proposed project and not represent new mitigation measures. However, they would still be considered required mitigation for the proposed project.

- Signalization of Harney Way / Executive Park Boulevard East;
- Signalization and reconfiguration of Harney Way / Alanna Way / Thomas Mellon Drive intersection;
- Widening of Harney Way by one lane;
- Signalization of Executive Park Boulevard West / Alanna Way and the restriping of the southbound approach from one shared lane to one exclusive left lane and one exclusive right lane;
- Widening of Alanna Way by one lane and two lanes; and
- Signalization of Alanna Way / Beatty Road.

F. Noise

Initial Study Mitigation Measure Noise-1: Construction Noise Pile driving might be required for the Yerby and UPC development projects. If pile driving is required, the project sponsors shall require construction contractors to pre-drill site holes to the maximum depth feasible based on soil conditions. The project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would be

in accordance with the provisions of the San Francisco Noise Ordinance and in consultation with the Director of Public Works, to disturb the fewest people. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. At least 48 hours prior to pile-driving activities, the project sponsors shall notify building owners and occupants within 200 feet of the development site by fliers posted on each floor in each building and distributed by building management of the dates, hours, and expected duration of such activities. (IS, p. 101)

Initial Study Mitigation Measure Noise-2: Interior Noise Levels The project sponsors shall conduct site-specific acoustical studies for all of the proposed buildings. The studies shall be consistent with the requirements of the State Building Code, and shall identify appropriate noise-reduction measures to be incorporated into project final design. Each noise study must be submitted to and approved by the San Francisco Department of Building Inspection prior to the issuance of a building permit. Potential noise-reduction techniques may include, but are not limited to: (a) incorporation of air circulation systems in all affected units so that windows can remain closed to maintain interior noise levels of less than 45 dBA Ldn; and (b) incorporation of sound-rated windows and construction methods in residential units. (IS, p. 101)

The Project Sponsors have agreed to implement the following improvement measure to reduce impacts of the Development Projects that were found in the Initial Study to be less than significant. Improvement measures identified in the Initial Study may be required by decision-makers as conditions of project approval.

Improvement Measure Noise-1: Construction Noise The project sponsors shall require the construction contractors to implement noise control techniques to minimize disturbance to adjacent residential receptors during project construction. Specific noise control measures shall include the following:

(1) The contractors shall implement feasible noise controls to reduce the noise levels generated by construction equipment. Feasible noise controls include improved mufflers; equipment redesign; and use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds.

(2) Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers and pavement breakers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures

shall be used such as drilling rather than impact equipment whenever feasible.

(3) Stationary noise sources shall be located as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be adequately muffled and enclosed within temporary sheds.

(4) To the extent feasible, concrete crushers shall be located so that existing buildings block noise for adjacent receptors. Portable sound blankets shall be used wherever feasible to reduce noise generated by concrete crushers. Such blankets can provide up to a 10-dBA noise reduction.

(5) During construction of new buildings, the exterior facades facing existing sensitive receptors shall be enclosed as early in the construction process as feasible.

(6) During all construction phases, there shall be close coordination between construction staff and staff of the residential buildings. Residential building staff shall be made aware of the construction schedule and activities.

(7) During all construction phases, locations of access roads, delivery routes, and loading areas shall be selected to minimize exposure to adjacent residential receptors.

(8) A designated complaint coordinator shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the complaint coordinator shall be conspicuously posted at construction areas and on all advanced notifications. This person shall maintain a log of complaints received and take steps to resolve complaints, including periodic noise monitoring, if necessary, to ensure that significance thresholds are not exceeded by project construction activities. (IS, pp. 105-106)

G. Air Quality

1. Impact AQ-2. Construction equipment exhaust emissions could expose sensitive receptors to substantial concentrations of pollutants or affect regional air quality. With implementation of Mitigation Measure M-AQ-1 this impact would be less than significant. (DSEIR V.G.25 - V.G.27, V.G.41 - V.G.42)

Mitigation Measure M-AQ-1. Construction Exhaust Emissions. The Development Project Sponsors shall include in contract specifications a requirement for the following BAAQMD-recommended measures:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes and as required by the California airborne toxics control measures, Title 13, Section 2485 of California Code of Regulations. Clear signage shall be provided for construction workers at all access points.
- All construction equipment, diesel trucks, and generators shall be equipped with best available control technology for emission reductions of particulate matter and NOx.
- Develop and adhere to a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a Development Project wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent California Air Resources Board fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
- All contractors shall use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

2. Impact AQ-14. The proposed Development Projects could expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants and PM_{2.5} under recently adopted guidelines. The Planning Commission recognizes that implementation of Mitigation Measure M-AQ-2 is partially within the jurisdiction of DPH. The Planning Commission urges DPH to assist in implementing this mitigation measure and finds that DPH can and should participate in implementing this mitigation measure. (DSEIR V.G.39 - V.G.40, V.G.42)

Mitigation Measure M-AQ-2: Air Pollution from U.S. 101 Traffic. The Development Project Sponsors shall ensure that all new residential units within 800 feet of a U.S. 101 travel lane are equipped with a ventilation system that achieves performance compliant with the requirements in San Francisco *Health Code* Article 38.

H. Greenhouse Gas - None

I. Wind - None

J. Shadow - None

- K. Recreation - None**
- L. Water Supply - None**
- M. Police and Fire Services**
- N. Stormwater Resources**

Project Sponsors of the Development Projects agreed to the following mitigation measures to avoid potential significant effects of the proposed Development Projects:

1. Initial Study Mitigation Measure Stormwater-1: Minimizing

Stormwater/Wastewater Runoff The project sponsors would implement design features and stormwater control techniques to achieve no net increase in stormwater runoff from the project site. Potential stormwater control techniques would include, but would not be limited to, vegetated swales, porous pavement, green roofs, and catch basins. The measures implemented would be consistent with the San Francisco Green Building Ordinance (Chapter 13C of the San Francisco Building Code). The sponsors would work with SFPUC staff to explore and implement feasible techniques prior to detailed project design. (IS, p. 101)

O. Biological Resources

1. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, or such impact could be mitigated to less than significant. (IS, p. 66-70)

Initial Study Mitigation Measure Bio-1: Protection of Birds during Tree Removal

The project sponsors would implement the following protective measures to assure implementation of the Migratory Bird Treaty Act and compliance with state regulations during tree removal. Pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests will be disturbed during project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all trees in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist or wildlife

biologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest. (IS, p. 101)

P. Geology and Soils

1. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction, or such impact can be mitigated to less than significant. (IS, pp. 71, 74-76)

2. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse or such impact can be mitigated to less than significant. (IS, pp. 71, 74-80)

Initial Study Mitigation Measure Geo-1: Liquefaction Potential, and Excavation, and Dewatering. The UPC and Yerby development project sponsors would incorporate features into the project foundation designs to address the potential for liquefaction in the soils beneath portions of the development sites, the potential for soil instability, and the potential for groundwater inflow during excavation. The specific measures to be implemented would be specified in the geotechnical reports prepared as part of the final project design. Based on the preliminary geotechnical studies completed for the projects, these features may include (but are not limited to): soil cement columns, reinforced concrete mat foundations, pre-densification, drilled piers, or driven concrete or steel piles, shoring to prevent soils from becoming unstable during excavation, and drawing down groundwater to a depth of at least three feet below the bottom of excavation. The measures specified would incorporate all applicable California Building Code requirements. (IS, p. 102)

Initial Study Mitigation Measure Geo-2: Sea Level Rise and Groundwater. The UPC and Yerby development project sponsors would incorporate features into the project foundation designs to address the potential for rising groundwater levels due to predicted global sea level rise. The specific measures to be implemented would be specified in the geotechnical reports prepared as part of the final project design. Based on the preliminary geotechnical studies completed for the projects, the projects would include an appropriate long-term design groundwater level for use in the design of the proposed buildings and other site improvements. Using a predicted sea level rise of 3 feet by 2100, the long-term design groundwater level would be Elevation -3.6 feet in the southern and southeastern portions of the development sites. (IS, p. 102)

Q. Hazards and Hazardous Materials

1. Initial Study Impact. The Amended Subarea Plan and proposed Development Projects would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment or such impact can be mitigated to less than significant. (IS, pp. 89-96)

Initial Study Mitigation Measure Haz-1: Hazardous Materials/Contaminated Soil

Step 1: Determination of Presence of Contaminated Soil

The development sites contain undocumented fill. Therefore, prior to approval of a building permit for the proposed project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for contamination (including, but not limited to, substances such as total lead, petroleum hydrocarbons, and heavy metals). The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report that includes the results of the soil testing and a map that shows the locations from which the consultant collected the soil samples. The project sponsor shall submit the report on the soil testing with the appropriate fee. These fees shall be charged pursuant to Section 31.47(c) of the *San Francisco Administrative Code*. DPH shall review the soil testing report to determine whether soils on the project site are contaminated at or above potentially hazardous levels. If DPH determines that the soils on the project site are not contaminated at or above a potentially hazardous level, no further mitigation measures with regard to contaminated soils on the site would be necessary.

Step 2: Preparation of Site Mitigation Plan

If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the type and level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Contaminated Soils

Specific work practices: If based on the results of the soil tests conducted, DPH

determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA work practices) when such soils are encountered on the site. Dust suppression: Soils exposed during excavation for site preparation and construction activities shall be kept moist throughout the time they are exposed, both during and after work hours. Surface water runoff control: Where soils are stockpiled, Visqueen (a type of polyethylene film) shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather. Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade. Hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsors shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures. (IS, pp. 102-104)

Initial Study Mitigation Measure Haz-2: Dust Program for Asbestos-Containing Serpentine Materials

The project sponsors would implement the following protective measures to assure implementation of the California Air Resources Board Asbestos Airborne Toxic Control Measure (ATCM) for construction-related activities (California Code of Regulations, Title 17, Section 93105).

The construction contractor would be required to submit the appropriate notification forms and prepare an asbestos dust mitigation plan specifying measures that would be taken to ensure that no visible dust crosses the property boundary during construction.

The plan must specify the following measures:

Prevent and control visible track-out from the property.

Ensure adequate wetting or covering of active storage piles.

Control disturbed surface areas and storage piles that would remain inactive for seven days.

Control traffic on on-site unpaved roads, parking lots, and staging areas, including a maximum vehicle speed of 15 miles per hour.

Control earthmoving activities.

Control off-site transport of dust emissions that contain naturally occurring asbestos-containing materials.

Stabilize disturbed areas following construction.

In addition, excavated materials containing over one percent friable asbestos would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and Federal regulations.

The asbestos dust mitigation plan must be submitted to and approved by the BAAQMD prior to the beginning of construction, and the site operator must ensure the implementation of all specified dust mitigation measures throughout the construction project. The BAAQMD may require air monitoring for off-site migration of asbestos dust during construction activities and may change the plan on the basis of the air monitoring results. Compliance with the asbestos ATCM would reduce impacts from airborne asbestos to less-than-significant levels. (IS, pp. 104-105)

IV. FINDINGS FOR POTENTIALLY SIGNIFICANT CUMULATIVE IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

A. Land Use - None

B. Aesthetics - None

C. Population and Housing - None

D. Archaeological Resources - None

E. Transportation and Circulation

1. Impact TR-12. The Project would contribute to a cumulative impact at the Tunnel Avenue / Blanken Avenue intersection. . The Planning Commission recognizes that implementation of Mitigation Measure M-TR-12 is partially within the jurisdiction of SFMTA. The Planning Commission urges SFMTA to assist in implementing this mitigation measure and finds that SFMTA can and should participate in implementing this mitigation measure. (DSEIR V.E.38, V.E.75)

Mitigation Measure M-TR-12. Tunnel Avenue/ Blanken Avenue.

The intersection would meet the MUTCD peak hour signal warrant in both the AM and PM peak hours. In addition to the mitigations proposed under Mitigation Measure TR-1, left turns from Blanken Avenue would need to be prohibited in both directions and the eastbound and westbound approaches programmed to run concurrently instead of on

split phases. This would have minimal effect on the eastbound approach, since the volumes on the eastbound left movement are very low and alternative access is provided via Bayshore Boulevard / Tunnel Avenue. On the westbound approach, the volumes on the westbound left movement are also very low and could be prohibited without substantial impacts on neighboring roadways. It is expected that this traffic would switch to Lathrop Avenue—one block south of Blanken Avenue—or find alternative routes to reach the freeway (e.g., via eastbound Blanken Avenue, Executive Park Boulevard West, and Alanna Way). After implementing these measures, the intersection would operate at LOS C in the weekday AM peak hour and LOS D in the weekday PM peak hour. The Yerby Development Project Sponsor and UPC Development Project Sponsor would be required to make a fair-share contribution to the implementation of this mitigation measure.

2. Impact TR-21. The Project would contribute to a cumulative impact at the Tunnel Avenue / Blanken Avenue intersection. . The Planning Commission recognizes that implementation of Mitigation Measure M-TR-21 is partially within the jurisdiction of SFMTA. The Planning Commission urges SFMTA to assist in implementing this mitigation measure and finds that SFMTA can and should participate in implementing this mitigation measure. (DSEIR V.E.44, V.E.76)

Mitigation Measure M-TR-21: Tunnel Avenue/ Blanken Avenue

The intersection would meet the MUTCD peak hour signal warrant in both the AM and PM peak hours. If the mitigation measure described in Mitigation Measure TR-12 for 2030 Cumulative Conditions without Improvements were implemented, the intersection would operate at LOS C in the weekday AM peak hour and LOS D in the weekday PM peak hour. The Yerby Project Sponsor and UPC Project Sponsor would be required to make a fair-share contribution to the implementation of this mitigation measure.

3. Impact TR-22. The Project would contribute to a cumulative impact at the Harney Way / Executive Park Boulevard East intersection. . With implementation of Mitigation Measure M-TR-22 this impact would be less than significant. The Planning Commission recognizes that implementation of Mitigation Measure M-TR-22 is partially within the jurisdiction of SFMTA. The Planning Commission urges SFMTA to assist in implementing this mitigation measure and finds that SFMTA can and should participate in implementing this mitigation measure. (DSEIR V.E.45, V.E.76)

Mitigation Measure M-TR-22: Harney Way/ Executive Park Boulevard East

The poor operations of this intersection in the weekday PM peak hour would be a result of conflict on the westbound approach (specifically westbound right turns) with the Harney BRT. Due to a shared westbound through-right lane at this intersection, all

movements along westbound Harney Way must be stopped during the BRT phase, reducing the efficiency of the signal and the vehicle throughput at the intersection.

If instead, an exclusive right-turn pocket were provided, right-turns and through movements along westbound Harney Way could be segregated and given separate phases, and the through movements could occur concurrently with the BRT phase, reducing delay and improving intersection operations.

This proposed configuration was evaluated under 2030 Cumulative Conditions Alternative B (Option 1), where both Harney Way / Thomas Mellon Drive and Harney Way / Executive Park Boulevard East were shown to operate at LOS C and LOS D during the weekday AM and PM peak hours. The Yerby Project Sponsor and UPC Project Sponsor would be required to make a fair-share contribution to the implementation of this mitigation measure.

F. Noise - None

G. Air Quality - None

H. Greenhouse Gas - None

I. Wind - None

J. Shadow - None

K. Recreation - None

L. Water Supply - None

M. Police and Fire Services - None

V. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR REDUCED TO A LESS THAN SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of this proceeding, the Commission finds that, where feasible, changes or alterations have been required, or incorporated into, the Project to reduce the significant environmental impacts listed below as identified in the FSEIR. The Commission finds that the mitigation measures in the FSEIR and described below are appropriate, and that changes have been required in, or incorporated into, the Project that, to use the language of Public Resources Code section 21002 and CEQA Guidelines section 15091, may substantially lessen, but do not avoid (i.e., reduce to less than significant levels), the potentially significant or significant environmental effects associated with implementation of the Project. The Commission adopts all of the mitigation measures proposed in the FSEIR that are relevant to the Project and set forth in the MMRP, attached hereto as **Attachment B**.

The Commission further finds, however, for the impacts listed below, that no mitigation is currently available to render the effects less than significant. The effects therefore remain significant and unavoidable. Based on the analysis contained within the FSEIR, other considerations in the record, and the standards of significance, the Commission finds that because some aspects of the Project would cause potentially significant impacts for which feasible mitigation measures are not available to reduce the impact to a less-than-significant level, the impacts are **significant and unavoidable**.

The Commission determines that the following significant impacts on the environment, as reflected in the FSEIR, are unavoidable, but under Public Resources Code Section 21081(a)(3) and (b), and CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, the Commission determines that the impacts are acceptable due to the overriding considerations described in Section VIII below. This finding is supported by substantial evidence in the record of this proceeding.

A. Land Use - None

B. Aesthetics - None

C. Population and Housing - None

D. Archaeological Resources - None

E. Transportation and Circulation

1. Impact TR-2. The proposed project would result in deterioration in the Level of Service at U.S.101 mainline north of Alanna Way / Harney Way (southbound). (DSEIR V.E.27 - V.E.28)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

2. Impact TR-37. The proposed UPC Development Project would affect the Level of Service at U.S.101 mainline north of Alanna Way / Harney Way (southbound). (DSEIR V.E.63 - V.E.68)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

F. Noise - None

G. Air Quality

1. Impact AQ-3. Operation of the proposed Yerby and UPC Development Projects could affect regional air quality. (DSEIR V.G.27 - V.G.28)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

2. Impact AQ-10. Construction equipment exhaust emissions could affect regional air quality under the recently adopted BAAQMD CEQA Guidelines. (DSEIR V.G.35)

Mitigation Measure: Given current technologies, Mitigation Measure M-AQ-1, discussed in Section III.G.1 above, would achieve a feasible level of ROG and NOx reductions, but is unlikely to achieve sufficient reduction in emissions to bring construction activities to a level below the recently adopted 2010 BAAQMD CEQA Guidelines thresholds for ROG and NOx. Therefore, even with implementation of Mitigation Measure M-AQ-1, no feasible mitigation is available to reduce this impact to a less than significant level and this impact is considered significant and unavoidable.

3. Impact AQ-11. Construction equipment exhaust emissions could expose sensitive receptors to substantial concentrations of pollutants under the recently adopted BAAQMD CEQA Guidelines. (DSEIR V.G.36 - V.G.37)

Mitigation Measure: Implementation of Mitigation Measure M-AQ-1 above would reduce TAC, including DPM, exhaust emissions by implementing feasible controls and requiring up-to-date equipment in a manner consistent with other similar projects under review by the Planning Department. However, even with mitigation, the impact of construction activities at the closest sensitive receptors would exceed health risk thresholds under the recently adopted 2010 BAAQMD CEQA Guidelines for existing residential units within the Executive Park Subarea Plan Area and within 500 feet of the proposed construction. Therefore, even with implementation of Mitigation Measures M-AQ-1 no feasible mitigation is available to reduce this impact to a less than significant level and this impact is considered significant and unavoidable.

4. Impact AQ-12. The proposed Development Projects could result in operation-related impacts to regional air quality under the recently adopted 2010 BAAQMD CEQA Guidelines. (DSEIR V.G.38)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

H. Greenhouse Gas - None

I. Wind - None

J. Shadow - None

K. Recreation - None

L. Water Supply - None

M. Police and Fire Services - None

VI. SIGNIFICANT CUMULATIVE IMPACTS THAT CANNOT BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

A. Land Use - None

B. Aesthetics - None

C. Population and Housing - None

D. Archaeological Resources - None

E. Transportation and Circulation

1. Impact TR-10. The Project would contribute to a cumulative impact at the Bayshore Boulevard / Tunnel Avenue intersection. (DSEIR V.E.37)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

2. Impact TR-11. The Project would contribute to a cumulative impact at the Bayshore Boulevard / Blanken Avenue intersection. (DSEIR V.E.37 - V.E.38)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

3. Impact . The Project would contribute to a cumulative impact at the Alanna Way / Beatty Road intersection. (DSEIR V.E.38 - V.E.39, C&R.40-41)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

4. Impact TR-14. The Project would contribute to a cumulative impact at the Harney Way / Alanna Way / Thomas Mellon Drive intersection. (DSEIR V.E.39 - V.E.40)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

5. Impact TR-15. The Project would contribute to a cumulative impact at the U.S. 101 mainline north of Alanna Way / Harney Way (northbound) segment. (DSEIR V.E.41)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

6. Impact TR-16. The Project would contribute to a cumulative impact at the U.S. 101 mainline south of Alanna Way / Harney Way (northbound) segment. (DSEIR V.E.41)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

7. Impact TR-17. The Project would contribute to a cumulative impact at the U.S. 101 Northbound On-Ramp at Harney Way. (DSEIR V.E.41)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

8. Impact TR-18. The Project would contribute to a cumulative impact at the Bayshore Boulevard / Blanken Avenue intersection. (DSEIR V.E.41 - V.E.43)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

9. Impact TR-19. The Project would contribute to a cumulative impact at the Bayshore Boulevard / Tunnel Avenue intersection. (DSEIR V.E.44)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

10. Impact TR-20. The Project would contribute to a cumulative impact at the Bayshore Boulevard / Blanken Avenue intersection. (DSEIR V.E.44)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

11. Impact TR-23. The Project would contribute to a cumulative impact at the Geneva Avenue / U.S. 101 SB Ramps intersection. . The Planning Commission recognizes that implementation of Mitigation Measure M-TR-23 is partially within the jurisdiction of SFCTA, Brisbane and Caltrans. The Planning Commission urges these agencies to assist in implementing this mitigation measure and finds that these agencies can and should participate in implementing this mitigation measure. (DSEIR V.E.45, V.E.76, C&R.41, 52-53)

Mitigation Measure M-TR-23: The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the proposed Development Projects. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure that Project-generated vehicle trips are accounted for

in the Harney Interchange analyses and design. Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA, or through an equivalent process developed by SFCTA in coordination with the City of Brisbane and Caltrans. Each Project Sponsor shall contribute its fair share to the Harney Interchange Project. (Modified at C&R document, page C&R. 42.) The “loop” configuration described under Option 2 for Alternative 1 of the Geneva Avenue/Harney Way interchange would allow this intersection to operate at acceptable conditions under 2030 cumulative conditions. (DSEIR V.E.45.) However, as the interchange is still in a preliminary design phase, the implementation and effectiveness of Mitigation Measure M-TR-23 is uncertain and this impact is conservatively considered significant and unavoidable.

12. Impact TR-24. The Project would contribute to a cumulative impact at the Geneva Avenue / U.S. 101 SB Ramps intersection. . The Planning Commission recognizes that implementation of Mitigation Measure M-TR-24 is partially within the jurisdiction of SFCTA, Brisbane and Caltrans. The Planning Commission urges these agencies to assist in implementing this mitigation measure and finds that these agencies can and should participate in implementing this mitigation measure. (DSEIR V.E.45 - V.E.47, V.E.77, C&R.41)

Mitigation Measure M-TR-24: The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the proposed project. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure project-generated vehicle trips are accounted for in the Harney Interchange analyses and design. Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA, or through an equivalent process developed by SFCTA in coordination with the City of Brisbane and Caltrans. Each Project Sponsor shall contribute its fair share to the Harney Interchange Project. (Modified at C&R.42-43.) As the interchange is still in a preliminary design phase, the implementation and effectiveness of Mitigation Measure M-TR-24 is uncertain and this impact is conservatively considered significant and unavoidable.

13. Impact TR-25. The Project would contribute to a cumulative impact at the U.S. 101 mainline north of Alanna Way / Harney Way (northbound) segment. (DSEIR V.E.48)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

14. Impact TR-26. The proposed project would contribute to a cumulative impact at the U.S. 101 Northbound On-Ramp at Harney Way. (DSEIR V.E.48)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

15. Impact TR-27. The proposed project would contribute to a cumulative impact at the U.S. 101 Southbound On-Ramp at Alanna Way. (DSEIR V.E.48 - V.E.50)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

16. Impact TR-29. The proposed Yerby Development Project would contribute to a cumulative impact at the U.S.101 mainline north of Alanna Way / Harney Way (southbound). (DSEIR V.E.55 - V.E.57)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

F. Noise

1. Impact NO-2. Project-related traffic, in combination with that from other development projects proposed in nearby areas, would contribute to cumulative traffic noise impacts on ambient noise levels along Project access routes. (DSEIR V.E.9 - V.E.10, C&R.40)

G. Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

H. Air Quality

1. Impact AQ-17. The proposed Development Projects could result in cumulative construction impacts under the recently adopted 2010 BAAQMD CEQA Guidelines. (DSEIR V.G.40 - V.G.41)

Mitigation Measure: Mitigation Measure M-AQ-1 would establish performance standards for construction equipment to reduce construction-related ROG and NOx, but with this measure, emissions would still likely exceed the thresholds under the recently adopted 2010 BAAQMD CEQA Guidelines. Therefore, even with implementation of Mitigation Measure M-AQ-1, this impact would remain significant and unavoidable.

2. Impact AQ-18. The proposed Development Projects could result in cumulative criteria pollutant impacts under the recently adopted 2010 BAAQMD CEQA Guidelines. (DSEIR V.G.41)

Mitigation Measure: No feasible mitigation is available and this impact is considered significant and unavoidable.

I. Greenhouse Gas - None

J. Wind - None

K. Shadow - None

L. Recreation - None

M. Water Supply - None

N. Police and Fire Services - None

VII. EVALUATION OF PROGRAM ALTERNATIVES

This Section describes the Project as well as the Project Alternatives and the reasons for approving the Project and for rejecting the Alternatives. This Section also outlines the Project's purposes and provides a context for understanding the reasons for selecting or rejecting alternatives.

A. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Project or the Project location that generally reduce or avoid potentially significant impacts of the Project. CEQA requires that every EIR also evaluate a "No Project" alternative. Alternatives provide a basis of comparison to the Project in terms of their significant impacts and their ability to meet Project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

B. Reasons for Selection of the Project

Objectives of the City for the Amended Subarea Plan and Yerby and UPC for their respective Development Projects are set forth in Section I.B above.

C. Alternatives Rejected and Reasons for Rejection

The Commission rejects the Alternatives set forth in the Final SEIR and listed below because the Commission finds, in addition to the reasons described in Section VIII below, that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described in this Section under CEQA Guidelines 15091(a)(3), that make infeasible such Alternatives. In making these

determinations, the Commission is aware that CEQA defines “feasibility” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.” The Commission is also aware that under CEQA case law the concept of “feasibility” encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project, and (ii) the question of whether an alternative is “desirable” from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal and technological factors.

In addition, adoption of the Project will reduce many of the impacts associated with the Project through the implementation of the mitigation measures identified previously. Some of the Alternatives are less effective at reducing some of the environmental impacts associated with the Project and are not environmentally superior to the Project because they would reduce some of the Project impacts at the expense of creating other impacts.

Although CEQA requires that an EIR identify an Environmentally Superior Alternative, it does not require that the decision-makers select the Environmentally Superior Alternative for approval. As called for under CEQA Guidelines Section 15091, in order to approve a proposed project, the decision-makers must make written findings for each significant effect accompanied by an explanation of the rationale for rejecting the alternative. Additionally, if the decision-makers find that the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects of a proposed project may be considered “acceptable” (CEQA Guidelines Section 15093).

1. No Project Alternative

Consistent with Section 15126.6(e)(1) of the CEQA Guidelines, this alternative assumes that the Executive Park Subarea Plan would not be amended; the zoning and height and bulk districts would not be amended; the office buildings on the Yerby and UPC sites would not be demolished; and the current office and retail uses there would continue. It also assumes that construction of the adjacent Signature Properties and Top Vision Phase III developments would be completed as approved. Under the existing Executive Park Subarea Plan, the total development would result in the construction of up to 1,268 residential units, 307,600 gsf of office space, 17,400 gsf of retail and restaurant space, and a total of about 2,843 residential and office parking spaces. Existing office buildings include about 310,000 gsf, with about 307,600 gsf of office space and about 2,400 gsf of retail uses, and 830 surface parking spaces. Five existing residential buildings (approved under Top Vision Phases I and II) contain 304 units, and 517 parking spaces. The third phase of Top Vision development

has not commenced and will include 465 units and about 776 parking spaces. The Signature Properties development, which is currently under construction, includes up to a total of 499 residential units, 12,500 gsf of retail space, 2,500 gsf of restaurant space, and 720 parking spaces. (DSEIR, III-3 to III-4)

Under the No Project alternative, none of the significant impacts associated with the Project would occur. Development and growth in the subarea Plan Area would continue, however, as approved projects are completed and occupied and this development and growth would contribute to cumulative impacts in the area. New land use on the Project site would not add to cumulative impacts beyond existing contributions.

The No Project Alternative is rejected for the following reasons:

(a) *Failure to Meet Planning Department's Urban Design and Land Use Objectives.* The No Project Alternative would not further the City's urban design and land use objectives envisioned in the Amended Subarea Plan, which are listed in Section I.B above, and set forth in the DSEIR at pages III-1 and III-2. Most importantly, the No Project Alternative would fail to transition the existing suburban-like office park to an area of mixed-use residential that together with existing and planned residential uses in the vicinity establishes a vibrant, urban, pedestrian oriented mixed-use, predominantly residential neighborhood characterized by active publicly-accessible streets. The No Project Alternative would leave the larger new San Francisco neighborhood of Executive Park incomplete, and not achieve "a street and open space system that knits all the various neighborhood parts together and in turn links the neighborhood to its surroundings."

(b) *Failure to Meet Project Sponsors' Objectives.* The No Project Alternative would not further any of the Project Sponsors' objectives (DSEIR, III-2), which are noted in Section I.B above, and set forth in the DSEIR at page III-2.

2. Alternative B - Development Under Existing Zoning and Height and Bulk Controls

Alternative B would call for build-out of the Executive Park Subarea Plan Area on the Yerby and UPC Development Sites under the existing C-2 (Community Business) District zoning and 40-X and 80-X Height and Bulk Districts. The Subarea Plan would not be amended and associated Design Guidelines would not be adopted. Under this alternative, the approximately 14.42-acre, 628,136-square-foot combined Yerby and UPC Development Sites would support about 785 residential units (roughly half of the 1,600 units proposed under the Yerby and UPC Development Projects). This alternative would maintain the same ratio of parking to residential units and the same ratio of retail area to residential units proposed under the proposed Yerby and UPC

Development Projects. This alternative would provide development along a similar street system as the Yerby and UPC Development Projects, except that Thomas Mellon Circle would remain. In this alternative, two mid-rise, 80-foot-tall, 7-story buildings totaling about 226 residential units would be constructed within the 80-X Height and Bulk District, in a similar location to the proposed UPC Buildings 6 and 7. The remainder of the combined Yerby and UPC Development Site is within the 40-X Height and Bulk District and would be developed with low-rise residential buildings of up to four stories. Ground-floor retail would front along Executive Park North, Harney Way, and Thomas Mellon Drive.

The FSEIR concludes that Alternative B: Development Under Existing Zoning and Height and Bulk Controls would be the environmentally superior alternative due to its reduced development program and building heights. (DSEIR VII.15) However, the Comments and Responses notes that the *Precautionary Principle* (adopted by the Board of Supervisors in 2003 as City policy) does not require that the decision-maker select for approval the alternative with the least harmful impacts. Like CEQA, the *Precautionary Principle* encourages public participation and informed decision making, calling for consideration of environmental consequences of a proposed course of action, consideration of ways to avoid or lessen environmental consequences, and consideration of alternatives with the less harmful impacts. A reduced development alternative like Alternative B may only externalize impacts, if the remaining need for a project must still be met elsewhere. (C&R.50)

Alternative B- Development Under Existing Zoning and Height and Bulk Controls is rejected for the following reasons: (C&R.49-51)

(a) *Project Objectives:*

Alternative B provides fewer residential units (roughly half that of the proposed Yerby and UPC Development Projects), which would diminish the impacts of the proposed Projects, but also reduce some of the economic advantages and efficiencies that higher density residential development provide in order to achieve key project objectives, including:

- (1) Public Amenities
- (2) Infrastructure
- (3) New and Enhanced Parks and Open Space
- (4) Community Size Sufficient to Support Neighborhood-Serving Retail, Community Facilities and Transit

(b) *Environmental Impacts:*

Alternative B provides fewer residential units, which would result in lesser environmental impacts based on scale. However, many of these impacts are similar to those of the proposed Development Projects, and do not result in sufficient reduction of unmitigated impacts to warrant development of smaller projects.

This alternative would result in less development and would reduce the scope and intensity of many of the Project's potentially significant impacts, including all construction related impacts, archeological resources, transportation and circulation, noise, and air quality.

Nonetheless, the Project's potentially significant impacts for these topics, would occur under this alternative and require mitigation measures identified for the Project to avoid or reduce these impacts to less than significant. (FSEIR Figure VII-1)

Under the Baseline plus Project Conditions scenario, this alternative would result in one fewer freeway mainline impact (at U.S. 101 Southbound, north of Alana Way / Harney Way). Alternative B would still result in an impact at the intersection of Executive Park Boulevard West / Alana Way, but this could be mitigated with signalization only (mitigation for the proposed Yerby and UPC Development Projects would require both signalization and restriping the southbound approach). Under the 2030 Cumulative Conditions without Improvements scenario, this alternative would result in one fewer intersection impact (at the intersection of Alana Way / Beatty Road, assuming the adoption of previously-approved mitigation measures). This alternative would also result in one fewer freeway mainline impact and one fewer freeway on-ramp impact (at U.S. 101 Northbound, south of Alana Way / Harney Way and at U.S. 101 Southbound On-Ramp at Alana Way, respectively). Under 2030 Cumulative Conditions with Improvements (Alternative A – Option 1), this alternative would not result in fewer intersection impacts, but would result in one less freeway on-ramp impact (at U.S. 101 Southbound On-Ramp at Alana Way).

All of the Project's other significant and unavoidable impacts associated with transportation and circulation, noise, and air quality would occur under this alternative. (DSEIR VII.5-9) Although this alternative would reduce the intensity and scope of impacts associated with the Project, most significant and unavoidable impacts associated with the Project would still occur under this alternative, hence, this alternative does not provide substantial environmental benefits as compared to the Project.

3. Alternative C - Realignment of Alanna Way

Alternative C assumes the realignment of Alanna Way would be implemented in the future (DSEIR, VII-10, Figure VII-2: Alternative C – Realignment of Harney Way). As the intersection of Harney Way, Thomas Mellon Drive, and Alanna Way is currently not

conducive to a residential neighborhood, one possible solution is to separate the Alanna Way and Thomas Mellon Drive interfaces with Harney Way into two separate intersections.

Under this alternative, the land use program and buildings would remain the same with respect to the proposed Yerby Development Project and with respect to the UPC Development Project, except for UPC Building 8. This alternative assumes that a portion of the UPC Development Site will be used to widen and alter Alanna Way, and any units lost on this portion of the Site will be relocated to UPC Building 8. The residential unit count for UPC Building 8 will increase from 72 units to 124 units, but the unit count for the entire UPC Development Project will remain the same at 1,100 units. Under this alternative, retail space and parking spaces for the proposed UPC Development Project would increase slightly by about 550 gsf (from 70,237gsf to 70,787gsf) and 81 spaces (from 1,677 spaces to 1,758 spaces).

This alternative would further all of the objectives of the Amended Subarea Plan, and would further all of the Yerby and UPC Development Project Objectives. (DSEIR, III.1, III.2, VII.11)

Alternative C- Realignment of Alanna Way is rejected for the following reason:

The Subarea Plan anticipates that Harney Way will be widened and reconfigured to handle heavier traffic volumes and to provide dedicated transit lanes to accommodate additional development at Candlestick Point and Hunters Point Shipyard. The final alignment of Alanna Way must be coordinated with the design solution for Harney Way. At this time the City lacks sufficient information to design the final solution. Therefore, realignment of Alanna Way and Alternative C could occur only if future conditions allow. (DSEIR VII.8-10)

The scope and intensity of all of the Project's potentially significant impacts would remain the same, including all construction related impacts, archeological resources, transportation and circulation, noise, and air quality. The Project's potentially significant impacts for these topics would require the same mitigation measures identified for the Project to avoid or reduce these impacts to less than significant. (Figure VII-2)

In addition, all of the Project's significant and unavoidable impacts associated with transportation and circulation, noise, and air quality would occur under this alternative as well.

This alternative only affects the operations of the intersections of Harney Way/Alanna Way to the west and Harney Way/Thomas Mellon Drive to the east, and does not change the analysis or results at the other study intersections, on-ramps, or freeway mainlines. Under the Baseline plus Project Conditions scenario, Alternative C would not

result in fewer impacts, as the new intersection of Harney Way / Alana Way would still require signalization, as under the proposed project. Similarly, under the 2030 Cumulative Conditions without Improvements scenario, Alternative C would not result in fewer impacts, as the new intersections of Harney Way / Alana Way and Harney Way / Thomas Mellon Drive would still need to be signalized, as under the Project. (DSEIR, VII.12-13, Figure VII-2)

Although this alternative would improve the intersection at Harney Way / Alana Way / Thomas Mellon Drive, it also increases the height, parking and retail area in Building B. All significant and unavoidable impacts associated with the Project would still occur under this alternative, hence, this alternative does not provide substantial environmental benefits as compared to the Project.

4. Alternative Considered But Rejected - 1:1 Parking Ratio

A 1:1 residential parking ratio scenario was considered, but rejected from full analysis as an EIR alternative (AECOM, *Executive Park Subarea Plan Amendment Transportation Study*, May 21, 2010, pp. 57-58). (DSEIR, VII.15)

The proposed Yerby and UPC development projects would provide a total of 2,427 off-street parking spaces (consisting of 2,400 residential parking spaces plus 27 retail spaces). At 1:1.5 parking spaces per dwelling unit, the proposed project exceeds the Planning Code requirement of 1,713 residential parking spaces, but does not meet the requirement for 173 spaces for retail uses. The Project would generate a parking demand of approximately 1,935 spaces during the weekday midday period and approximately 2,354 spaces during the weekday evening period, and as such, would meet the estimated parking demand for these time periods.

A 1:1 parking ratio scenario would provide the minimum required off-street parking spaces for residential use while providing the same amount of retail parking as the Project (1,600 residential spaces and 27 retail spaces, totaling 1,627 spaces). Under this scenario, the parking supply would not meet the estimated parking demand, with a shortfall of 308 spaces during the weekday midday and 727 spaces during the weekday evening. Given that on-street parking would be provided along some streets within the Yerby and UPC Development Project sites, some of the short-term parking shortfall could be alleviated, but the parking shortfall under such a scenario would cause spillover into adjacent neighborhoods with limited additional parking supply, such as the balance of the Subarea Plan Area and Little Hollywood.

VIII. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA section 21081 and CEQA Guideline 15093, the Commission hereby finds, after consideration of the Final SEIR and the evidence in the record, that each of

the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs the significant and unavoidable impacts of the Project and is an overriding consideration warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Commission will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this Section, and in the documents found in the record of these proceedings, as described in Section I.F.

On the basis of the above findings and the substantial evidence in the whole record of these proceedings, the Commission specially finds that there are significant benefits of the proposed Project to support approval of the Project in spite of the unavoidable significant impacts, and therefore makes this Statement of Overriding Considerations. The Commission further finds that, as part of the process of obtaining Project approval, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. All mitigation measures proposed in the FEIR that are applicable to the Project are adopted as part of this approval action. Furthermore, the Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technical, legal, social and other considerations.

The adoption of the Amended Subarea Plan and the implementation of the proposed Yerby and UPC Development Projects generally in accordance with the Amended Subarea Plan will transition what is now an office park with some housing on the far eastern end into a vibrant, urban, pedestrian oriented mixed-use, predominantly residential neighborhood characterized by active, publicly accessible streets. The area as it exists does not provide a physical framework for supporting a vital San Francisco neighborhood. The Amended Subarea Plan envisions a new San Francisco neighborhood: a "mixed-use residential neighborhood with attractive public streets and open space connectivity." The Project would create a new street and open space system that knits all of the various neighborhood parts together and in turn links the neighborhood to its surroundings to provide a welcoming environment for visitors and residents to the area. The Subarea Plan intends to implement the goals sets out in Section II.B above through the following specific actions:

1. New zoning provides for one dwelling unit for every 400 square feet of lot area, sufficient density to support public amenities and encourage neighborhood-serving retail uses as in other residential areas of the City.

2. A town center would be within walking distance to allow residents to shop via foot or bicycle for daily needs.
3. Comprehensive streetscape improvements would result in a street layout and streetscape improvements that would provide connections from Executive Park to other nearby neighborhoods, reducing geographic barriers that currently exist and providing access to recreational resources in the area.
4. Streetscape improvements, including landscaping, sidewalk widening, street lighting and street furniture would encourage walking. Bicycle travel would be enhanced with bicycle paths and bicycle parking.
5. The existing Executive Park Transportation Management Program would be revised to meet transportation demand expected from planned new residential development. Harney Way would be designed to accommodate potential future transit services extending through Executive Park to uses in the east. Automobile ownership would be discouraged by unbundling parking from housing costs.
6. The projects proposed by Yerby and UPC would add 1,600 dwelling units to those already approved for construction or completed. New building heights would be designed to avoid blocking significant views of public open spaces and to respect the form of Bayview Hill.
7. The Subarea Plan would facilitate implementation of new community facilities that are provided for through the Visitacion Valley Community Facilities and Infrastructure Fund, including new recreational space, library facilities, community meeting space and streetscape improvements.

Having considered the benefits set forth in these findings, including the benefits discussed in Section I above, and as described in Section VII.A above "Reasons for Selection of the Project", the Commission finds that the benefits of the Project outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No.

HEARING DATE: MAY 5, 2011

Date: **April 21, 2011**
Case No.: **2006.0422EMTUZ**
Project: **Executive Park – General Plan Amendments**
Location: **Highway 101 and Harney Way**
Staff Contact: **Mat Snyder – (415) 575-6891**
mathew.snyder@sfgov.org
Recommendation: **Approve Amendment**

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APPROVING AMENDMENTS TO THE EXECUTIVE PARK SUBAREA PLAN OF THE BAYVIEW HUNTERS POINT AREA PLAN, THE LAND USE INDEX ALONG WITH OTHER MINOR GENERAL PLAN MAP AMENDMENTS MAKING VARIOUS FINDINGS, INCLUDING CEQA FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend General Plan Amendments to the Board of Supervisors; and

Pursuant to Planning Code Section 340(c) Yerby Company (“Yerby”) and Universal Paragon Corporation (“UPC”) (together, “Project Sponsors”), owners of the properties located between, Harney Way, Executive Park Boulevard North, Executive Park Boulevard, submitted applications to amend the General Plan. In working with the Project Sponsors, the Planning Department is proposing amendments to the General Plan by amending the Executive Park Subarea Plan and the Bayview Hunters Point Area Plan, the Land Use Index, along with other minor amendments throughout the General Plan Elements.

This General Plan Amendment application is part of a larger project that includes three components: (1) a development project sponsored by UPC that would include up to 1,100 dwelling units, approximately 70,000 gross square feet of retail, and approximately 1,677 off-street parking spaces (2) a development project sponsored by Yerby Co. that would include up to 500 dwelling units and approximately 750 off-street parking spaces; and (3) the subject General Plan amendments along with Planning Code Map and Text amendments.

The subject General Plan amendments along with the proposed Planning Code provisions would transition the subject site from an office park to a mixed-use predominately residential neighborhood.

The history of Executive Park starts in the mid 1970s. In 1976, the Planning Commission certified the San Francisco Executive Park Final EIR which included 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000 square feet in total), plus 3,900 parking spaces. At the time, Amendments were made to the South Bayshore Plan to

allow commercial uses at the location. In 1978, a master development plan ("1978 Development Plan") was created to guide development based on the Project analyzed in the 1976 EIR.

In 1980 and 1981, the Planning Commission approved minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses. The City issued permits for the construction of four office buildings and a restaurant under the 1978 Development Plan; three of the office buildings had been constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

In 1985, following certification of a subsequent environmental impact report, the Planning Commission approved a Planned Unit Development that revised the 1978 Development Plan that, when combined with the four office buildings and restaurant previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces. At the same time, the Executive Park Subarea Plan was established as part of the South Bayshore Area Plan to memorialize the development program and urban form through a General Plan Amendment. Related Planning Code Map amendments were also approved.

In 1992, the developer sought and obtained a further revision to the 1985 Planned Unit Development. This revision added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space and increased the square footage of residential use but not the unit count. Five residential buildings, located in the eastern portion of the site, containing 304 units and 517 parking spaces have been constructed under this development proposal by TopVision. ("TopVision Phases I and II"). Minor General Plan amendments were approved in conjunction with this approval.

In 1999, the Planning Commission certified a supplemental environmental impact report, and in 2000, approved a Planned Unit Development that extended and modified the prior 1985 Planned Unit Development authorization by including a residential variant, which provided for some additional residential development in the northwestern portion of the site. Amendments to the Executive Park Subarea Plan that replaced all of the Plan's figures and added text were adopted in conjunction with these approvals. The general land use program remained the same.

In 2005, Signature Properties development project was approved under a separate PUD for the northwestern portion of the Subarea Plan Area. Nearing completion, it will include up to 450 residential units, 14,000 square feet of retail space, and 588 parking spaces when built-out. Amendments to the Executive Park Subarea Plan were adopted as a part of this Planned Unit Development authorization.

In 2007 TopVision obtained approval under the 2000 Approved Development Plan for a Phase III development, which includes 465 units and about 776 parking spaces north of existing TopVision Phases I and II residential buildings on the eastern portion of the Subarea Plan Area.

Existing and approved development projects in the Executive Park Subarea Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

The Yerby Company ("Yerby") has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface

parking spaces, and Universal Paragon Corporation (“UPC”) has applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and 1,677 subsurface parking spaces. These projects will require amendment of the Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

On April 7, 2011, pursuant to Planning Code sections 340 and the Commission initiated the General Plan amendments by Resolution No. 18310, including amendments to the Executive Park Subarea Plan, Land Use Index and other minor amendments to maps and figures throughout the General Plan; and scheduled a public hearing to consider the amendments; and

On May 5, 2011, by Motion No. _____, the Commission certified the Final Environmental Impact Report (“FEIR”) as accurate, complete and in compliance with the California Environmental Quality Act (“CEQA”); and

On May 5, 2011, by Resolution No. _____, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the Executive Park Subarea Plan and related zoning text and map amendments, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

A draft ordinance, substantially in the form **attached hereto as Exhibit A**, approved as to form, would amend the Executive Subarea Plan, the Land Use Index along with other minor amendments to maps and figures throughout the General Plan.

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the General Plan amendments promote the public welfare, convenience and necessity for the following reasons:

1. The General Plan amendments would enable the creation of a mixed-use predominately residential units that would include upwards of 1,100 additional units of housing on a portion of the Executive Park site that features an underutilized insular suburban-style office park that does not sufficiently take advantage of its shoreline location.
2. The General Plan amendments include an entire revised Executive Park Subarea Plan that sets out objectives and policies that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help connect and integrate adjacent neighborhoods.

Resolution No.
Hearing Date: May 5, 2011

Case No 2006.0422EMUTZ
Executive Park
General Plan Amendments

3. The General Plan amendments support development that will provide employment opportunities in construction, residential property management and operation, and related retail and services .
4. The General Plan amendments call for a robust system of streets and open space where there currently is none.
5. The General Plan amendments anticipate future improvements to regional transportation infrastructure thereby providing a framework where future development will appropriately interface with expected future infrastructure..
6. The General Plan amendments include objectives and policies that promote multi-modal transportation with all new streets designed for multiple modes of transport, emphasizing travel by foot and by bicycle.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the General Plan amendments are in general conformity with the General Plan as provided in Exhibit B:

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the General Plan amendments in general conformity with Planning Code Section 101.1 as provided in Exhibit B:

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 340, the Planning Commission recommends to the Board of Supervisors **approval** the General Plan amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 5, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

EXECUTIVE PARK
GENERAL PLAN AMENDMENTS

Exhibit A

Draft Ordinance and Legislative Digest

LEGISLATIVE DIGEST

[General Plan Amendments – Executive Park Subarea Plan.]

Ordinance amending the San Francisco General Plan by amending the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, the Land Use Index and maps and figures in various elements and adopting findings, including environmental findings and findings of consistency with the General Plan and Planning Code Section 101.1.

Existing Law

The San Francisco General Plan consists of various Elements and Area Plans that set forth goals, policies and programs for the future physical development of the City and County that takes into account social, economic and environmental factors. Charter Section 4.105 provides that the Planning Commission "shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan."

Amendments to Current Law

This ordinance proposes amendments to the Executive Park Subarea Plan, which comprises a portion of the Bayview Hunters Point Area Plan. The amendments aim to facilitate the transition of the existing suburban-like office development in the area to a vibrant, urban, pedestrian oriented mixed-use, predominantly residential neighborhood characterized by active publicly-accessible streets. It also proposes amendments to various Elements of the General Plan to make these Elements consistent with the proposed amendments to the Subarea Plan.

Background Information

The San Francisco Executive Park Subarea, a 71 acre area bounded by Highway 101, San Francisco Bay to the south and Bayview Hill to the north has been the subject of several development plans, environmental analyses, and City actions since 1975. The original development plan envisioned low-density office uses and resulted in the construction of the existing office development that is on a portion of the site. In 1985, the City approved residential development in the undeveloped portions of the site and residential developments have been completed or are approved in those areas. The proposed amendments to the Subarea Plan would create a vision for mixed-uses that would be predominately residential, but would provide for smaller blocks, pedestrian and bicycle paths, new open space, community amenities, better connections to nearby open space areas and sufficient density to support active street uses. This ordinance is part of a package of amendments to the General Plan, the Zoning Map and the Planning Code that will facilitate the transition of the existing office park to a medium to high density, mixed-use, predominately residential area.

1 [General Plan Amendments – Executive Park Subarea Plan.]

2
3 **Ordinance amending the San Francisco General Plan by amending the Executive Park**
4 **Subarea Plan of the Bayview Hunters Point Area Plan, the Land Use Index and maps**
5 **and figures in various elements and adopting findings, including environmental**
6 **findings and findings of consistency with the General Plan and Planning Code Section**
7 **101.1.**

8 NOTE: Additions are single-underline italics Times New Roman;
9 deletions are ~~strike-through italics Times New Roman~~.
10 Board amendment additions are double-underlined;
11 Board amendment deletions are ~~strikethrough-normal~~.

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

13 Section 1. The Board of Supervisors of the City and County of San Francisco hereby
14 finds and determines that:

15 A. The proposed amendments to the Executive Park Subarea Plan of the Bayview
16 Hunters Point Area Plan, the Land Use Index and the maps and figures in various elements of
17 the General Plan will establish a new vision for the area of creating a vibrant, urban,
18 pedestrian oriented mixed-use, predominantly residential neighborhood characterized by
19 active publicly-accessible streets.

20 B. The General Plan amendments are necessary because the existing plan
21 contemplates suburban-like office and hotel development where mixed-use residential
22 development is now desirable. Since 1976, the San Francisco Executive Park Subarea has
23 been the subject of several development plans, environmental analyses, and City actions.

24 (1) In 1976, the Planning Commission certified the San Francisco Executive Park
25 Final EIR and approved a development of 833,000 square feet of office space, 174,000
square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000

1 square feet in total), plus 3,900 parking spaces. At the time, Amendments were made to the
2 South Bayshore Plan to allow commercial uses at the location. ("1978 Development Plan").

3 (2) In 1980 and 1981, the Planning Commission approved minor changes to the
4 1978 Development Plan, which slightly altered the locations and amounts of the various land
5 uses. The City issued permits for the construction of four office buildings and a restaurant
6 under the 1978 Development Plan; three of the office buildings had been constructed by 1985
7 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500
8 square feet of retail space. The fourth office building and the restaurant were not constructed.

9 (3) In 1985, following certification of a subsequent environmental impact report, the
10 Planning Commission approved a Planned Unit Development that revised the 1978
11 Development Plan that, when combined with the four office buildings and restaurant
12 previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet
13 of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about
14 5,300 parking spaces. At the same time, the City developed the Executive Park Subarea
15 Plan, an amendment to the General Plan, which memorialized the development program and
16 urban form for the area. The City also approved related Planning Code Map amendments.

17 (4) In 1992, the developer sought and obtained a further revision to the Planned
18 Unit Development, including minor General Plan amendments. This revision added 25,000
19 square feet of health club space, 10,000 square feet of child care space and an additional
20 10,000 square feet of restaurant space and increased the square footage of residential use
21 but not the unit count. Five residential buildings, located in the eastern portion of the site,
22 containing 304 units and 517 parking spaces have been constructed under this development
23 proposal by TopVision. ("TopVision Phases I and II").
24
25

1 (5) In 1999, the Planning Commission certified a supplemental environmental
2 impact report and extended and modified the prior 1985 Planned Unit Development
3 authorization by adopting a residential variant, which provided for some additional residential
4 development in the northwestern portion of the site ("2000 Planned Unit Development"). The
5 City also amended the Executive Park Subarea Plan, replacing all of the Plan's figures and
6 adding new text. The general land use program remained the same.

7 (6) In 2005, Signature Properties obtained approval under a separate Planned Unit
8 Development for the northwestern portion of the Subarea Plan Area. Nearing completion, it
9 will include up to 450 residential units, 14,000 square feet of retail space, and 588 parking
10 spaces when built-out. The City adopted further amendments to the Executive Park Subarea
11 Plan as part of this Planned Unit Development approval.

12 (7) In 2007 TopVision obtained approval under the 2000 Approved Development
13 Plan for a Phase III development, which includes 465 units and about 776 parking spaces
14 north of existing TopVision Phases I and II residential buildings on the eastern portion of the
15 Subarea Plan Area.

16 (8) Existing and approved development projects in the Executive Park Subarea
17 Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of
18 office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013
19 residential parking spaces and 830 office parking spaces.

20 (9) The Yerby Company ("Yerby") has applied for approval to demolish OB-1 and
21 replace it with a mixed use, predominantly residential development of up to 500 dwelling units
22 and 750 subsurface parking spaces, and Universal Paragon Corporation ("UPC") has applied
23 for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units
24 and 1,677 subsurface parking spaces. These projects will require amendment of the
25

1 Executive Park Subarea Plan and related amendments to the Zoning Map and Planning
2 Code. The proposed General Plan amendments would apply to the entire 71-acre Executive
3 Park Subarea Plan Area, be consistent with existing development and approvals, and provide
4 for the transition of the existing office park development within a 14.5 acre southern portion of
5 the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential
6 area with 1,600 additional residential units and about 73,000 gsf retail. These projects would
7 complete the build-out of the Subarea Plan Area and accomplish its transition from the office
8 park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

9 (10) Since 2006, proposed amendments to the Executive Park Subarea Plan and the
10 development proposals of Yerby and UPC have been reviewed in public meetings by the
11 Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood
12 community and other stakeholders, including at meetings held before the Executive Park
13 Citizens Advisory Committee, a body composed of property owners of Executive Park, the
14 Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley
15 Planning Alliance.

16 C. On _____, 2011, by Resolution No. _____, the Planning Commission
17 certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR")
18 for the Executive Park project. A copy of Planning Commission Resolution No. _____
19 is on file with the Clerk of the Board of Supervisors in File No. _____.

20 D. In accordance with the actions contemplated herein, this Board adopted
21 Resolution No. _____ concerning findings pursuant to the California Environmental
22 Quality Act. Said Resolution is on file with the Clerk of the Board of Supervisors in File No.
23 _____.

24 E. Pursuant to San Francisco Charter Section 4.105 and Planning Code Section
25 340, any amendments to the General Plan shall first be considered by the Planning

1 Commission and thereafter recommended for approval or rejection by the Board of
2 Supervisors. On _____, 2011, by Resolution No. _____, the Commission
3 conducted a duly noticed public hearing on the General Plan amendments pursuant to
4 Planning Code Section 340, adopted the General Plan amendments and recommended them
5 for approval to the Board of Supervisors. A copy of Planning Commission Resolution No.
6 _____ is on file with the Clerk of the Board of Supervisors in File No. _____.

7 F. The Board of Supervisors finds that this ordinance is in conformity with the
8 Priority Policies of Section 101.1 of the Planning Code and, on balance, consistent with the
9 General Plan as it is proposed for amendment herein, and hereby adopts the findings set forth
10 in Planning Commission Resolution No. _____ and incorporates such findings by
11 reference as if fully set forth herein.

12 Section 2. The Board of Supervisors hereby approves the following amendments to
13 the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan ("BVHP") of the
14 General Plan. These amendments are described generally below.

15 A. The existing Executive Park Subarea Plan, which includes Objective 19, Policies
16 19.1 through 19.9, and Figures 18 through 21 of the Bayview Hunters Point Area Plan,
17 provides for the creation of a balanced urban gateway to the city containing office, retail space
18 and residential uses integrated with a "town center," promenades and open space, with a new
19 residential community to the east. Figures 18 through 21 illustrate the San Francisco
20 Executive Park Land Use Plan, Auto Access, Auto Egress and Urban Form Plan. The Board
21 of Supervisors hereby repeals in its entirety the text and figures of the existing Executive Park
22 Subarea Plan, which are shown in Exhibit A to this ordinance, on file with the Clerk of the
23 Board of Supervisors in File No. _____.

24 B. The Board adopts as an entirely new Executive Park Subarea Plan the text and
25 figures marked as Exhibit B to this ordinance, which is on file with the Clerk of the Board of

1 Supervisors in File No. _____. Described generally, the amendments to the text,
2 maps and figures of the Executive Park Subarea Plan reflect the change in the nature of the
3 development proposal for Executive Park from primarily an office development to a mixed-use
4 predominantly residential neighborhood.

5 1. The amended text of the General Plan Amendments contained in the Executive
6 Park Subarea Plan provides for the transition from an office park with some housing that is
7 internally focused and gated to a mixed-used residential neighborhood with attractive public
8 streets and open space connectivity. The amendments are designed to: (1) create a urban
9 residential neighborhood, including the redevelopment over time of the office uses now there,
10 (2) meet the daily needs of residents within the neighborhood by encouraging neighborhood –
11 serving retail uses, (3) create a city street pattern supportive of an urban residential
12 neighborhood, (4) encourage walking and bicycling, (5) reduce dependency on the
13 automobile, (6) establish a residential community that reflects the scale and character of a
14 typical San Francisco urban neighborhood, (7) create a distinctive skyline that complements
15 Bayview Hill, the surrounding neighborhoods and the Bay and is viewed as a gateway to San
16 Francisco from the south, (8) promotes the sustainability of resources, (9) provides and
17 enhances community facilities in the neighborhood and (10) enhances and provides improved
18 connections to public open space.

19 2. The amended figures in the Executive Park Subarea Plan contain the following
20 entirely new figures:

21 Figure 1 – Context Map

22 Figure 2 – Neighborhood Map

23 Figure 3 – Existing Lot Pattern

24 Figure 4 – Existing Land Use Districts

25 Figure 5 – Proposed Land Use Districts

1 Figure 6 – Proposed Street Network

2 Figure 7 – Proposed Circulation Network

3 Figure 8 – Existing Height Districts

4 Figure 9 – Proposed Height Districts

5 Section 3. The Board of Supervisors hereby approves the following amendments to
6 other figures in the Bayview Hunters Point Area Plan of the General Plan by updating Figures
7 4, 5, 8, 9, 12, and 15 to add a boundary around Executive Park and a referral notation to the
8 Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

9 Section 4. The Board of Supervisors hereby approves the following amendments to the
10 maps and figures in other Elements of the General Plan as follows:

11 **Commerce and Industry**

12 Map 1 – Generalized Commercial and Industry. Remove shading at Executive Park.

13 Map 2 – Generalized Commercial and Industry Density Plan. Remove shading at
14 Executive Park.

15 **Transportation**

16 Map 6 – Vehicular Street Map. Insert boundary around Executive Park and refer to the
17 Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

18 Map 11 – Pedestrian Network. Insert boundary around Executive Park and refer to the
19 Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

20 Map 12 – Neighborhood Pedestrian Streets. Insert boundary around Executive Park
21 and refer to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

22 **Urban Design**

23 Map 4 – Urban Design Guidelines for Height of Buildings. Insert boundary around
24 Executive Park and refer to the Executive Park Subarea Plan of the Bayview Hunters Point
25 Area Plan.

1 Map 5 – Urban Design Guidelines for Bulk of Buildings. Insert boundary around
2 Executive Park and refer to the Executive Park Subarea Plan of the Bayview Hunters Point
3 Area Plan.

4 **Recreation and Open Space**

5 Map 8 – Eastern Shoreline Plan. Add shading at the location of the Executive Park
6 Open Space. Insert boundary around Executive Park and refer to the Executive Park
7 Subarea Plan of the Bayview Hunters Point Area Plan.

8 Section 5. The Board of Supervisors hereby approves the following amendment to the
9 General Plan to amend the Land Use Index:

10 ***Candlestick Point – Hunters Point Shipyard Phase 2.***

11 ***Section I: Housing***

12 ***Executive Park Subarea Plan of the Bayview Hunters Point Area Plan***

13 ***Objective 1, Policies 1.1, 1.2, 1.3***

14 ***Objective 2, 2.1***

15 ***Housing Figures – Land Use Maps from the General Plan***

16 ***Executive Park Subarea Plan of the Bayview Hunters Point Area Plan***

17 ***Figure 5 – Proposed Land Use Districts***

18 ***Commerce and Industry Figures – Land Use Maps from the General Plan***

19 ***Executive Park Subarea Plan of the Bayview Hunters Point Area Plan***

20 ***Figure 5 – Proposed Land Use Districts***

21 ***Section III -- Recreation and Open Space***

22 ***Executive Park Subarea Plan of the Bayview Hunters Point Area Plan***


23 ***Objective 9, Policy 9.1***

24 ***Objective 10, Policies 10.1, 10.2***

25 ***Recreation and Open Space Figures – Land Use Maps from the General Plan***

1 Executive Park Subarea Plan of the Bayview Hunters Point Area Plan
2 Figure 10 – Pedestrian Network and Open Space
3 **Section VI – Population Density and Building Intensity**
4 Executive Park Subarea Plan of the Bayview Hunters Point Area Plan
5 Objective 1, Policies 1.1, 1.2
6 Objective 6, Policy 6.1
7 Objective 7, Policy 7.1
8 **Population Density and Building Intensity – Land Use Maps from the General Plan**
9 Executive Park Subarea Plan of the Bayview Hunters Point Area Plan
10 Figure 4 – Existing Land Use Districts
11 Figure 5 – Proposed Land Use Districts
12 Figure 7 – Existing Height Districts
13 Figure 8 – Proposed Height Districts

14
15 APPROVED AS TO FORM:
16 DENNIS J. HERRERA, City Attorney

17 By: 
18 Elaine C. Warren
19 Deputy City Attorney
20
21
22
23
24
25

EXECUTIVE PARK
GENERAL PLAN AMENDMENTS

Attachment A

to Draft Ordinance

Executive Park Subarea Plan Text and Figures to be Superseded

Attachment A

Executive Park Subarea Plan

Text To Be Superseded

Case No 2006.0422EMTUZ

OBJECTIVE 19

~~TO CREATE, AS A "GATEWAY TO THE CITY", AN ATTRACTIVE, BALANCED URBAN DEVELOPMENT WHERE OFFICE, RETAIL SPACE AND A HOTEL ARE INTEGRATED WITH A CENTRAL PLAZA, PROMENADES, AND OPEN SPACE, WITH A NEW RESIDENTIAL COMMUNITY.~~

The policies below shall apply to development of the Executive Park subarea. The Land Use Plan for the 71 acre Executive Park subarea appears in Figure 18. The Circulation Plan (Automobile Access) appear in Figures 19 the Urban Form (height and bulk) Plan appears in Figure 20.

~~Figure 18 San Francisco Executive Park Land Use Plan~~

~~Figure 19 San Francisco Executive Park Auto Access~~

~~Figure 20 San Francisco Executive Park Auto Egress~~

~~Figure 21 San Francisco Executive Park: Urban Form Plan~~

POLICY 19.1: URBAN DESIGN

~~The Executive Park development should function as an attractive "gateway" to the City as viewed from the water, freeway and other roadways. As such, the development must be designed and developed in such a way as to complement the area's natural resources, including the Bay View Hill form, the water and natural vegetation, and should incorporate architectural, signage/graphics and landscaping elements that complement rather than detract from or visually compete with these natural resources.~~

~~The massing of the development in Executive Park should be designed such that the ensemble of buildings, open space and the dramatic backdrop of Bay View Hill and the Bay work together to form a prominent, dramatic gateway to the South Bayshore community and to the City, while meeting all other policies of this plan. This massing also should be internally consistent, so that it helps form and define Executive Park as its own special place. The visual qualities of the total development, including its building orientation, massing, height, landscaping, color, texture and signage, should address views from the freeway in both directions and all other major public spaces and rights of way, including the water.~~

Executive Park Subarea Plan Text to be Superseded

~~The color of buildings or other design elements should not attract the eye such that the visual prominence of the area's natural resources is diminished. Signage should be limited to business and identifying signs and should be effective but subtle and should not be internally illuminated nor feature electronically moving text or images. There should be no pedestrian bridges or arcades.~~

~~Buildings should be built with an urban, rather than suburban, ground floor treatment with well-lighted fenestration, a minimum of landscaped setbacks from the sidewalk, and, whenever possible, with pedestrian interest uses.~~

~~POLICY 19.2 OFFICES~~

~~Develop a maximum of 1,700,000 square feet of office space. Locate all new office space, excluding office buildings OB 1, OB 2, OB 3, and OB 4 as shown on Figure 24, north of Executive Park Boulevard in buildings which range in height from 4 stories to 15 stories, becoming taller the closer they are to the center. The massing of the structures, stepping up and back from the street incrementally, should reflect the form of the hillside to the north and reinforce the urban character of the project. Each building should extend out to the edge of the street incorporating an arcade which covers the sidewalk. Office buildings may contain other, complementary uses such as child care, fitness center and retail services.~~

~~POLICY 19.3 TOWN CENTER~~

~~Develop a Town Center which features convenience personal service and retail activity to serve Executive Park workers, visitors and residents. This retail and personal service activity should be designed in such a fashion as to serve as a gathering place for the different users/occupants of the area; a place where workers and residents can meet and communicate. The Town Center should feature convenience goods and services that contribute to the dynamic, convenience shopping of a neighborhood center. The Town Center should be centrally located between existing and new development and should be easily identifiable by and accessible to workers and residents, and should incorporate outdoor seating areas.~~

~~POLICY 19.4 HOTEL~~

~~In the future, The Project Sponsor may deem it desirable to build a hotel to serve office uses in the area. If a hotel is deemed appropriate by the Planning Commission, it should be located, and the building so oriented and designed, in such a way as to complement the Executive Park project as a visual "gateway" to the City and to strengthen the pedestrian interest and livability of the Town Center. The Hotel should provide garage space for the hotel and the displaced surface parking under the hotel.~~

~~POLICY 19.5 RETAIL USES~~

~~Provide approximately 55,000 square feet of neighborhood serving retail space integrated with the office uses and situated primarily around the Town Center. Orient retail uses to serve office workers and residents of the area as well as those of surrounding communities. Provide~~

~~additional retail space within the hotel. In addition, allow a restaurant south of Alana Way. Allow additional square feet of space for a child care center and a fitness center/health club.~~

~~POLICY 19.6 RESIDENTIAL COMMUNITY~~

~~Seek to create an urban village at Executive Park by incorporating new housing to accommodate new workers to the area. Affordable housing to accommodate workers in new office buildings or a hotel should be well integrated with market rate housing on site. Develop housing primarily on the eastern portion of the site in two to eight story structure over one to two level parking podiums. Construct the housing following the form of the hillside contours. Include children's plan areas.~~

~~POLICY 19.7 OPEN SPACE~~

~~Develop approximately twenty six acres of the northern portion of the site as a permanent open space preserve to be improved by removing non native vegetation, replanting native vegetation in such a way as to minimize erosion and stabilize the hillside, and to maintain the hillside as a scenic resource for residents and visitors to the area and City. At a minimum of one location with the open space preserve, construct a hiking trail leading to a level vista point that offers views of the water to the south. This vista point should be furnished with benches, picnic tables, and trash receptacles.~~

~~Create a variety of landscaped zones on the hillside. The area adjacent to the freeway should be densely planted with trees and shrubs. Trees should be used to screen the parking structure as well as provide an appropriately scaled backdrop to the office buildings. The northern most zone adjacent to Bayview Hill Park should be planted with trees and shrubs which are similar to those already growing within it, visually integrating both sides of the hill. The central portion of the hill should be planted with smaller shrubs and cascading plant materials which will cover the hillside with low growing vegetation, thereby softening the quarried texture of the exposed rock.~~

~~Landscape the open area not used for streets and parking areas, except the 26 acre open space preserve, with ornamental plantings and coordinated flowering ground covers to provide a continuous series of related open spaces and to create a unified visual environment.~~

~~POLICY 19.8 TRANSPORTATION MANAGEMENT PROGRAM~~

~~The Executive Park management should continue to seek ways to increase public transit service and use by area workers and residents to reduce automobile traffic to and from the development and should develop and implement a comprehensive transportation management program (TMP) in cooperation with the City, transit operators, ridesharing agencies and other agencies or organizations, to provide alternative to single occupant vehicle use by commuters. This TMP may, at least in the short term, include the provision of private shuttle service to transport workers, residents, and visitors to public transit stations. This service to the area, in terms of hours of service or routes, and should not compete for ridership with public transit providers.~~

Executive Park Subarea Plan
Text to be Superseded

~~Provide continuing on-site transportation brokerage services over the life of the project for subarea employees, residents and visitors, to coordinate a phased program of reduced trip-making by single-occupant vehicle for both commute and non-commute travel.~~

~~POLICY 19.8[10] PARKING~~

~~Limit the total number of commuter parking spaces to the extent reasonable and feasible and without adverse impact on adjacent areas, to encourage alternatives to single-occupant vehicle for employee travel.~~

~~Develop parking facilities to adequately serve the uses in all commercial buildings, with preferential rideshare and short-term visitor/patron parking provided closest to building entrances, design any commercial parking structure to blend visually with the hillside, and soften the visual impact of parking facilities with landscaping. If long-term transit use goals are met by area workers and residents, or if parking resources are not needed at night or on week-ends by residents or workers, surplus parking should be made available for use by commuter parking for the City.~~

~~POLICY 19.9 TRANSIT~~

~~The City has a long-term goal of providing improved transit service to Executive Park and its recreational environs. In the short-term, Executive Park should provide continuing shuttle service throughout the day and evening hours when area workers need it between the subarea, downtown and other regional transportation terminals as a supplement to public transit service, with sufficiently short headways to encourage their use and reduce dependency on autos for both commute and non-commute transportation needs. Such shuttle service shall be evaluated every three years to determine if patronage and market are sufficient to support public transit service for both commute and non-commute needs at the same levels of service.~~

Attachment A

Executive Park Subarea Plan

Text To Be Superseded

Case No 2006.0422EMTUZ

OBJECTIVE 19

~~TO CREATE, AS A "GATEWAY TO THE CITY", AN ATTRACTIVE, BALANCED URBAN DEVELOPMENT WHERE OFFICE, RETAIL SPACE AND A HOTEL ARE INTEGRATED WITH A CENTRAL PLAZA, PROMENADES, AND OPEN SPACE, WITH A NEW RESIDENTIAL COMMUNITY.~~

The policies below shall apply to development of the Executive Park subarea. The Land Use Plan for the 71-acre Executive Park subarea appears in Figure 18. The Circulation Plan (Automobile Access) appear in Figures 19 the Urban Form (height and bulk) Plan appears in Figure 20.

~~Figure 18 – San Francisco Executive Park Land Use Plan~~

~~Figure 19 – San Francisco Executive Park Auto Access~~

~~Figure 20 – San Francisco Executive Park Auto Egress~~

~~Figure 21 – San Francisco Executive Park: Urban Form Plan~~

POLICY 19.1: URBAN DESIGN

The Executive Park development should function as an attractive "gateway" to the City as viewed from the water, freeway and other roadways. As such, the development must be designed and developed in such a way as to complement the area's natural resources, including the Bay View Hill form, the water and natural vegetation, and should incorporate architectural, signage/graphics and landscaping elements that complement rather than detract from or visually compete with these natural resources.

The massing of the development in Executive Park should be designed such that the ensemble of buildings, open space and the dramatic backdrop of Bay View Hill and the Bay work together to form a prominent, dramatic gateway to the South Bayshore community and to the City, while meeting all other policies of this plan. This massing also should be internally consistent, so that it helps form and define Executive Park as its own special place. The visual qualities of the total development, including its building orientation, massing, height, landscaping, color, texture and signage, should address views from the freeway in both directions and all other major public spaces and rights-of-way, including the water.

Executive Park Subarea Plan
Text to be Superseded

~~additional retail space within the hotel. In addition, allow a restaurant south of Alana Way. Allow additional square feet of space for a child care center and a fitness center/health club.~~

~~POLICY 19.6 RESIDENTIAL COMMUNITY~~

~~Seek to create an urban village at Executive Park by incorporating new housing to accommodate new workers to the area. Affordable housing to accommodate workers in new office buildings or a hotel should be well integrated with market rate housing on site. Develop housing primarily on the eastern portion of the site in two to eight story structure over one to two level parking podiums. Construct the housing following the form of the hillside contours. Include children's plan areas.~~

~~POLICY 19.7 OPEN SPACE~~

~~Develop approximately twenty six acres of the northern portion of the site as a permanent open space preserve to be improved by removing non-native vegetation, replanting native vegetation in such a way as to minimize erosion and stabilize the hillside, and to maintain the hillside as a scenic resource for residents and visitors to the area and City. At a minimum of one location with the open space preserve, construct a hiking trail leading to a level vista point that offers views of the water to the south. This vista point should be furnished with benches, picnic tables, and trash receptacles.~~

~~Create a variety of landscaped zones on the hillside. The area adjacent to the freeway should be densely planted with trees and shrubs. Trees should be used to screen the parking structure as well as provide an appropriately scaled backdrop to the office buildings. The northern most zone adjacent to Bayview Hill Park should be planted with trees and shrubs which are similar to those already growing within it, visually integrating both sides of the hill. The central portion of the hill should be planted with smaller shrubs and cascading plant materials which will cover the hillside with low growing vegetation, thereby softening the quarried texture of the exposed rock.~~

~~Landscape the open area not used for streets and parking areas, except the 26 acre open space preserve, with ornamental plantings and coordinated flowering ground covers to provide a continuous series of related open spaces and to create a unified visual environment.~~

~~POLICY 19.8 TRANSPORTATION MANAGEMENT PROGRAM~~

~~The Executive Park management should continue to seek ways to increase public transit service and use by area workers and residents to reduce automobile traffic to and from the development and should develop and implement a comprehensive transportation management program (TMP) in cooperation with the City, transit operators, ridesharing agencies and other agencies or organizations, to provide alternative to single occupant vehicle use by commuters. This TMP may, at least in the short term, include the provision of private shuttle service to transport workers, residents, and visitors to public transit stations. This service to the area, in terms of hours of service or routes, and should not compete for ridership with public transit providers.~~

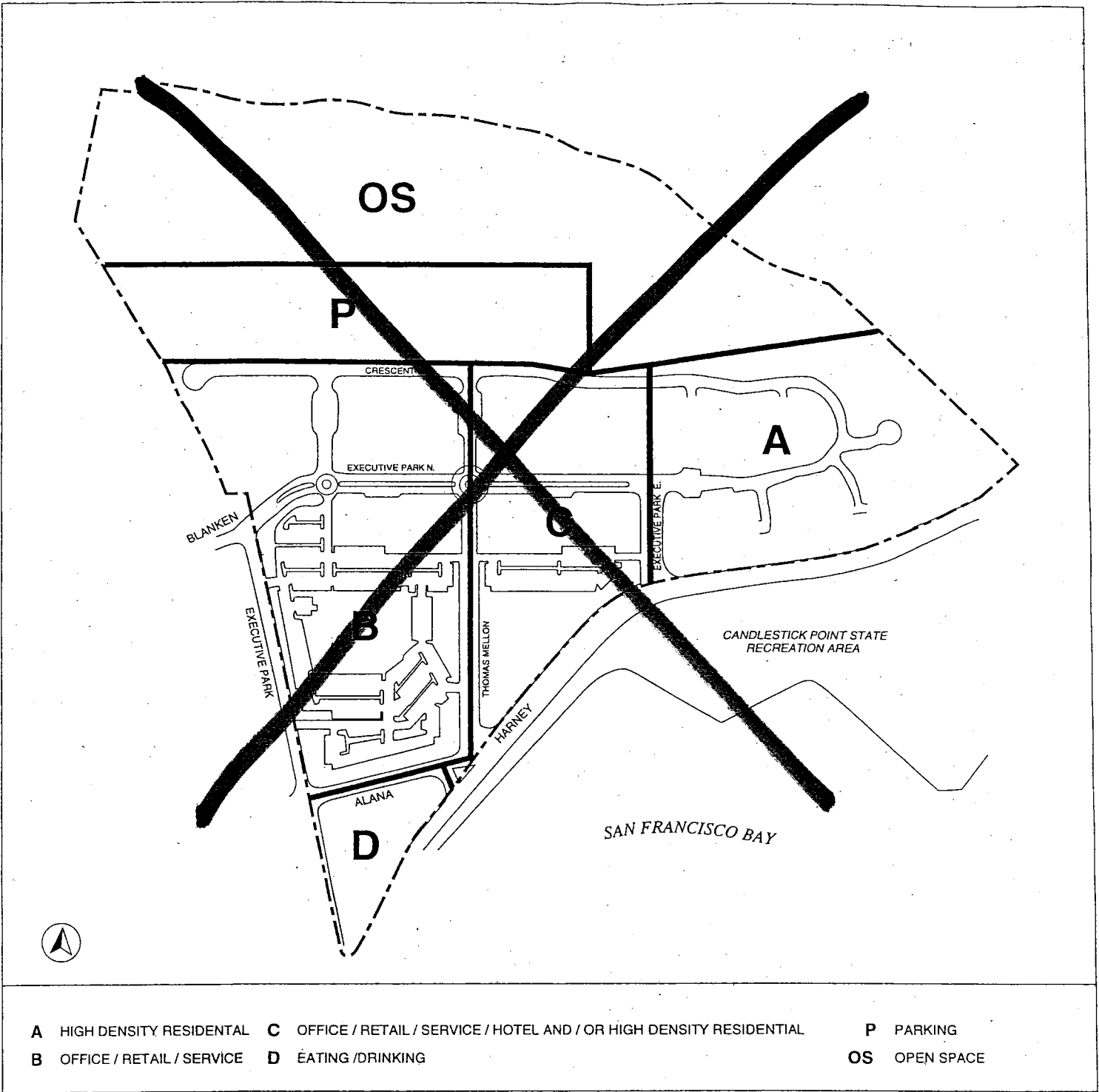


FIGURE 18
 SAN FRANCISCO EXECUTIVE PARK
 LAND USE PLAN

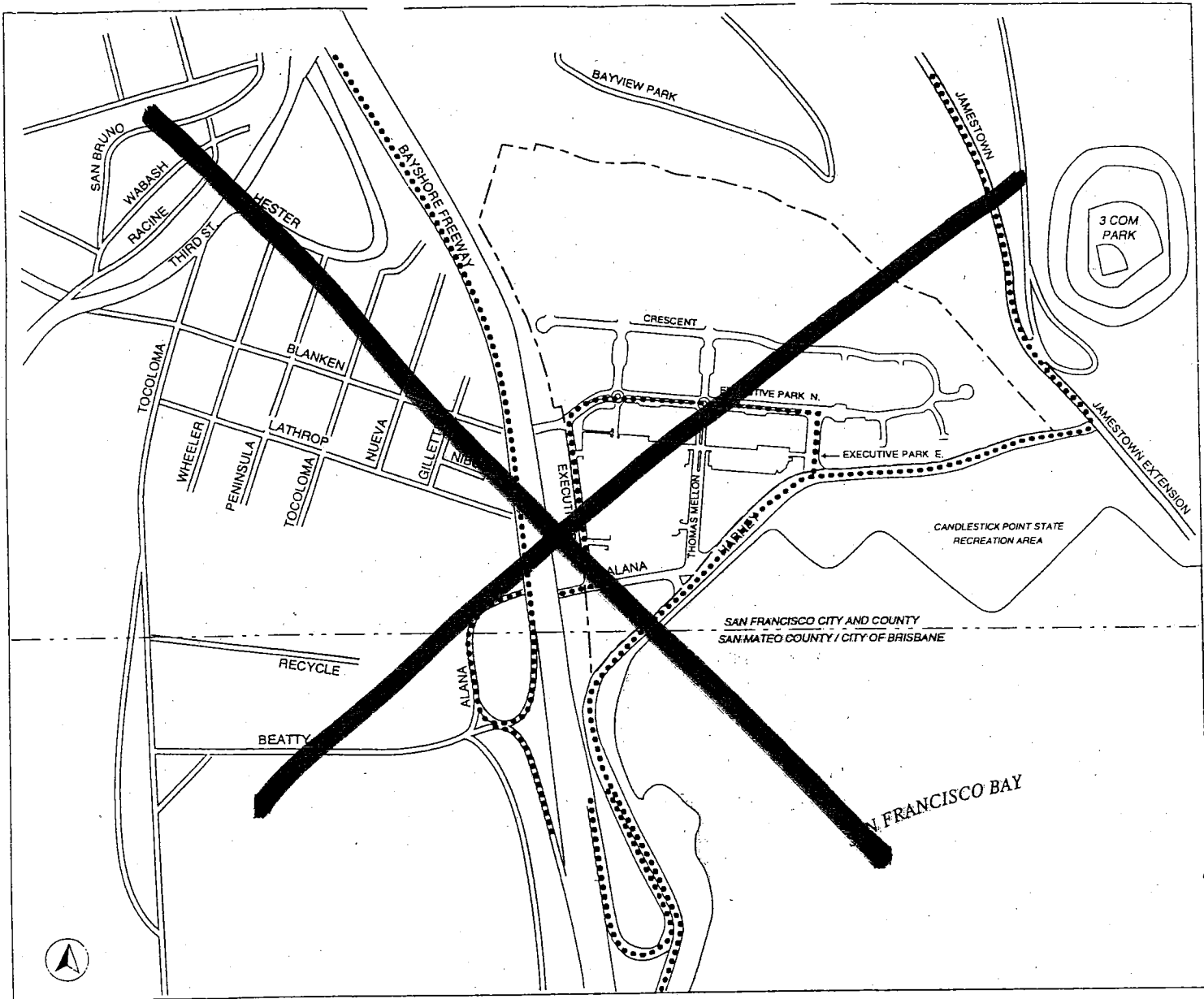
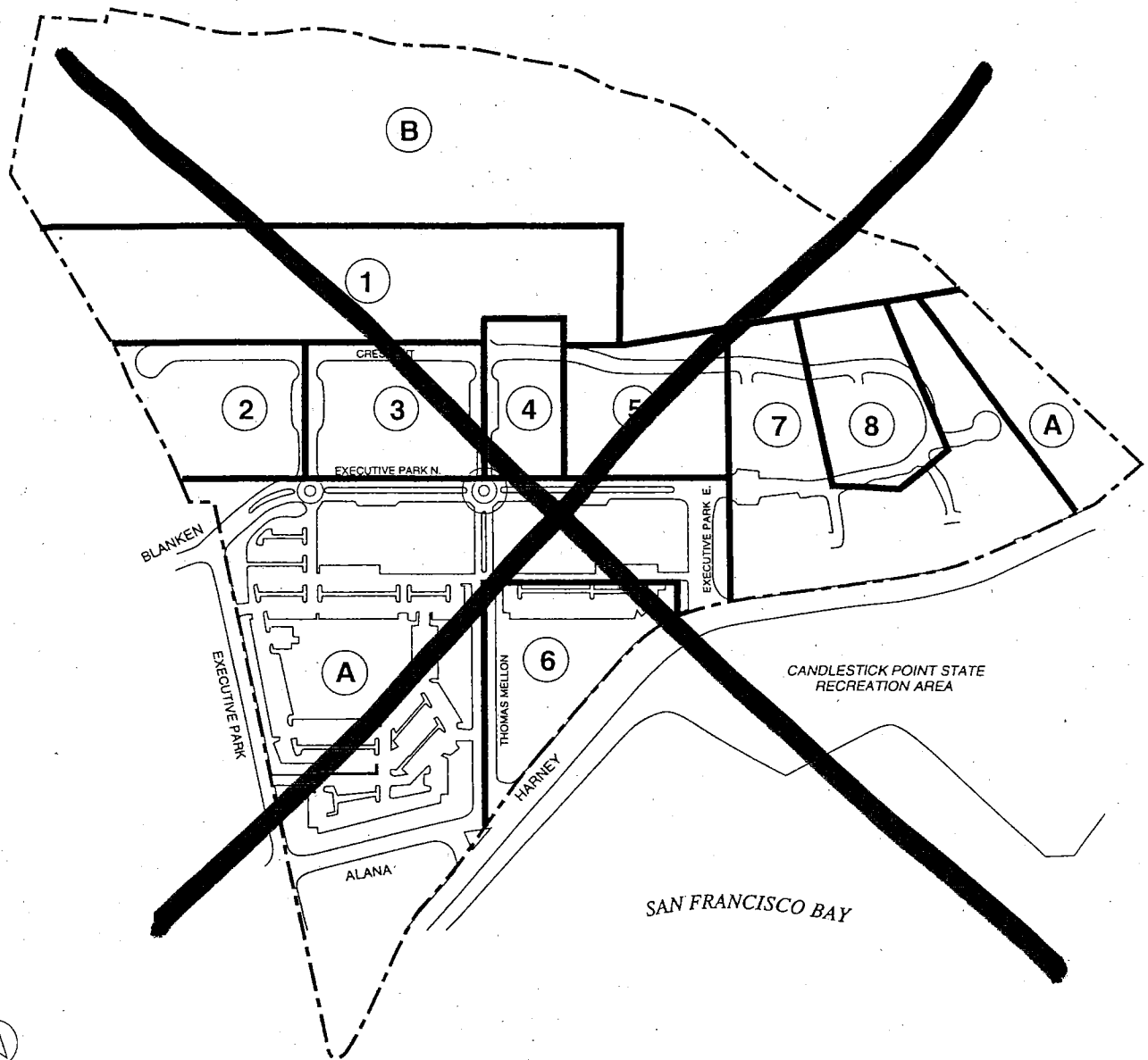


FIGURE 19
 SAN FRANCISCO EXECUTIVE PARK
 AUTO ACCESS



ZONE	HEIGHT	BULK
1	40	X
2	100	G
3	140	H
4	200	I
5	165	I
6	80	X
7	60	X
8	80	X
A	40	X
B	OS	

BULK LIMITS			
Symbol	Height Above Which Maximum Dimensions Apply	Maximum Building Length	Maximum Diagonal Dimension
G	80	170	200
H	100	170	200
I	150	170	200
X	Bulk Limits Not Applicable		

FIGURE 20
SAN FRANCISCO EXECUTIVE PARK
URBAN FORM PLAN

EXECUTIVE PARK
GENERAL PLAN AMENDMENTS
Attachment B
to Draft Ordinance

**Executive Park Subarea Plan Text and
Figures
Amended as Proposed**

ATTACHMENT B

Text of the Executive Park Subarea Plan

[place for Figure 1 Context Map, Figure 2 Neighborhood Map and Figure 3 Existing Lot Pattern]

INTRODUCTION

This is the Subarea plan for Executive Park. It contains objectives and policies to guide land use decisions, and background to them.

Where is Executive Park

Executive Park is a Subarea of the Bayview/Hunters Point neighborhood in southeastern San Francisco. The Executive Park Subarea comprises the southernmost 71 acres of Bayview. It is bounded on the west by US Highway 101, on the east by the Candlestick Point Special Use District, on the north by Bayview Hill, and on the south by Candlestick State Park and San Francisco Bay.

Executive Park faces south towards San Francisco Bay. While the area itself lies within Bayview Hunters Point, Executive Park is closely connected to Visitacion Valley and the Little Hollywood neighborhoods west of Highway 101. Being on the south side of Bayview Hill separates it physically from Bayview Hunters Point. Candlestick Point, and the 49ers Stadium and parking lot is to the immediate east. Executive Park's focus on the Bay and its street network both orient the area to the neighborhoods to the west and to the south.

Neighborhood Vision

Executive Park is now an office park with some housing on the far eastern end. The office buildings are surrounded by surface parking and some of the housing is internally focused and gated. The area as it exists does not provide a physical framework for supporting a vital San Francisco neighborhood. The Executive Park Subarea Plan challenges this pattern. It envisions a new San Francisco neighborhood: a mixed-used residential neighborhood with attractive public streets and open space connectivity. This pervasive public quality would be achieved through a street and open space system that knits all the various neighborhood parts together and in turn links the neighborhood to its surroundings. The plan focuses on providing a welcoming environment for visitors and residents to the area through the creation of good streets, good urban design, and sound land use policies.

Plan Goals

The Executive Park Sub-area Plan sets forth objectives and policies to aide the area's transition to a residential neighborhood. It is based on the following goals.

1. Create a new residential neighborhood to help address the city's and the region's housing needs, support regional transit use, and strengthen community facilities and services, including neighborhood-serving retail.
2. Create a livable urban community with easy access to the waterfront and well-designed streets and open spaces.
3. Create a pedestrian-oriented urban environment that encourages walking.
4. Enhance public linkages within the area and to nearby neighborhood commercial districts.
5. Encourage residents, workers, and visitors to use alternative modes of transportation.
6. Provide a home for some 8,000 residents in as approximately 2,800 dwelling units.

01 LAND USE

In recent years there has been a shift in land use in Executive Park from office to housing. This plan capitalizes on this interest in residential development, taking advantage of the area's proximity to open space and transit to create a mixed-use residential neighborhood that balances housing density and livability, provides the services needed to support the residential population, and supports and encourages the neighborhood-serving uses in adjacent neighborhoods.

OBJECTIVE 1

CREATE A SENSITIVELY PLANNED AND DESIGNED URBAN RESIDENTIAL NEIGHBORHOOD IN EXECUTIVE PARK, INCLUDING THE REDEVELOPMENT OVER TIME OF THE OFFICE USES NOW THERE.

POLICY 1.1

Create an urban neighborhood that balances density with livability.

Development within Executive Park must be dense enough to create a lively residential neighborhood of active, gracious streets and sufficient public amenities, with outstanding livability and quality of life.

POLICY 1.2

Create a neighborhood form that supports residential density.

The intent of the plan is to encourage high residential densities but in a way that assures high quality livability and excellent urban design. For the portions of the Executive Park Plan area that have not yet been entitled, the targeted density level would be one dwelling unit for every 400 square feet of lot area, the density level of existing RM-3 (Residential, Mixed, Medium Density) Districts and RC-3 (Residential-Commercial Combined, Medium Density) Districts, the same zoning districts that include portions of the Marina, Nob Hill, North Beach, among others. Densities would be based on existing lot configuration, but would be applied to resultant lot configuration even after portions of the lots are dedicated to creating a new internal street grid and possibly to reconfigurations of Harney Way and Alana Way. The intent is also to allow densities to be spread unevenly over the site, similar to many San Francisco neighborhoods. While some portions of the yet-to-be-entitled blocks will be at lower densities and heights, others will feature residential towers.

POLICY 1.3

Create a neighborhood supportive of diverse families and mixed incomes.

A diverse neighborhood provides a number of benefits ranging from increased social interaction, reduction of crime, and long-term benefits to children. This new residential neighborhood should benefit from the benefits of diversity and in doing so, increase livability in the area. Executive Park development should be consistent with dwelling unit bedroom requirements elsewhere in the City and strive to provide even greater number of units suitable to families where possible.

OBJECTIVE 2

MEET THE DAILY NEEDS OF RESIDENTS WITHIN THE NEIGHBORHOOD.

POLICY 2.1

Encourage the development of centralized neighborhood-serving retail uses to serve the daily needs of residents.

Create a town center within an easy walk for all residents to allow them to shop via foot or bicycle for daily needs, while depending on larger commercial districts like Leland Avenue in Visitacion Valley and anticipated retail at Candlestick Point for less frequent shopping needs. Small-scale retail uses should be scattered throughout the area as it grows. The retail services provided within Executive Park should not unduly compete with existing neighborhood commercial districts outside the Sub-area Subarea. The main core of retail should be at the Town Center at Thomas Mellon and Executive Park Boulevard, but allowing retail throughout.

POLICY 2.2

Improve physical connections that would encourage residents to shop in nearby neighborhood commercial districts, such as Leland Avenue.

As part of any development, a comprehensive plan for streetscape improvements should be created to clearly lay out street design for Thomas Mellon, Executive Park, Executive Park East, Executive Park West, and the new proposed streets within them. Such a plan should strive to improve the pedestrian and bicycle connection to Leland Avenue (the neighborhood commercial district for Visitacion Valley) in order to minimize the geographic barriers that currently exist. Similarly, the Visitacion Valley Community Facilities and Infrastructure Fee and Fund, identify streetscape improvements that could include the Blanken Avenue Tunnel as a possible use of funds collected through the program. Executive Park developers, residents and other interested parties should work with residents to the west in advocating for, and planning a seamless connection from Executive Park, through the Blanken tunnel to the Little Hollywood and Visitacion Valley neighborhoods. Such seamless connection would not only connect existing and future residents of Executive Park to existing neighborhoods westward, but would enable easier access Visitacion Valley and Little Hollywood to Candlestick Point State Recreation Area and new development eastward.

[place for Figure 4 Existing Land Use Districts, and Figure 5 Proposed Land Use Districts]

02 STREETS AND TRANSPORTATION

OBJECTIVE 3

CREATE A CITY STREET PATTERN SUPPORTIVE OF AN URBAN RESIDENTIAL NEIGHBORHOOD.

POLICY 3.1

Establish a new internal street grid between Harney Way, Alana Way, Executive Park Boulevard, Executive Park West and Executive Park East that would divide the existing site into smaller blocks more in keeping with the typical San Francisco built pattern.

The end goal is to ensure the development of a residential street pattern that reflects the fine grain of adjacent neighborhoods, organizes neighborhood activities, is walkable, landscaped, and adequately furnished, lit at night, and equally designed for all modes of travel. The proposed street network is provided in Figure 6.

The newly established streets should accomplish the following:

1. Recognize and correct the inadequacies of the existing street system to support a new residential community,
2. Improve the physical and visual connections to the Bay and to other neighborhoods,
3. Allow for better circulation in and around the Executive Park Subarea,
4. Establish main points of entry into the Subarea,

5. Identify areas within the neighborhood for community activity,
6. Highlight streets of particular significance,
7. Connect public spaces throughout the Subarea, and
8. Focus on landscaping, sidewalk widenings, street lighting, and street furniture to coordinate the development and character of individual development sites.

POLICY 3.2

Ensure existing street and new proposed streets are deigned and constructed in a way that promotes pedestrian and bicycle usage, clarifies travel ways and purpose of different streets, and is aesthetically coherent and pleasant.

Based on the proposed street network provided in Figure 6, a more detailed comprehensive streetscape plan is to be developed to not only finalize standards for street cross sections, but to find a palate of streetscape improvements and plantings that can coherently be installed across Executive Park.

POLICY 3.3

Reconfigure the intersection of Harney Way, Mellon Drive and Alana Way to support the Subarea's new role as a residential neighborhood.

Improvements to the intersection of Harney Way, Alana Way and Thomas Mellon Drive have been required of the entitled Projects of the residential development north of Executive Park Boulevard.

On top of needing to better handle new traffic volumes by the entitled projects, the intersection of Harney Way, Mellon Drive, and Alana Way is currently not conducive to a residential neighborhood. It is clear that the intersection needs to be reconfigured and simplified to better accommodate pedestrians and better connect the Executive Park neighborhood (along with Little Hollywood and Visitacion Valley) to the Bay shore across Harney. However, it is anticipated that Harney will be widened and reconfigured to handle heavier traffic volumes and to provide dedicated transit lanes to accommodate additional development at Candlestick Point and Hunters Point Shipyard. Also anticipated is a new Harney / Highway 101 Interchange. Studies are ongoing as to the best solution for Harney and the interchange and what their spatial needs will be.

One possible solution that had been contemplated would separate the Alana Way and Thomas Mellon interfaces with Harney as two separate intersections, with each Alana and Thomas Mellon turning to meet Harney at 90-degree angles. At this time, this proposal is not being pursued. This solution should still be considered if future conditions allow, but should not be depended upon.

POLICY 3.4

Require that buildings and their uses along Harney and Alana face those streets with appropriate entries, setbacks or other features that will enable appropriate activation of Harney and Alana as urban streets, regardless of the final configuration.

POLICY 3.5

Establish a mechanism that will assign responsibility in an equitable way on the implementation of streetscape and infrastructure improvements along with other possible off-site improvements.

OBJECTIVE 4

ENCOURAGE WALKING AND BICYCLING AS THE PRIMARY MEANS OF ACCESSING DAILY SERVICES AND NEEDS.

The development of a streetscape master plan will enable the full realization and articulation of the circulation network. (Figure 7) The circulation network illustrates the pattern of circulation throughout the area, including bikes, pedestrians, and local vehicle traffic. The circulation network establishes safe and attractive travel routes for all modes of transportation. It calls for the addition of sidewalks on streets where currently there are none, and an eventual gracious pedestrian crossing at Harney Way to Candlestick State Park. New bike facilities should also be established throughout consistent with the City's Bike Plan and any other relevant MTA policies.

POLICY 4.1

Create a pedestrian network that includes streets devoted to or primarily oriented to pedestrian use.

Walking should be a clear and comfortable choice. All streets should be walking streets, and the pedestrian network should include public plazas and open spaces. Land uses adjacent to the major links in the pedestrian network should be of interest to pedestrians. Conflicts between pedestrians and vehicular traffic should be minimized and street crossings should be gracious.

The proposed pedestrian network should connect pedestrians to the new town center for the Subarea, to parks and open spaces, and to adjacent neighborhoods. The pedestrian network concepts are shown in the proposed Pedestrian Network and Public Open Space in Figure 9.

POLICY 4.2

Improve pedestrian areas by ensuring human scale and interest.

In addition to landscaping, other features along streets add to the comfort and interest of pedestrians. Sidewalk paving and furnishings, if designed in a unified way, make walking more

pleasurable. Gentle changes in level have the same effect. In commercial areas, continuous and well-appointed shop windows are invitations both to movement and to strolling. Transit stops should be gracious, with benches and shelters.

POLICY 4.3

Provide for safe and convenient bicycle use as a viable means of transportation.

Bikes should be provided for throughout the plan area in a way that assures travel by bike is comfortable, safe, and accessible and is consistent with the City's Bike Plan and any other bike-related policies. The development of a Streetscape Master Plan should include provisions for bicycle travel and parking. Designations for bicycle travel should be consistent with the City's bike plan and any related MTA bicycle related policies.

POLICY 4.4

Provide ample, secure and conveniently located bicycle parking.

OBJECTIVE 5

REDUCE DEPENDENCY ON THE AUTOMOBILE.

Executive Park local service is provided by San Francisco Municipal Railway (MUNI) bus and light rail lines. The Third Street Light Rail Line runs on Bayshore Boulevard, with stops at the CalTrain Bayshore Station, and at Sunnydale and Arleta Avenues. Executive Park is also served with an existing shuttle system, a part of the area's Transportation Management Program.

A new Bus Rapid Transit (BRT) system that would run from the Balboa Bart Station to Candlestick Point and Hunters Point is now planned. The right-of-way for such transit could run along Harney in front of Executive Park along its own right-of-way.

POLICY 5.1

Provide a range of transportation opportunities to the residents of Executive Park.

There is currently an Executive Park Transportation Management Program in place. It was created to divert office workers from their cars to transit. The Transportation Management Program should be revised to include the management of the transportation demand that would be expected from planned new residential development. It should aim to maximize the number of people who arrive at Executive Park by public transit, by the Executive Park shuttle service, and by carpools and vanpools. The program should also facilitate car sharing, and expand the existing shuttle service both in number of trips as well as number of stops. The Transportation Management Plan could also include the provision of transit passes to the area's residents.

POLICY 5.2

Encourage the expansion of transit services to the area.

Harney Way is a main street to Executive Park, and a major access to the Bayview, Candlestick Point State Park, and other uses to the east. As new development occurs in these areas, Harney Way or alternative routes through Executive Park should accommodate the option to extend transit services and sufficient vehicle capacity to serve these areas commensurate with creating a gracious boulevard bringing the Executive Park neighborhood to the waterfront.

POLICY 5.3

Discourage the ownership of automobiles by unbundling parking from the provision of housing.

No one should be required to rent parking they do not want nor need. The cost of parking is often aggregated in other costs, however, especially in rents for residential property. This forces people to lease parking, with no consideration of need or the availability of alternatives to driving. To avoid this, parking costs should be made visible and disaggregated from residential rents or the cost of for-sale units.

[sidebar] Better Streets Plan

The Better Streets Plan (BSP), of San Francisco, approved in December 2010, sets out new standards for streetscape improvements building on existing requirements, which are codified in Planning Code Section 138.1. The Plan was created to lay out a unified set of policies and guidelines which emphasize and improve the City's public realm.

The BSP describes streets and the public realm in a systematic way that clarifies their function and how to best organize and improve the public realm. It provides standards for street typologies, lays out which improvements are appropriate for each street type, and describes specific guidelines for each element.

A Streetscape Master Plan will be required prior to the first approval for development at Executive Park. Staff will review the Streetscape Master Plan against the guidelines and principles of the Better Streets Plan, and may require specific streetscape and sidewalk elements.

03 URBAN DESIGN

OBJECTIVE 6

ESTABLISH A RESIDENTIAL COMMUNITY THAT REFLECTS THE SCALE AND CHARACTER OF A TYPICAL SAN FRANCISCO URBAN NEIGHBORHOOD.

POLICY 6.1

Provide a consistent streetwall that defines the street as a useable, comfortable civic space.

POLICY 6.2

Require an engaging transition between private development and the public realm.

Development must complement and enhance the neighborhood environment. In recent years, Executive Park has seen the construction of a gated residential enclave and office buildings that contribute little to the pedestrian environment, exacerbated by above ground parking and featureless walls facing the street. Applying clear development standards and design guidelines can result in buildings that contribute positively to the neighborhood and to the city.

OBJECTIVE 7

CREATE A DISTINCTIVE SKYLINE THAT COMPLIMENTS THE LARGER FORM OF BAYVIEW HILL, THE SURROUNDING NEIGHBORHOODS AND THE BAY, AND IS A GATEWAY TO SAN FRANCISCO FROM THE SOUTH.

POLICY 7.1

Preserve public views of the bay from the neighborhood and through the neighborhood from key distinct public locations.

New buildings that extend to heights greater than 85 feet should not block significant views of public open spaces, especially large parks and the Bay. Buildings near these open spaces should permit visual access, and in some cases physical access, to them. This plan uses height limits and design guidelines to define the area's public realm and building form to preserve public views and affect the variety, activity, and liveliness of the area.

POLICY 7.2

Respect the form of Bayview Hill and follow the policies already established in the Urban Design Element that address building heights near the waterfront.

New buildings should accentuate the topography of Bayview Hill while allowing for visual permeability to the Bay.

POLICY 7.3

Ensure that existing and new streets and open spaces receive adequate sunlight and sky access.

Maximize sky exposure from street level and maintain an airiness to the skyline for neighborhood livability. Application of the design guidelines described in this plan will achieve this policy.

POLICY 7.4

Allow buildings greater than 85 feet in height only if they meet all of the criteria in the Design Guidelines.

The arrangement of buildings over 85 feet can be a strong determinant of livability of the immediate area at street level. The presence of buildings over 85 feet must be tailored to support a living environment. Care must be taken to maintain sunlight to public spaces including parks and streets.

OBJECTIVE 8

PROMOTE THE SUSTAINABILITY OF RESOURCES.

POLICY 8.1

In the design and construction of new buildings, streets, and open space in Executive Park, use best practices for sustainable design and resource conservation.

Sustainability addresses topics including energy, hazardous materials, water, human health, parks, open spaces, streetscapes, transportation and building methodologies and technologies. Promote resource conservation and rehabilitation of the built environment, using an environmentally sensitive “green building standards” approach to development.

Ongoing commitment to conservation saves, recycles, rehabilitates and reuses valuable materials. The components of green building standards include resource-efficient design principles both in rehabilitation and deconstruction projects, the appropriate selection of materials, space allocation within buildings and sites for recycling, and low-waste landscaping techniques. The salvage and reuse of construction and demolition materials that are structurally sound as part of new construction and rehabilitation projects promotes the principles of green building standards and achieves sustainability.

[place for Figure 8 Existing Height Districts, and Figure 9 Proposed Height Districts]

04 COMMUNITY FACILITIES – RECREATION AND OPEN SPACE

OBJECTIVE 9

PROVIDE AND ENHANCE COMMUNITY FACILITIES TO SERVE EXISTING AND FUTURE RESIDENTS.

POLICY 9.1

Encourage development that provides the necessary community facilities to serve the intended population and to create a livable neighborhood.

A great neighborhood has a variety of gathering places such as parks and playgrounds, a full range of public services for residents such as libraries and schools, and its own special character shaped by its physical setting, streets, buildings, open spaces, and residents. Development in Executive Park should recognize these requirements for creating a neighborhood, and they should be integral to the planning and design of individual sites within the Subarea.

A key goal of this plan is to create an urban neighborhood that supports the anticipated housing development at Executive Park but also contributes to the strengthening, improvement, and enhancement the neighborhoods to the west. If the plan is realized, new residents will create significant new needs. While new development will generate real estate transfer taxes and annual property tax increases, pay citywide school fees and meet inclusionary housing requirements, additional investments in parks, streets, and community facilities and services – beyond what can be provided through property tax revenue – may be essential to meeting the needs of new residents.

The Visitation Valley Community Facilities and Infrastructure Fee and Fund was established in November 2005. This ordinance imposed a fee on new residential development in the Visitation Valley area and established a “Visitation Valley Community Facilities and Infrastructure Fund” to mitigate impacts from new residential development in Executive Park and elsewhere on public infrastructure in Visitation Valley. A Nexus Study has been completed to describe the relationship between new development and the need for new infrastructure and facilities. The Nexus Study establishes that growth in Visitation Valley, including Executive Park, will generate needs for a new library, street improvements, transit improvements, community facilities, childcare and parks and recreation amenities. The Fee and Fund will enable the City to provide necessary public infrastructure to new residents while increasing neighborhood livability and investment in the area. Improvements could include the following:

Active Recreational Spaces: development of neighborhood playground, pool, and outdoor education center.

Library Facilities: construction of a new neighborhood library in Visitation Valley.

Community Facilities: development of community meeting spaces.

Streetscape Improvements: Blanken Avenue improvements including but not limited to sidewalk widening and lighting improvements, .

OBJECTIVE 10

ENHANCE PUBLIC OPEN SPACE AND CONNECTIONS TO IT.

POLICY 10.1

Provide convenient access to a variety of recreation opportunities.

Recreation space should be provided to serve all age groups and interests. Some recreation space should be within walking distance of every dwelling. The more visible the recreation space is in each neighborhood, the more it will be appreciated and used.

Recreation space should be easily accessible, and be connected by gracious streets, walkways and bicycle paths. San Francisco Bay is among the major recreation resources of the city, and visual and physical access to the Bay should be maximized.

Public open spaces within the new developments should be designed with its intended use and adjacencies in mind. Its design and construction should be done in coordination with the design and construction of the new streets. Open spaces should be part of a larger coherent network of streets, paths and larger regional open spaces including bayview Hill Park and the Candlestick Point State Recreation Area. See Pedestrian Network and Public Open Space (Figure 9).

POLICY 10.2

Provide adequate maintenance for public and publicly accessible areas.

In view of the importance attached to the cleaning, paving and other maintenance of streets as an index of neighborhood upkeep, and as a stimulant to private improvements, these types of programs should be carried on continuously and effectively.

OBJECTIVE 9

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Attachment B to Draft General Plan Ordinance
Executive Park Subarea Plan
Text to Supersede Existing Text

POLICY 10.2

Provide adequate maintenance for public areas.

In view of the importance attached to the cleaning, paving and other maintenance of streets as an index of neighborhood upkeep, and as a stimulant to private improvements, these types of programs should be carried on continuously and effectively.

[place for Figure 10 Pedestrian Network and Public Open Space]



Context Map

0 Feet 1,000

FIGURE 01



Neighborhood Map



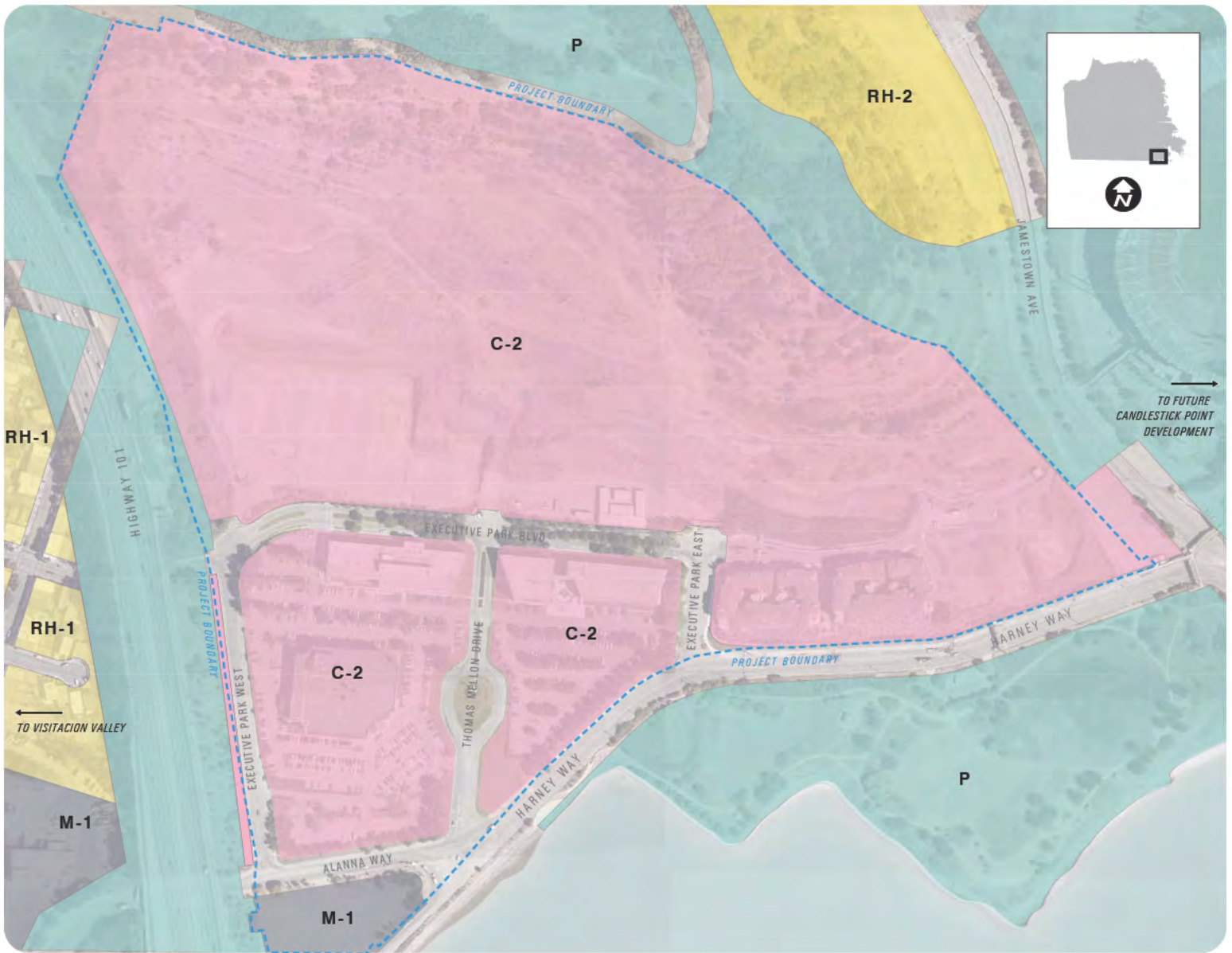
FIGURE 02



Existing Lot Pattern



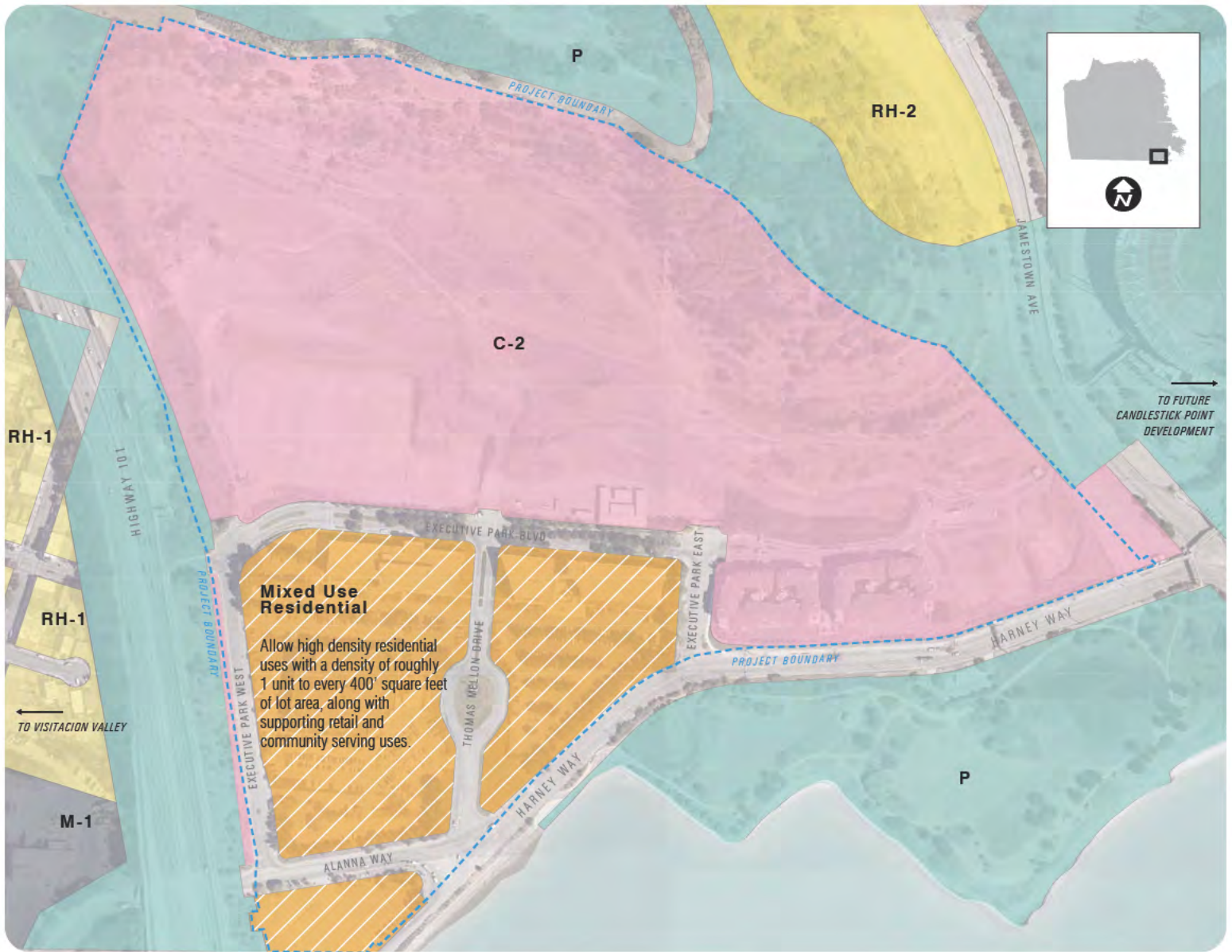
FIGURE 03



Existing Land Use Districts

0 Feet 500

FIGURE 04



Proposed Land Use Districts



FIGURE 05



Proposed Street Network

0 Feet 500

FIGURE 6

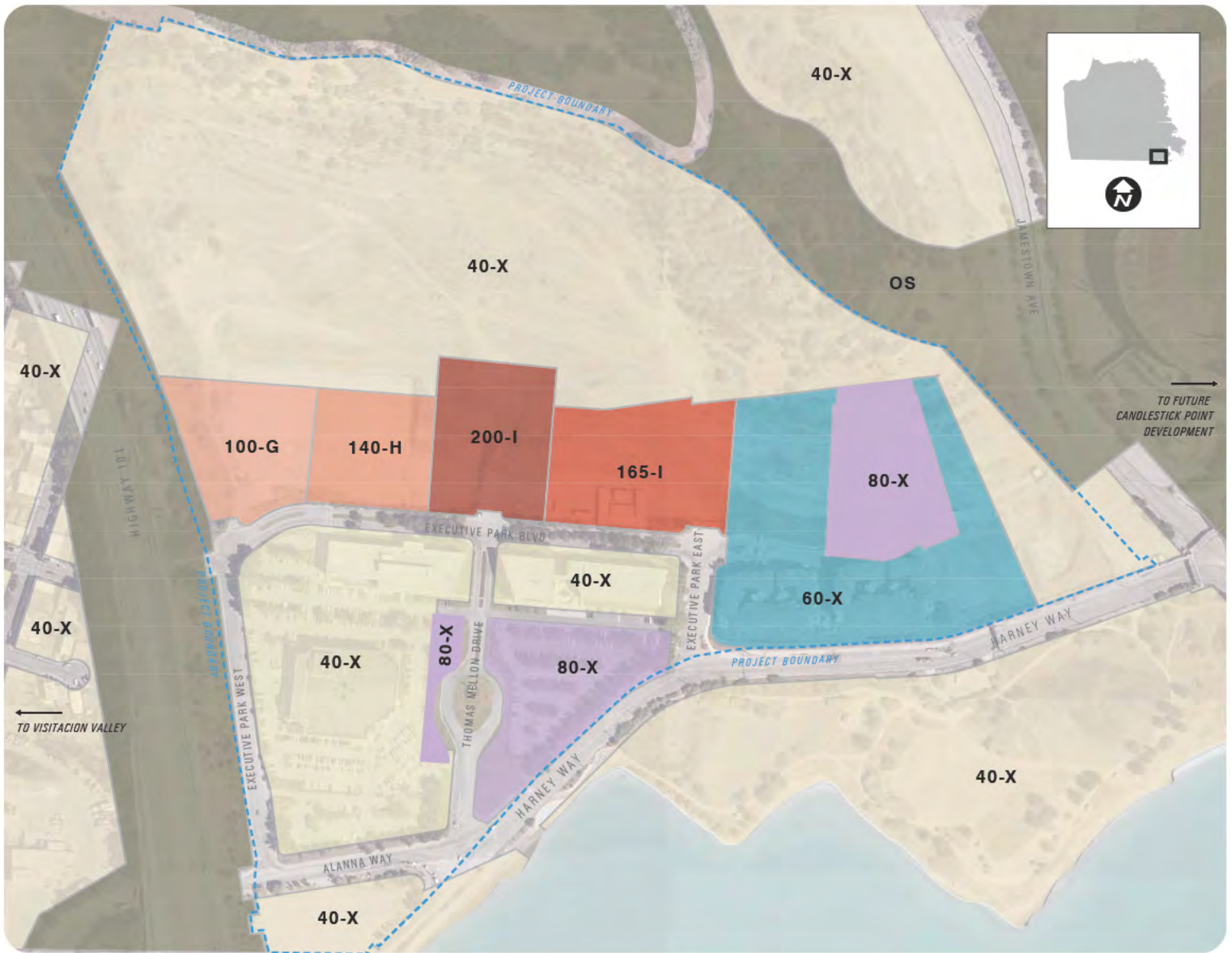


Proposed Circulation Network



FIGURE 07

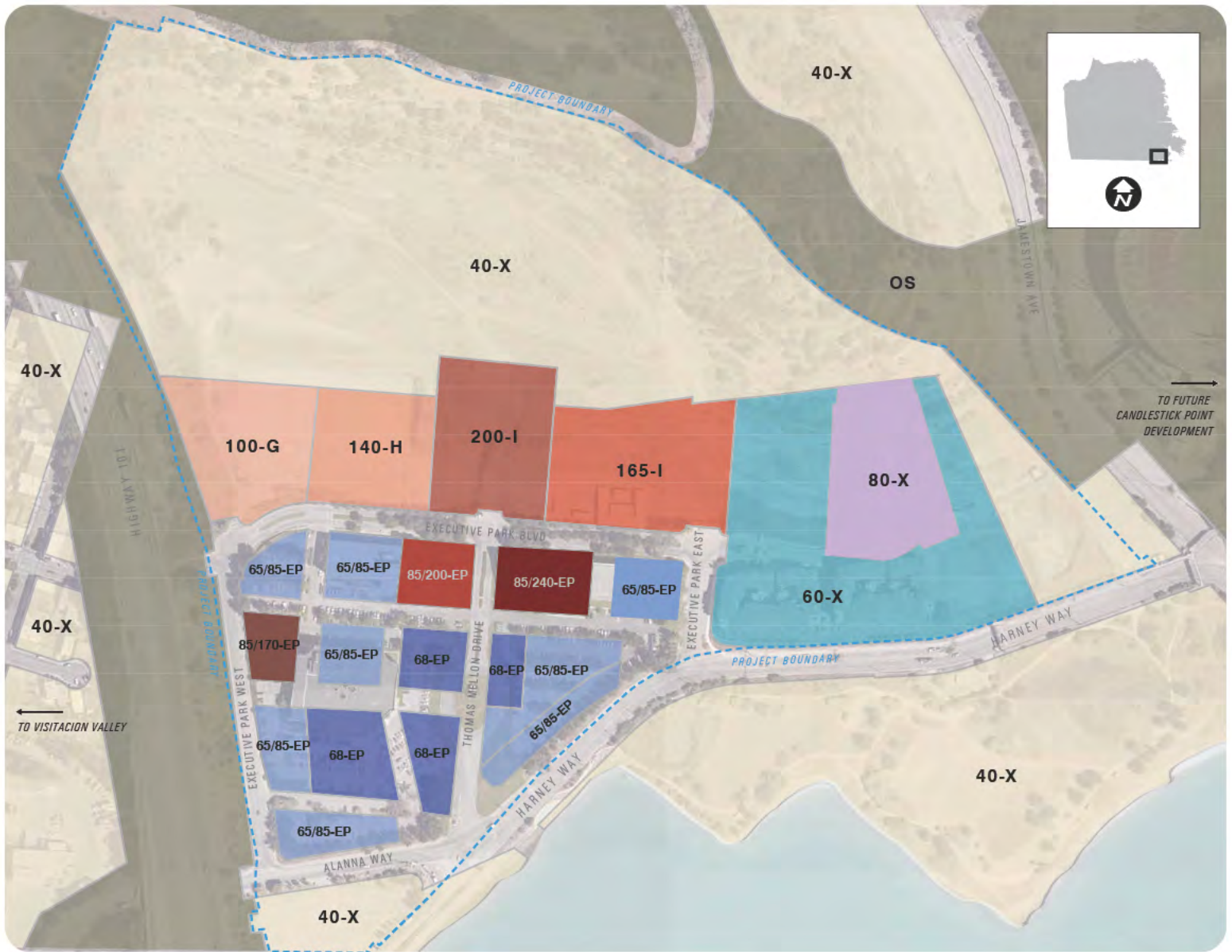
- Neighborhood Commercial
- Neighborhood Residential - Larger Scale
- Neighborhood Residential
- Alley
- Paseo
- Harney Way - Possible Alignment (Specific improvements under separate project)



Existing Height Districts

0 Feet 500

FIGURE 08



Proposed Height Districts

0 Feet 500

FIGURE 09



Pedestrian Network and Public Open Space

0 Feet 500

FIGURE 10

- Existing Public Parks and Open Space
- Set Aside Open Space

Exhibit B
To Planning Commission Resolution Nos. _____,

Executive Park General Plan, Planning Code and Zoning Map Amendments
General Plan Findings and Planning Code Section 101.1 Findings

The following constitute findings that Executive Park General Plan, Planning Code, and Zoning Map Amendments (the Project) is, on balance, consistent with the General Plan and Planning Code Section 101.1. These findings are made on behalf of Planning Commission Resolutions for the approval of General Plan Amendments, Planning Code Text Amendments, Planning Code Zoning Map Amendments, and the adoption of Design Guidelines.

BAYVIEW HUNTERS POINT AREA PLAN

The Bayview Hunters Point Area Plan (BVHP Area Plan) provides broad principles, objectives, and policies for community development in the Bayview neighborhood. The BVHP Area Plan discusses the need to arrest the demographic decline of the African American population; provide economic development and jobs, particularly for local residents; eliminate health and environmental hazards including reducing land use conflicts; provide additional housing, particularly affordable housing; provide additional recreation, open space, and public service facilities, and better address transportation deficiencies by offering a wider range of transportation options.

The Project, including General Plan Amendments / Planning Code text and map Amendments, are consistent with and implements the following BVHP Area Plan's Objectives and Policies.

- | | |
|--------------|--|
| OBJECTIVE 4 | DEVELOP AND MAINTAIN A SYSTEM FOR THE EASY MOVEMENT OF PEOPLE AND GOODS, TAKING INTO ACCOUNT ANTICIPATED NEEDS OF BOTH LOCAL AND THROUGH TRAFFIC. |
| POLICY 4.5 | Create a comprehensive system for pedestrian and bicycle circulation. |
| OBJECTIVE 5 | PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS. |
| OBJECTIVE 6 | ENCOURAGE THE CONSTRUCTION OF NEW AFFORDABLE AND MARKET RATE HOUSING AT LOCATIONS AND DENSITY LEVELS THAT ENHANCE THE OVERALL RESIDENTIAL QUALITY OF BAYVIEW HUNTERS POINT. |
| POLICY 6.5 | In the vicinity of Bayview Hill, encourage well-sited housing development that complements the natural areas and open space, as well as provides for local economic development. |
| OBJECTIVE 10 | ENHANCE THE DISTINCTIVE AND POSITIVE FEATURES OF BAYVIEW HUNTERS POINT. |
| POLICY 10.1 | Better define Bayview's designated open space areas by enabling appropriate, quality development in surrounding areas. |

Hearing Date: May 5, 2011

- OBJECTIVE 11 IMPROVE DEFINITION OF THE OVERALL URBAN PATTERN OF BAYVIEW HUNTERS POINT
- POLICY 11.1 Recognize and enhance the distinctive features of Bayview Hunters Point as an interlocking system of diverse neighborhoods.
- POLICY 11.2 Increase awareness and use of the pedestrian/bicycle trail system that links subareas in Bayview Hunters Point with the rest of the City.
- OBJECTIVE 13 PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE OF BAYVIEW HUNTERS POINT UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER NON-OPEN SPACE USES REQUIRING A WATERFRONT LOCATION.
- POLICY 13.1 Assure that new development adjacent to the shoreline capitalizes on the unique waterfront location by improving visual and physical access to the water in conformance with urban design policies.

The Project meets and furthers the Objectives and Policies of the Bayview Hunters Point Area Plan in that it provides a new mixed-use predominately residential neighborhood in the location of an existing disconnected and insular office park. The new residential community will better connect existing neighborhoods and recent residential development together more cohesively, without effecting any existing Bayview neighborhoods. It will take advantage of its location near the shoreline by increasing densities near regional open space resources, and by creating an urban form that will create a dynamic southern gateway to San Francisco. The Project's urban form will complement Bayview Hill and the shoreline. The Project calls for the creation of a fine-grained street grid more typical of residential development in the Bayview and throughout the City. The new street grid will improve connectivity of surrounding neighborhoods and development, while encouraging travel by bike and by foot.

HOUSING ELEMENT

The principle objectives of the Housing Element are to provide new housing; retain the existing supply; enhance physical conditions and safety without jeopardizing use or affordability; support affordable housing production by increasing site availability and capacity; increase the effectiveness and efficiency of the affordable housing production system; protect the affordability of existing housing; expand financial resources for permanently affordable housing; ensure equal access; avoid or mitigate hardships imposed by displacement; reduce homelessness and the risk of homelessness in coordination with relevant agencies and providers; pursue place making and neighborhood building principles in increasing the supply of housing; and strengthen citywide affordable housing programs through coordinated regional and state efforts.

The Project is consistent with and implements the following objectives and policies of the Housing Element:

Hearing Date: May 5, 2011

- OBJECTIVE 1 TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.
- OBJECTIVE 4 SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY
- POLICY 4.2 Include affordable units in larger housing projects.
- POLICY 4.6 Support a greater range of housing types and building techniques to promote more economical housing construction and potentially achieve greater affordable housing production.
- POLICY 6.5 Monitor and enforce the affordability of units provided as a condition of approval of housing projects.
- OBJECTIVE 8 ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.
- POLICY 8.9 Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.
- POLICY 11.2 Ensure housing is provided with adequate public improvements, services, and amenities.
- POLICY 11.3 Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.
- POLICY 11.10 Include energy efficient features in new residential development and encourage weatherization in existing housing to reduce overall housing costs and the long-range cost of maintenance.

The Project is consistent with and implements the Housing Element in that it accommodates up to 1,600 units of high density housing at Executive Park. New development enabled by the Project will participate in the City's inclusionary housing program, thereby increasing the supply of affordable housing in San Francisco. Finally, the Project includes provisions for community-serving retail and allows many community facility uses. The Project calls for new streetscape and open space infrastructure to serve both new residents and existing residents in surrounding communities. The Design Guidelines component of the Project calls for a sustainable approach to development.

Hearing Date: May 5, 2011

COMMERCE AND INDUSTRY

The principle objectives for Commerce & Industry are to manage economic growth and change, maintain a sound and diverse economic base and fiscal structure, provide expanded employment opportunities for city residents particularly the unemployed and underemployed in a wide range of fields and levels, improve viability of existing businesses as well as attract new businesses – particularly in new industries, and assure entrepreneurial opportunities for local businesses.

The following objectives and policies are relevant to the Project:

OBJECTIVE 6 MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD
COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

POLICY 6.1 Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

POLICY 6.2 Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society

POLICY 6.4 Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

POLICY 6.5 Discourage the creation of major new commercial areas except in conjunction with new supportive residential development and transportation capacity.

POLICY 6.7 Promote high quality urban design on commercial streets.

The Project meets and furthers the Objectives and Policies of the Commerce and Industry Element by reinforcing the typical San Francisco pattern of including resident serving uses along with residential development. The Amendments will generally permit small scale retail and community related uses throughout requiring it within the Executive Park “town-center”, which will accommodate up to 71,000 square feet of commercial use. The Amendments require that neighborhood commercial retail be established in a pedestrian-oriented active environment typical of San Francisco neighborhoods and specifically called for in the Commerce and Industry Element. The provision of retail space will provide entrepreneurial opportunities for local residents and workers. Of course, new development accommodated by the Executive Park Amendments will provide construction business opportunities along with opportunities for property management and maintenance.

Hearing Date: May 5, 2011

RECREATION AND OPEN SPACE ELEMENT

The principle objectives of the Recreation and Open Space Element are to preserve large areas of open space sufficient to meet the long-range needs of the Bay Region, develop and maintain a diversified and balanced citywide system of high quality public open space, provide a continuous public open space along the shoreline, and provide opportunities for recreation and the enjoyment of open space in every neighborhood.

The following objectives and policies are relevant to the Project:

- OBJECTIVE 2 DEVELOP AND MAINTAIN A DIVERSIFIED AND BALANCED CITYWIDE SYSTEM OF HIGH QUALITY PUBLIC OPEN SPACE.

- POLICY 2.1 Provide an adequate total quantity and equitable distribution of public open spaces throughout the City.

- POLICY 2.2 Preserve existing public open space.

- POLICY 2.3 Preserve sunlight in public open spaces.

- POLICY 2.6 Make open spaces accessible to people with special needs.

- POLICY 2.9 Maintain and expand the urban forest.

- POLICY 2.13 Preserve and protect significant natural resource areas.

- POLICY 3.5 Provide new public open spaces along the shoreline.

- OBJECTIVE 4 PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

- POLICY 4.5 Require private usable outdoor open space in new residential development.

- POLICY 4.6 Assure the provision of adequate public open space to serve new residential development.

- POLICY 4.7 Provide open space to serve neighborhood commercial districts.

The Project meets and furthers the Objectives and Policies of the Recreation and Open Space by creating a new street and open space network within an existing expansive parking lot. The new street network will improve connectivity from existing residential neighborhoods and developments to the CPSRA and shoreline and to the Bayview Hill Open Space, which was created by an earlier phase of Executive Park development. The Amendments recognize Executive Park immediate location next to two regional open space resources and calls for the creation of small intimate urban spaces to complement the larger expansive

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spaces. The Project reserves space that will provide the best public views of the shoreline as public open space.

TRANSPORTATION

The Transportation Element is largely concerned with the movement of people and goods. It addresses the need for multi-modal streets and facilities, implementation of the City's transit-first policy, the need to limit parking and auto capacity on the roads, and ways to incentivize travel by transit, bike and by foot. It also addresses the relationship between transportation and land use and how the two should be coordinated to reduce the need for auto trips.

The following objectives and policies are relevant to the Project:

- OBJECTIVE 1 MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.
- POLICY 1.2 Ensure the safety and comfort of pedestrians throughout the city.
- POLICY 1.6 Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.
- POLICY 2.5 Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.
- OBJECTIVE 18 ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.
- POLICY 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles.
- POLICY 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:
- Sidewalk bulbs and widenings at intersections and street entrances;
 - Lane off-sets and traffic bumps;
 - Narrowed traffic lanes with trees, landscaping and seating areas; and

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- colored and/or textured sidewalks and crosswalks.
- POLICY 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.
- OBJECTIVE 23 IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.
- POLICY 23.1 Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.
- POLICY 23.2 Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested and where residential densities are high.
- POLICY 23.3 Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.
- POLICY 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.
- OBJECTIVE 24 IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.
- POLICY 24.2 Maintain and expand the planting of street trees and the infrastructure to support them.
- POLICY 24.3 Install pedestrian-serving street furniture where appropriate.
- POLICY 24.5 Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or "living streets", especially in neighborhoods deficient in open space.
- OBJECTIVE 26 CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.
- OBJECTIVE 27 ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.
- OBJECTIVE 28 PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

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- POLICY 28.1 Provide secure bicycle parking in new governmental, commercial, and residential developments.
- OBJECTIVE 34 RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.
- POLICY 34.3 Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.
- OBJECTIVE 35 MEET SHORT-TERM PARKING NEEDS IN NEIGHBORHOOD SHOPPING DISTRICTS CONSISTENT WITH PRESERVATION OF A DESIRABLE ENVIRONMENT FOR PEDESTRIANS AND RESIDENTS.

The Project meets and furthers the Objectives and Policies of the Transportation Element by requiring the creation of a new fine-grained street grid in place of existing expansive surface parking. The Project accommodates the creation of a new mixed-use predominately development in a pattern that encourages walking, bicycling and using transit. The Project calls for the creation of a Streetscape Master Plan to assure a quality public realm environment with a coordinated approach to street amenities including but not limited to pedestrian oriented street lamps, street trees and other landscaping, and other furniture. The Project also calls for streetscape improvements that will calm auto traffic while assuring pedestrian comfort and enjoyment. The Project accommodates mid to high density development at a location where a future bus rapid transit (BRT) system is anticipated, thereby furthering the Element's emphasis on land use and transportation coordination. The Project particularly accommodates planned BRT by restricting and discouraging development on land that may be needed for its implementation.

URBAN DESIGN ELEMENT

The Urban Design Element addresses the physical character and order of the City. It establishes objectives and polices dealing with the city pattern, conservation (both of natural areas and historic structures), major new developments, and neighborhood environment. It discusses meeting "human needs", largely by assuring quality living environments, and by protecting and enhancing those characteristics of development that make San Francisco special.

The following objectives and policies are relevant to the Project:

- OBJECTIVE 1 EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.
- POLICY 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.

- POLICY 1.2 Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.
- POLICY 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.
- POLICY 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.
- POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.
- POLICY 1.7 Recognize the natural boundaries of districts, and promote connections between districts.
- POLICY 2.9 Review proposals for the giving up of street areas in terms of all the public values that streets afford.
- POLICY 2.10 Permit release of street areas, where such release is warranted, only in the least extensive and least permanent manner appropriate to each case.
- OBJECTIVE 3 MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.
- POLICY 3.3 Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.
- POLICY 3.4 Promote building forms that will respect and improve the integrity of open spaces and other public areas.
- POLICY 3.5 Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.
- POLICY 3.7 Recognize the special urban design problems posed in development of large properties.
- POLICY 3.8 Discourage accumulation and development of large properties, unless such development is carefully designed with respect to its impact upon the surrounding area and upon the city.
- OBJECTIVE 4 IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY .
- POLICY 4.3 Provide adequate lighting in public areas.

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- POLICY 4.4 Design walkways and parking facilities to minimize danger to pedestrians.
- POLICY 4.5 Provide adequate maintenance for public areas.
- POLICY 4.6 Emphasize the importance of local centers providing commercial and government services.
- POLICY 4.8 Provide convenient access to a variety of recreation opportunities.
- POLICY 4.10 Encourage or require the provision of recreation space in private development.
- POLICY 4.12 Install, promote and maintain landscaping in public and private areas.
- POLICY 4.13 Improve pedestrian areas by providing human scale and interest.

The Project is consistent with and furthers the Urban Design Element in that it enables the establishment of a new vibrant mixed-use neighborhoods on currently underutilized land. Pursuant to the policies of the amended Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, the Project calls for development patterns typical of San Francisco to be applied to the new neighborhood. These patterns include but not be limited to: breaking up the existing block pattern with a more fine-grained block pattern, particular attention placed on the design of streets and other public realm elements, with particular attention given to how buildings interface with the public realm, and emphasis on pedestrian safety and comfort in the design of the streets.

The Project would be large scale in nature. However, the development standards and design guidelines contained ensure that the development fits within its San Francisco context. Policies within these regulating plans call for fine-grained networks of typical San Francisco-sized blocks, and, while buildings would be larger than in most typical San Francisco neighborhoods, policies require providing human-scale interface with the street and public realm. Similarly, while the Project allows for three residential towers, the Project's new controls will assure that the placement and design of the towers will not compliment and distract from views of Bayview Hill and the shoreline.

ENVIRONMENTAL PROTECTION ELEMENT

The Environmental Protection Element is concerned with protecting the natural environment within San Francisco's urban context. The element provides objectives and policies for the following topics: the Bay, ocean and shoreline, air, fresh water, land, flora and fauna, transportation noise, and energy.

The following objectives and policies are relevant to the Project:

- OBJECTIVE 1 ACHIEVE A PROPER BALANCE AMONG THE CONSERVATION, UTILIZATION, AND DEVELOPMENT OF SAN FRANCISCO'S NATURAL RESOURCES.

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Policy 1.4 Assure that all new development meets strict environmental quality standards and recognizes human needs.

OBJECTIVE 15 INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

POLICY 15.3 Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

The Project is consistent with and implements the Environmental Protection Element in that it calls for mixed-use, high density, transit-friendly, sustainable development. The Executive Park EIR identifies potential significant and unavoidable impacts regarding noise and air pollutant emissions; these impacts are largely traffic and construction related and are substantially due to the Project's scale and intensity. The Project and all related City approvals are nonetheless consistent with the Environmental Protection Element as the Project satisfies and implements the preponderance of Element's objectives and policies: the Project furthers the Element's emphasis on the need to coordinate land use and transportation and on efficient, compact, and sustainable development.

COMMUNITY FACILITIES ELEMENT

The Community Facilities element addresses police facilities, neighborhood center facilities, fire facilities, library facilities, public health facilities, and touches upon educational facilities, institutional facilities (colleges, etc.) wastewater facilities, and solid waste facilities.

The following objectives and policies are relevant to the Project:

OBJECTIVE 3 ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES

POLICY 3.6 Base priority for the development of neighborhood centers on relative need.

OBJECTIVE 4 PROVIDE NEIGHBORHOOD CENTERS THAT ARE RESPONSIVE TO THE COMMUNITY SERVED.

POLICY 4.1 Assure effective neighborhood participation in the initial planning, ongoing programming, and activities of multi-purpose neighborhood centers

OBJECTIVE 6 DEVELOPMENT OF A PUBLIC LIBRARY SYSTEM IN SAN FRANCISCO WHICH WILL MAKE ADEQUATE AND EFFICIENT LIBRARY SERVICE FREELY AVAILABLE TO EVERYONE WITHIN THE CITY, AND WHICH WILL BE IN HARMONY WITH RELATED PUBLIC SERVICE FACILITIES AND WITH ALL OTHER FEATURES AND FACILITIES OF LAND

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DEVELOPMENT AND TRANSPORTATION PROVIDED FOR IN OTHER SECTIONS OF THE GENERAL PLAN

The Project is consistent with and implements the Community Facilities Element. The Project allows for community serving uses on the ground floor throughout the development. Whether or not community uses will eventually establish themselves will depend on community needs and demands as development enabled by the Project gets built out. The Visitation Valley Community Facilities Fee and Fund was established to help assure that community-related improvements can be made in conjunction with new development. The Visitation Valley Nexus Study establishes that funds could be used for community centers and neighborhood library improvements among other things.

PUBLIC SAFETY ELEMENT

- | | |
|-------------|---|
| OBJECTIVE 2 | REDUCE STRUCTURAL AND NON-STRUCTURAL HAZARDS TO LIFE SAFETY, MINIMIZE PROPERTY DAMAGE AND RESULTING SOCIAL, CULTURAL AND ECONOMIC DISLOCATIONS RESULTING FROM FUTURE DISASTERS. |
| POLICY 2.1 | Assure that new construction meets current structural and life safety standards. |
| POLICY 2.3 | Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability. |
| POLICY 2.9 | Consider information about geologic hazards whenever City decisions that will influence land use, building density, building configurations or infrastructure are made. |
| POLICY 2.12 | Enforce state and local codes that regulate the use, storage and transportation of hazardous materials in order to prevent, contain and effectively respond to accidental releases. |

The Project is consistent with and implements the Community Safety Element. All improvements, including infrastructure, buildings and open space improvements will be constructed to local seismic standards, taking into account, among other considerations, the geological condition of the soil and where applicable, remediation activity.

ARTS ELEMENT

The Arts Element is concerned with, among other things, providing guiding principles for the City and County of San Francisco relative to the arts; validating and increasing the role of the arts as a major economic force in the region, and protecting arts organizations and artists through the adoption of policies that will withstand changes in political climate.

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*There are no objectives and policies that are specifically related to this project. [streetscape improvements]
[ground floor uses]*

AIR QUALITY ELEMENT

The Air Quality Element is concerned, in part, with reducing the level of pollutants in the air, thus protecting and improving public health, welfare and the quality of life of the citizens of San Francisco and the residents of the metropolitan region. It emphasizes that opportunities for economic growth in the area can be enhanced through implementation of transportation, land use and other policies in harmony with clean air goals.

The following objectives and policies are relevant to the Project:

- OBJECTIVE 3 DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.
- POLICY 3.1 Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.
- POLICY 3.2 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.
- POLICY 3.6 Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.
- POLICY 3.9 Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals
- OBJECTIVE 6 LINK THE POSITIVE EFFECTS OF ENERGY CONSERVATION AND WASTE MANAGEMENT TO EMISSION REDUCTIONS.
- POLICY 6.2 Encourage recycling to reduce emissions from manufacturing of new materials in San Francisco and the region.

The Project is consistent with and implements the Air Quality Element in that it calls for mixed-use predominately residential, high density, sustainable development that will enable efficient use of land and encourage travel by transit, bicycle and by foot, thereby reducing auto use. The Design Guidelines documents governing development of the Project encourage other sustainable features including storm water "low-impact" development, energy-saving design, and robust tree planting and landscaping through the streets and open spaces. While the Executive Park EIR identifies potential significant and unavoidable

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impacts regarding air pollutant emissions, the impacts are largely traffic and construction related, which, in turn, is substantially due to the Project's scale. The Project is nonetheless consistent with the Air Quality Element because it satisfies and implements the preponderance of Element's objectives and policies; most importantly, the Project furthers the Element's emphasis on coordinating land use and transportation and on efficient and compact development.

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**General Plan Priority Finding
(Planning Code Section 101.1 Findings)**

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. As described below, the Project is consistent with the eight priority policies set forth in Planning Code Section 101.1(b).

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

The Project will preserve and enhance existing neighborhood serving retail uses. The Project would accommodate roughly 70,000 square feet of new retail uses, focused on a long-planned "town center" at Executive Park. The retail uses are envisioned to be local serving. The project does not include the removal of any existing neighborhood serving retail and is not expected to unduly compete against long established neighborhood retail centers like Leland Avenue in Visitacion Valley.

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

The Project accommodates new development on land currently improved by suburban style office buildings and surface parking. It would not accommodate removing or changing the character of existing residential neighborhoods. The proposed amendments would subject new development to the City's inclusionary housing program and the family-sized units requirements of Planning Code Section 307.6. The Project lays out requirements to assure the new development has characteristics of mixed-use neighborhoods throughout San Francisco, including but not limited to a fine-grained system of residential streets, well modulated buildings with active frontages, with the ability to establish residential serving retail and community uses.

3. That the City's supply of affordable housing be preserved and enhanced.

The Project calls for development that would have a positive effect on the City's affordable housing stock. The Project would accommodate up to 1,600 new units, which would be subject to the City's inclusionary housing program. The Project would not accommodate the removal of any dwelling units.

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

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The Project anticipates new transit related infrastructure improvements and provides regulations to assure that new development at Executive Park would not interfere with long-term plans for Bus Rapid Transit. The new Executive Park-related zoning would require all building along Harney Way be setback to assure that adequate space is left aside for future transportation-related improvements. At the same time, the zoning creates a mechanism whereby allowed densities on parts of the site that are expected to be needed for future infrastructure can be applied elsewhere. Another main component of the Project is the required creation of a pedestrian-oriented street and open space network that will encourage alternative modes of transportation. The Amendments will allow parking at generally the same levels allowed by existing Planning Code provisions. Development accommodated by the amendments is not expected to negatively effect neighborhood parking.

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

The Project would not adversely affect the industrial sector or service sectors. No such uses would be displaced by the sectors. Construction activity generated by the amendments, however, will support these sectors.

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

All new construction would be subject to the City's Building Code, Fire Code and other applicable safety standards. Thus, the Project would improve preparedness against injury and loss of life in an earthquake by prompting development that would comply with applicable safety standards.

7. That landmarks and historic buildings be preserved.

The Project would not accommodate the removal, demolition, or of any known landmarks or historic buildings.

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

The Project would not significantly adversely affect existing open spaces or their access to sunlight and vistas. The proposed project would provide a new street grid that will better accommodate travel from neighborhoods west of the site to the Candlestick Point State

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Recreation Area and shoreline and the Bayview Hill Open Space. While towers would be accommodated by the amendments, they would only be allowed where they meet the performance criteria provided in the new regulations. These would assure such taller buildings would not unduly effect vistas of Bayview Hill or of the shoreline. New building accommodated by the Project would not create any significant shadows on protected open space (The EIR determined that a de minimis shadow could be created by one of the buildings).



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No.

HEARING DATE: MAY 5, 2011

Date: **April 21, 2011**
Case No.: **2006.0422EMUTZ**
Project: **Executive Park Planning Code Text Amendment**
Location: **Highway 101 and Harney Way**
Staff Contact: **Mat Snyder – (415) 575-6891**
mathew.snyder@sfgov.org
Recommendation: **Approve Amendments**

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APPROVING AMENDMENTS TO THE SAN FRANCISCO PLANNING CODE BY ESTABLISHING THE EXECUTIVE PARK SPECIAL USE DISTRICT, THE 65/240-EP HEIGHT AND BULK DISTRICT, AND PLANNING CODE SECTION 309.2 REGARDING REVIEW PROCEDURES FOR PROJECTS WITHIN THE EXECUTIVE PARK SPECIAL USE DISTRICT MAKING VARIOUS FINDINGS, INCLUDING CEQA FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend Planning Code Text Amendments to the Board of Supervisors; and

On May 11, 2006, Universal Paragon Inc. (Project Sponsor) and on March 22, 2006 Yerby Corporation (Project Sponsor) submitted applications to jointly amend the Planning Code. In working with the Project Sponsors, the Planning Department is proposing amendment to the Planning Code by adding Planning Code Section 249.54 to establish the Executive Park Special Use District, Planning Code Section 263.27 and Planning Section to establish the 65/240-EP Height and Bulk District and controls thereto, and Planning Code Section 309.2, "Permit Review in Executive Park".

This Zoning Text Amendment application is part of a larger project that includes three components: (1) a development project sponsored by UPC that would include up to 1,100 dwelling units, approximately 70,000 gross square feet of retail, and approximately 1,677 off-street parking spaces (2) a development project sponsored by Yerby that would include up to 500 dwelling units and approximately 750 off-street parking spaces; and (3) General Plan amendments along with Planning Code Map and subject Text amendments.

The history of Executive Park in its current form starts in the mid 1970s. In 1976, the Planning Commission certified the San Francisco Executive Park Final EIR which analyzed a project that included 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000 square feet in total), plus 3,900 parking spaces. At the time, Amendments were made to the South Bayshore Plan to allow commercial uses at the location. In 1978, a master

development plan ("1978 Development Plan") was created to guide development based on the Project analyzed in the 1976 EIR.

In 1980 and 1981, the Planning Commission approved minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses. The City issued permits for the construction of four office buildings and a restaurant under the 1978 Development Plan; three of the office buildings had been constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

In 1985, following certification of a subsequent environmental impact report, the Planning Commission approved a Planned Unit Development that revised the 1978 Development Plan that, when combined with the four office buildings and restaurant previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces. At the same time, the Executive Park Subarea Plan was established as part of the South Bayshore Area Plan to memorialize the development program and urban form through a General Plan Amendment. Related Planning Code Map amendments were also approved.

In 1992, the developer sought and obtained a further revision to the 1985 Planned Unit Development. This revision added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space and increased the square footage of residential use but not the unit count. Five residential buildings, located in the eastern portion of the site, containing 304 units and 517 parking spaces have been constructed under this development proposal by TopVision. ("TopVision Phases I and II"). Minor General Plan amendments were approved in conjunction with this approval.

In 1999, the Planning Commission certified a supplemental environmental impact report, and in 2000, approved a Planned Unit Development that extended and modified the prior 1985 Planned Unit Development authorization by including a residential variant, which provided for some additional residential development in the northwestern portion of the site. Amendments to the Executive Park Subarea Plan that replaced all of the Plan's figures and added text were adopted in conjunction with these approvals. The general land use program remained the same.

In 2005, Signature Properties development project was approved under a separate PUD for the northwestern portion of the Subarea Plan Area. Nearing completion, it will include up to 450 residential units, 14,000 square feet of retail space, and 588 parking spaces when built-out. Amendments to the Executive Park Subarea Plan were adopted as a part of this Planned Unit Development authorization.

In 2007 TopVision obtained approval under the 2000 Approved Development Plan for a Phase III development, which includes 465 units and about 776 parking spaces north of existing TopVision Phases I and II residential buildings on the eastern portion of the Subarea Plan Area.

Existing and approved development projects in the Executive Park Subarea Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

Yerby has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface parking spaces, and Universal

Paragon Corporation (“UPC”) has applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and 1,677 subsurface parking spaces. These projects will require amendment of the Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

On April 7, 2011, pursuant to Planning Code section 302(b) and the Commission initiated the Planning Code text amendments by Resolution No. 18311, including amendments that add Section 249.54 for the Executive Park Special Use District, Section 263.27 that height and bulk provisions for the Executive Park SUD, and Section 309.2 that add design review provisions for the Executive Park SUD; and scheduled a public hearing to consider the amendments; and

On May 5, 2011, by Motion No. ____, the Commission certified the Final Environmental Impact Report (“FEIR”) as accurate, complete and in compliance with the California Environmental Quality Act (“CEQA”); and

On May 5, 2011, by Resolution No. ____, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the Executive Park Subarea Plan and related zoning text and map amendments, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

A draft ordinance, substantially in the form **attached hereto as Exhibit A**, approved as to form, would amend the Planning Code by adding Section 249.54, Section 263.27, and Section 309.2 .

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the Planning Code text amendments promote the public welfare, convenience and necessity for the following reasons:

1. The Planning Code text amendments would enable the creation of a mixed-use predominately residential units that would include upwards of 1,100 additional units of housing on a portion of the Executive Park site that features an underutilized insular suburban-style office park that effectively cuts off the rest of the City from the adjacent shoreline.
2. The amendments include Planning Code provisions that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help connect and integrate adjacent neighborhoods.

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Executive Park
Planning Code Text Amendments

3. The amendments will accommodate development that will, in turn, support development that will provide employment opportunities in construction, residential property management and operation, and related retail and services .
4. The Planning Code text amendments include provisions that will require adherence to newly created Design Guidelines that will assure a high quality public realm and street network.
5. The Planning Code text amendments anticipate future improvements to regional transportation infrastructure thereby providing a framework where future development will appropriately interface with expected future infrastructure..
6. The Planning text amendments, and by extension the Design Guidelines, include provisions that will new streets designed for multiple modes of transport, emphasizing travel by foot and by bicycle.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the Planning Code amendments are in general conformity with the General Plan, and Planning Code section 101.1(b) pursuant to Planning Commission Motion No. _____. The findings attached to Resolution No. _____ as Exhibit B, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 302, the Planning Commission recommends to the Board of Supervisors **approval** the Planning Code Text amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 5, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

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**EXECUTIVE PARK
PLANNING CODE TEXT AMENDMENT**

Exhibit A

Draft Ordinance and Legislative Digest

LEGISLATIVE DIGEST

[Zoning – Establishment of the Executive Park Special Use District and Special Height and Bulk Provisions and Permit Review Procedures for the Special Use District.]

Ordinance amending the San Francisco Planning Code by adding Section 249.54 to establish the Executive Park Special Use District; adding Section 263.27 to establish Special Height Provisions for the Executive Park Special Use District and the 65/240 EP Height and Bulk District; amending Table 270 to provide that the Table is not applicable to the Executive Park Special Use District; and adding Section 309.2 to establish Permit Review Procedures in the Executive Park Special Use District; adopting findings, including environmental findings, Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

Existing Law

Article 2 of the Planning Code provides for various Use districts in the city and County of San Francisco; Sections 249.1 et seq. establishes various Special Use Districts. Article 2.5 provides for various San Francisco Height and Bulk Districts and establishes review procedures and measurement methods for height and bulk; Section 263 et seq. sets forth Special Exceptions for various Height and Bulk Districts.

Amendments to Current Law

This ordinance will add Sections 249.54 and 263.27 to the Planning Code to establish, respectively, the Executive Park Special Use District and the 65/240 EP Height and Bulk District. Section 263.27 also establishes Special Exceptions related to height and bulk for the Special Use District. Table 270 (Bulk Limits) is amended to refer to the new Special Height and Bulk District. This ordinance also adds Section 309.2 to establish permit review procedures for the Executive Park Special Use District.

Background Information

Executive Park is a 71 acre area in the southeastern part of the City located east of Highway 101 and generally bounded on the south and north by San Francisco Bay and Bayview Hill. The Executive Park Special Use District comprises approximately 15 acres in the Executive Park Subarea Plan area of the General Plan that contains an existing office park. Other areas of Executive Park have been or are being developed for residential uses. The Executive Park Special Use District is generally bounded on the north and east, respectively, by Executive Park North and Executive Park East, on the west by Highway 101 and on the south by Harney Way. This ordinance is part of a package of amendments to the General Plan, the Zoning Map and the Planning Code that will facilitate the transition of the existing office park to a medium to high density, mixed-use, predominately residential area.

[Zoning – Establishment of the Executive Park Special Use District and Special Height and Bulk Provisions and Permit Review Procedures for the Special Use District.]

Ordinance amending the San Francisco Planning Code by adding Section 249.54 to establish the Executive Park Special Use District; adding Section 263.27 to establish Special Height Provisions for the Executive Park Special Use District and the 65/240 EP Height and Bulk District; amending Table 270 to provide that the Table is not applicable to the Executive Park Special Use District; and adding Section 309.2 to establish Permit Review Procedures in the Executive Park Special Use District; adopting findings, including environmental findings, Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

NOTE: Additions are single-underline italics Times New Roman; deletions are ~~strike-through italics Times New Roman~~. Board amendment additions are double-underlined; Board amendment deletions are ~~strikethrough-normal~~.

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

Section 1. Findings.

(1) This legislation will affect property located in an approximately 15 acre area of southeast San Francisco generally bounded by Harney Way on the south, Highway 101 on the west, Executive Park Boulevard North on the north and Executive Park Boulevard East on the east.

(2) On _____, 2011, by Resolution No. _____, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the Executive Park project. A copy of Planning Commission Resolution No. _____ is on file with the Clerk of the Board of Supervisors in File No. _____.

1 (3) In accordance with the actions contemplated herein, this Board adopted
2 Resolution No. _____ concerning findings pursuant to the California Environmental
3 Quality Act. Said Resolution is on file with the Clerk of the Board of Supervisors in File No.
4 _____ and those findings are incorporated into this ordinance by this reference.

5 (4) Pursuant to Section 302 of the Planning Code, the Board finds that this
6 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in
7 Planning Commission Resolution No. _____ and the Board incorporates those
8 reasons into this ordinance by this reference. A copy of Planning Commission Resolution No.
9 _____ is on file with the Clerk of the Board of Supervisors in File No. _____

10 (4) The Board of Supervisors finds that this ordinance is in conformity with the
11 Priority Policies of Section 101.1 of the Planning Code and, on balance, consistent with the
12 General Plan as it is proposed for amendment in companion legislation on file with the Clerk
13 of the Board of Supervisors in File No. _____, and hereby adopts the findings set
14 forth in Planning Commission Resolution No. _____ and incorporates such findings
15 into this ordinance by this reference.

16 Section 2. The San Francisco Planning Code is hereby amended by adding Section
17 249.53, to read as follows:

18 SEC. 249.53. EXECUTIVE PARK SPECIAL USE DISTRICT

19 (a) General. A Special Use District entitled the Executive Park Special Use District is
20 hereby established for Assessor's Block 4991, Lots 012, 024, 061, 065, 074, 075, 078, 085 and 086 and
21 Assessor's Block 5076, Lots 012 and 013, generally bounded by Harney Way on the south, Highway
22 101 on the west, Executive Park Boulevard North on the north and Executive Park Boulevard East on
23 the east, and is set forth in Sectional Map SU10 of the Zoning Map.

24 (b) Purpose. The purpose of the Executive Park Special Use District (SUD) is to
25 accommodate and encourage medium to high density, mixed-use, predominately residential

1 development at the location of an existing office park. The new mixed-use development is envisioned to
2 tie together the new development with existing and approved residential development north and east of
3 the SUD, along with long-established neighborhoods to the west. The SUD provides controls tailored
4 to Executive Park's unique circumstances: the existing area does not feature a fine-grained street and
5 block pattern typical of San Francisco residential development adequate to serve the access,
6 circulation and open space needs of the envisioned urban residential and mixed use neighborhood.
7 Also, some portions of the area may become part of dedicated public right-of-way as a result of the
8 anticipated future widening of Harney Way and redesign of on-ramps and off-ramps to Highway 101 at
9 Alana Way and Harney Way. The SUD anticipates a new mixed-use, predominately residential
10 neighborhood, with a fine-grained block and street pattern and new open space, and provides for the
11 transfer of buildable density from portions of the area that may become part of dedicated public right-
12 of-way to other parts of the area, among other provisions.

13 (c) Controls. The Planning Code provisions for the underlying use district shall control
14 except as provided below.

15 (1). Executive Park Design Guidelines. In addition to the Planning Code provisions,
16 developments in the SUD shall comply with the Executive Park Subarea Plan of the Bayview Hunters
17 Point Area Plan of the General Plan, approved by the Board of Supervisors by Ordinance No.
18 _____ , on file with the Clerk of the Board of Supervisors in File No. _____ and the
19 Executive Park Design Guidelines as established by Planning Commission Resolution _____
20 on file with the Clerk of the Board of Supervisors in File No. _____ and incorporated into this
21 Section by this reference. The Executive Park Design Guidelines also are on file with the Planning
22 Department in File No. _____.

23 (2). Uses.

24 (A) Retail uses under Planning Code Section 218 are principally permitted at street level
25 throughout the SUD when individual establishments are less than 10,000 square feet of gross floor

1 area. Retail establishments equal to or greater than 10,000 square feet of gross floor area require
2 Permit Design Review under Planning Code Section 309.2. Tenant spaces that are expanded to be
3 10,000 square feet or greater after initial approval will require addition review under Planning Code
4 Section 309.2.

5 (B) Ground floor retail is required at the two southern corners of the intersection of
6 Executive Park Boulevard North and Thomas Mellon Circle. (Portions of Block 4991, Lots 085 and
7 086). For each corner, retail frontage is required for a minimum of 100 feet along Executive Park
8 Boulevard North and 50 feet along Thomas Mellon Circle.

9 (C) Child-care facilities under Section 209.3(f) are principally permitted.

10 (D) Community facilities under Sec. 209.4(a) and (b) are principally permitted.

11 (E) Non-accessory parking is not permitted.

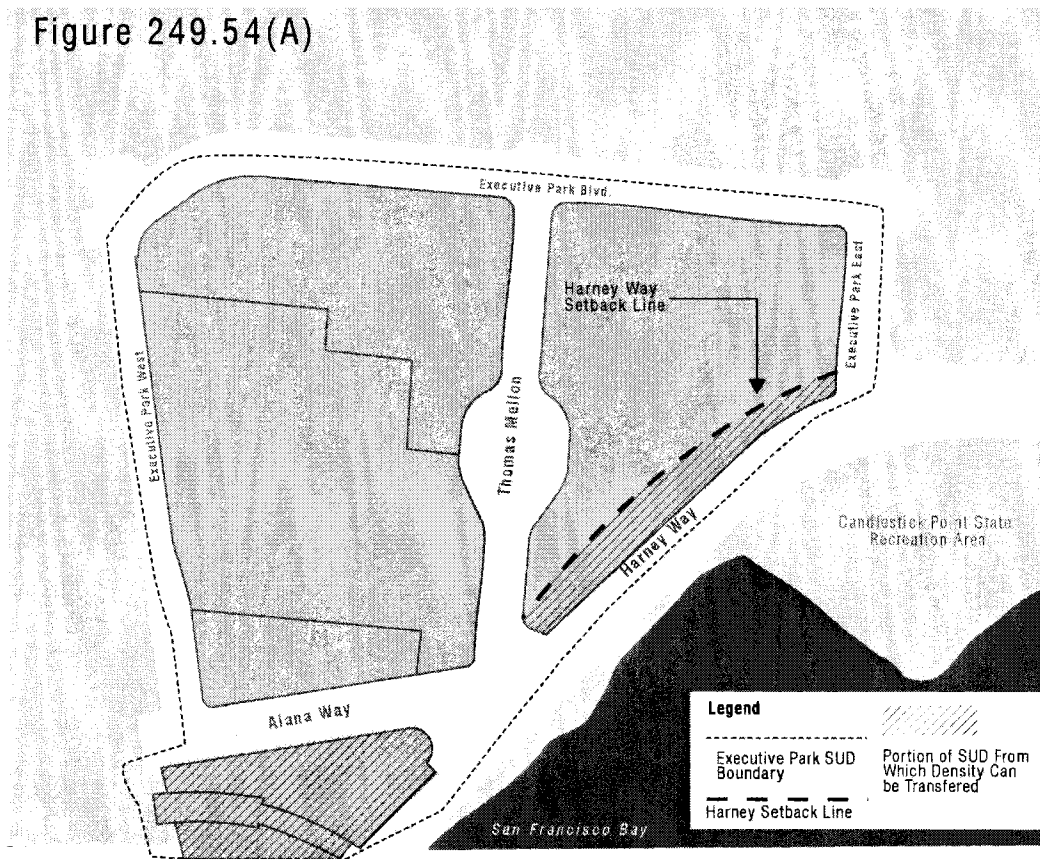
12 (3). Required Residential to Non-Residential Use Ratio. Non-residential uses are limited to
13 one occupiable square foot for every six occupiable square feet of residential use.

14 (4). Density Transfer.

15 (A) In accordance with the provisions of this subsection, (i) the density allowed on Block
16 4991, Lots 024, 061, 065 and 078, and Block 5076, Lots 012 and 013, may be transferred to any other
17 lot within the SUD north of Alana Way or north of the proposed Harney Way setback line and (ii) if the
18 portion of Assessor's Block 4991, Lot 085 south of the Harney setback line becomes its own lot through
19 a subdivision action, the new lot south of the setback line may transfer its density to any other lot north
20 of Alana Way or north of the Harney setback line pursuant to the procedures described in this
21 subsection. The Blocks and Lots in the SUD and the location of the proposed Harney Way setback line
22 are shown on the map in Figure 249.54(A).

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Figure 249.54(A)



(B) To transfer density, a Notice of Special Restriction ("NSR") must be recorded against lots that both provide and receive the density transfer. Prior to recording a NSR for a density transfer, the Planning Department must have verified that the density transfer proposed is authorized by this subsection. The NSR shall explicitly state the square footage of the providing lot, and the maximum number of residential units and the maximum gross square footage of non-residential uses that are being forgone on the providing lot and transferred to the receiving lot or lots. If density is being distributed between more than one lot, the NSR shall explicitly state how much density each lot is receiving. The NSR must also explicitly state that by transferring density, the providing lot is foregoing all rights to develop on the providing lot the number of units and amount of non-residential square

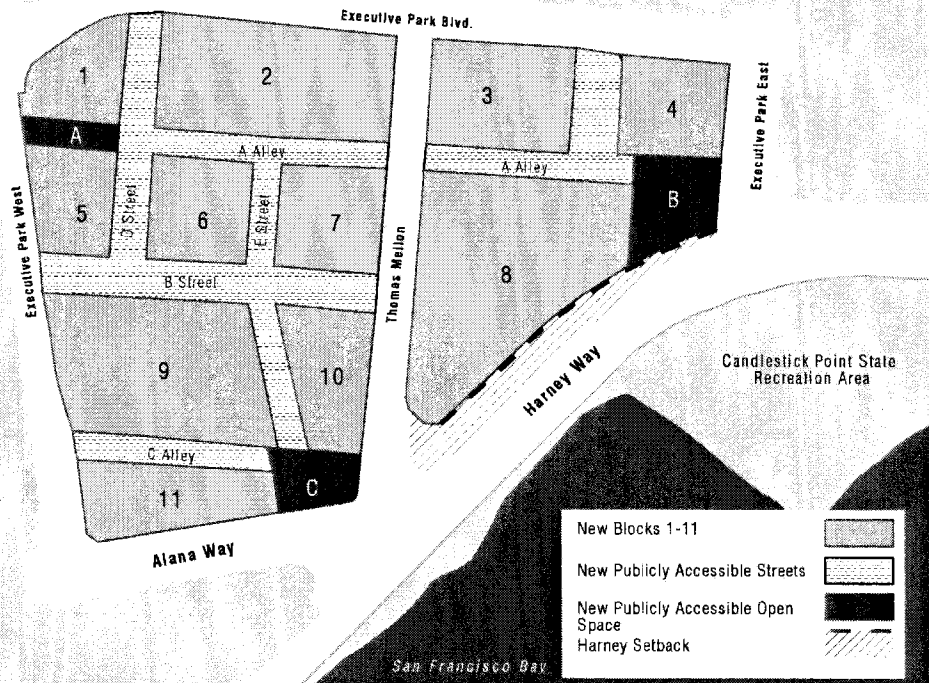
1 footage transferred. In all cases, lots receiving density transfers will continue to be subject to all
2 relevant controls and guidelines notwithstanding new maximum allowed density. The NSR
3 memorializing the transfer must be approved as to form by the City Attorney.

4 (5). Family Size Units. Section 207 applies to lots within the SUD.

5 (6). Harney Way Setback: No building shall be built on the southern side of the Harney
6 setback line as shown on Figure 249.54(A). Residential and non-residential densities that would have
7 otherwise been allowed south of the setback line may be applied to other portions of the lot or
8 transferred to other lots within the SUD pursuant to Section 249.54(c)(4).

9 (7). Site Coverage. Rear yard provisions of Planning Code Section 134 do not apply. The
10 maximum site coverage of any building is 75 percent of the site area as measured at the grade level of
11 the building's main pedestrian entry and at each succeeding level or story of the building. The site
12 area used to create new publicly accessible streets, will be credited toward the area required to be
13 unbuilt when calculating the site coverage. The location of proposed new publicly accessible streets
14 and resulting new formulated blocks are shown in Figure 249.54(B).

Figure 249.54(B)



(8). Open Space: For all residential uses, 75 square feet of open space is required per dwelling unit. All residential open space must meet the provisions described in Section 135, except where modified through Design Review under Section 309.2. Open space requirements may be met with the following types of open space: "private usable open space" as defined in Section 135(a) of this Code, "common usable open space" as defined in Section 135(a) of this Code, and "publicly accessible open space" as defined in 135(h) and (i) of this Code, except that in the case of new publicly accessible streets, "publicly accessible open space" does not include the curb-to-curb area that is open to vehicles and includes only the sidewalk area. At least 36 square feet of open space per dwelling unit must be provided on-site. Exceptions to this requirement may be sought through the Section 309.2 approval

1 process. For purposes of this Section "on-site" means the area within the new formulated blocks
2 shown in Figure 249.54(B). On-site includes setback area, but not areas used to create new publicly
3 accessible streets.

4 (9). Obstructions. Provisions in the Executive Park Design Guidelines shall be used in-lieu
5 of Planning Code Section 136 in determining allowable obstructions.

6 (10). Off-Street Parking. The minimum off-street parking requirements set forth in Section
7 151 shall not apply. However, for the purpose of determining the maximum amount of parking allowed
8 as an accessory use under Section 204.5, the amount of parking required by this Code shall be the
9 amount specified in Section 151 for the use or activity.

10 (11). Parking Location in Building. Parking shall be located below the grade of the floor of
11 the main pedestrian entrance to the building, with exceptions for (A) parking ingress and egress, and
12 (B) parking spaces dedicated to car sharing, vanpools, and handicap accessible parking spaces.
13 Notwithstanding the above, for sloping lots, building floor dedicated to parking may be partially
14 above grade, if fully wrapped with active uses as defined by Planning Code Section 145.1.

15 (12). Off-street Loading. Off-street loading pursuant to Section 152 through 152.2 is not
16 required. There is no limit to the number of allowed loading spaces as long as loading facilities meet
17 the Executive Park Design Guidelines.

18 (13). Car Sharing. The car sharing provisions of Planning Code Section 166 shall apply to
19 lots within the SUD.

20 (14). Signs. Sign controls for NC-2 Districts shall apply to the SUD in-lieu of sign controls
21 for the underlying use district.

22 (15). Streetscape and other Infrastructure Improvements.

23 (A) New publicly accessible streets and improvements to existing streets. For each building
24 or phase of development, all bordering streets, including proposed new publicly accessible streets as
25 shown on Figure 249.54(B), shall be fully improved for the entire width of the right-of-way consistent

1 with the Executive Park Subarea Plan and the Executive Park Design Guidelines. If a proposed
2 building or phase does not directly connect with Thomas Mellon Drive, Executive Park Boulevard
3 West, Executive Park Boulevard North or Executive Park Boulevard East, construction of the building
4 or phase must also include right-of-way improvements leading to at least one of these streets.

5 (B) Open Space. To provide adequate public open space, the Executive Park Subarea Plan
6 and Executive Park Design Guidelines identify three new public open space areas in the SUD as shown
7 in Figure 249.54(B). For any building or phase of development that is immediately adjacent to any of
8 the three identified open spaces in the SUD as shown in Figure 249.54(B), the construction of the open
9 space shall be completed to the satisfaction of the City prior to the issuance of any temporary or final
10 certificate of occupancy. This requirement applies to the first such building or phase of development
11 adjacent to the open space.

12 (C) Street improvements must comply with any applicable provisions of the San Francisco
13 Charter or municipal code and adopted implementing regulations, including, without limitation, those
14 contained in the City's Subdivision Code and Public Works Code regarding street lighting, sidewalk
15 paving, stormwater management, landscaping and design of public structures.

16 (D) Conditions of Approval for development within the SUD shall require the abutting
17 property owner or owners to hold harmless the City and County of San Francisco, its officers, agents,
18 and employees, from any damage or injury caused by reason of the design, construction or
19 maintenance of the improvements, and shall require the owner or owners or subsequent owner or
20 owners of the respective property to be solely liable for any damage or loss occasioned by any act.

21 (E) Project Sponsors shall apply for all required permits for changes to the legislated
22 sidewalk widths and street improvements and pay all required fees.

23 Section 3. The San Francisco Planning Code is hereby amended by adding Section
24 263.27, to read as follows:
25

1 SEC. 263.27. SPECIAL EXCEPTIONS; EXECUTIVE PARK SPECIAL USE DISTRICT AND
2 THE 65/240 EP HEIGHT AND BULK DISTRICT.

3 (a) Boundaries of the 65/240 EP Height and Bulk District. The boundaries of the EP
4 Height and Bulk District are set forth in Sectional Map HT10.

5 (b) Controls. In the 65/240 EP Height and Bulk District, height and bulk limitations are as
6 follows:

7 (1) There are no bulk limits for portions of buildings below 85 feet in height. Other design
8 requirements pursuant to the Executive Park Design Guidelines, as established by Planning
9 Commission Resolution _____, including but not limited to design requirements related to
10 modulating building mass, among other topics, shall apply. The Executive Park Design Guidelines are
11 on file with the Clerk of the Board of Supervisors in File No. _____ and incorporated into this
12 Section by this reference. The Executive Park Design Guidelines also are on file with the Planning
13 Department in File No. _____.

14 (2) Conditional Use for buildings taller than 40-feet in an "R" District is not required for lots
15 within this Special Use District.

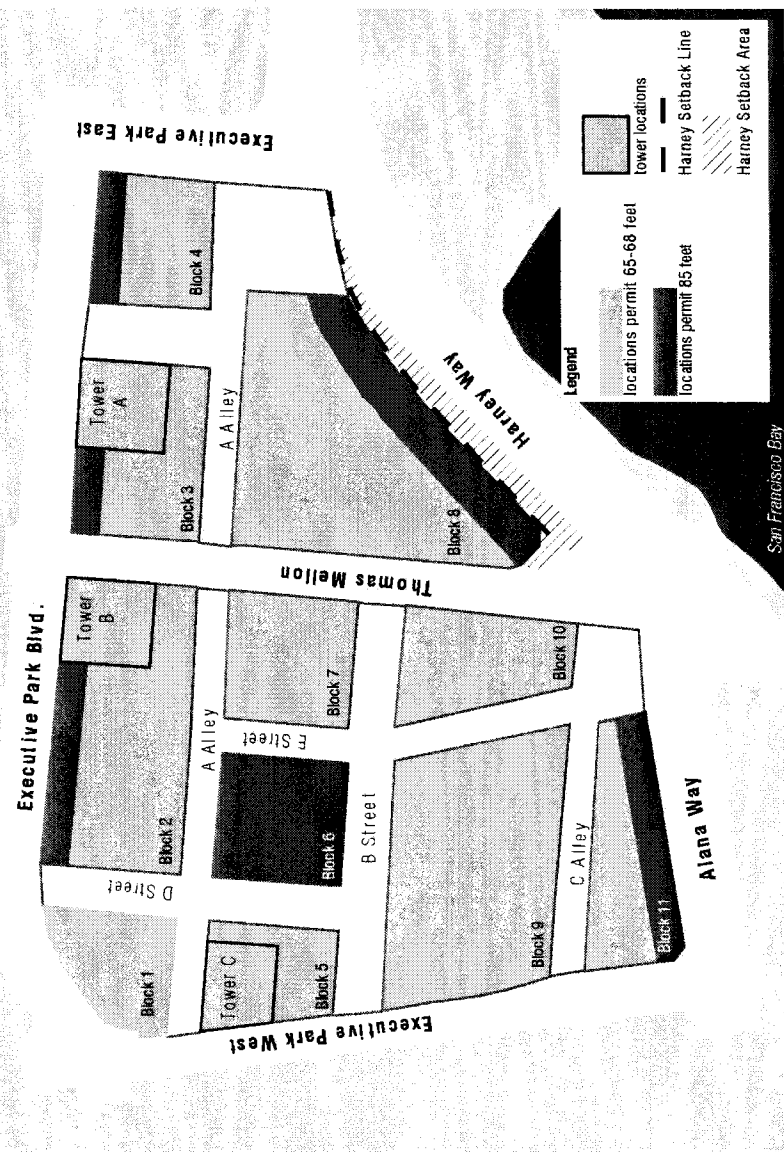
16 (3) Height is limited to 65 feet with the following exceptions:

17 (A) Buildings throughout the 65/240 EP Height and Bulk District may be built an additional
18 three feet in height to 68 feet if the additional three feet in height is added to the ground floor relative
19 to ground floor heights otherwise required by the Planning Code.

20 (B) Building frontages along Harney Way, or the Harney Way setback line as shown on
21 Figure 263.27(A), and along Alana Way, may be built to 85 feet measured for a depth of 70 feet
22 relative to the front of the buildable area of the lot. Buildings or portions of buildings on any
23 remaining portion of a lot along Harney Way or Alana Way are limited to a height of 65 feet (or 68
24 feet if otherwise allowed by this section), measured from the upper elevation of the portion of the lot
25 beyond a depth of 70 feet from the front of the buildable area of the lot.

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Figure 263.27(A)



1 (C) Buildings along Executive Park North may be built to 85 feet, measured from the
2 Executive Park North curb for a depth of 70 feet from the front of the buildable area of the lot.

3 (D) For Assessor's Block 4991, Lot 075, buildings may be built to a height of 85 feet on the
4 portion of the lot identified as new Block "6" as shown in Figure 263.27(A), the northwest corner of
5 which is located approximately 190 feet east of Executive Park West and 215 feet south of Executive
6 Park North and has a rectangular dimension of approximately 165 feet in the north-south direction and
7 155 feet in the east-west direction. Upper story setbacks from public rights-of-way are required in
8 accordance with the Executive Park Design Guidelines.

9 (4) Towers: : Three towers (buildings taller than 85 feet) are allowed within the EP Height
10 and Bulk District as described below:

11 (A) Tower A:

12 Location: Block 4991, Lot 085. The northeast corner of the tower must be
13 located at the corner of Executive Park North and the new publicly accessible street and must front
14 directly onto Executive Park North, as shown on Figure 263.27(A).

15 Height: 240 feet

16 Separation: 150-feet from other towers

17 Plan Length Maximum: 110 feet

18 Plan Diagonal Maximum: 150-feet

19 Floor Plan Maximum 10,000 square feet of gross floor area

20 Orientation: The longer plan dimension of the tower must be
21 perpendicular to Executive Park North.

22 (B) Tower B:

23 Location: Block 4991, Lot 086. The tower must be located at the northwest
24 corner of the lot fronting both Executive Park North and Thomas Mellon Circle as shown on Figure
25 263.27(A).

Height: 200 feet
Separation: 150 feet from other towers
Plan Length: 110 feet
Plan Diagonal: 150 feet
Floor Plan Maximum: 10,000 square feet of gross floor area
Orientation: The longer plan dimension of the tower must be perpendicular to Executive Park North.

(C) Tower C:

Location: Block 4991, Lot 075. The northwest corner of the tower must be located 20-feet south along Executive Park West from the northwest corner of the subject lot.

Height: 170 feet
Separation: 150 feet from other towers
Plan Length: 125 feet
Plan Diagonal: 150 feet
Floor Plan Maximum: 10,500 square feet of gross floor area

Section 4. The San Francisco Planning Code is hereby amended by amending Table 270, to read as follows:

TABLE 270 BULK LIMITS			
District Symbol on Zoning Map	Height Above Which Maximum Dimensions Apply (in feet)	Maximum Plan Dimensions (in feet)	
		Length	Diagonal Dimension
A	40	110	125

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B	50	110	125
C	80	110	125
D	40	110	140
E	65	110	140
F	80	110	140
G	80	170	200
H	100	170	200
I	150	170	200
J	40	250	300
K	60	250	300
L	80	250	300
M	100	250	300
N	40	50	100
R	This table not applicable. But see Section 270(e).		
R-2	This table not applicable. But see Section 270(f).		
V		110	140
V	* At setback height established pursuant to Section 253.2.		
OS	See Section 290.		
S	This table not applicable. But see Section 270(d).		
T	At setback height established pursuant	110	125

	to Section 132.2, but no higher than 80 feet.		
X	This table not applicable. But see Section 260(a)(3).		
TB	This table not applicable. But see Section 263.18.		
CP	This table not applicable. But see Section 263.24.		
HP	This table not applicable. But see Section 263.25.		
<u>EP</u>	<u>This table not applicable. But see Section 263.27.</u>		

Section 5. The San Francisco Planning Code is hereby amended by adding Section 309.2, to read as follows:

Section – 309.2 Permit Review in the Executive Park Special Use District

The provisions and procedures set forth in Section 309.1, applicable in Downtown Residential Districts, shall also apply in the Executive Park Special Use District (SUD) to achieve the objectives and policies of the General Plan and the purposes of this Code, including but not limited to Section 249.54 and Section 263.27, except that Section 309.2(a) and (b) shall apply instead of the provisions in Section 309.1(a) and (b), the provisions of Section 309.1(c) are modified as provided in Section 309.2(c) and Section 309.1(e) is inapplicable in the SUD.

(a) Design Review.

(1) In addition to the standard permit review process, the design of projects for all new construction shall be subject to design review and approval by Department staff. A detailed design review will be initiated by Department staff working with the project sponsor, at the time an application for 309.2 review or building permit is filed, and may take place in advance of filing a building permit

1 application. This comprehensive review shall resolve issues related to the project's design, including
2 the following:

3 (A) Overall building massing and scale;

4 (B) Architectural treatments, facade design and building materials;

5 (C) The design of lower floors, including building setback areas, townhouse-style units and
6 entries, entries and parking and loading access;

7 (D) The provision of required open space, both on- and off-site;

8 (E) Streetscape and other public improvements, including tree planting, street furniture, and
9 lighting and adherence to all relevant regulations, plans and guidelines;

10 (F) Circulation, including streets, alleys and mid-block pedestrian pathways.

11 (2) For review of Projects that include retail space as specified in Planning Code Section
12 281 of 10,000 gross square feet or more, the Commission shall consider the criteria in Section
13 121.2(a)(1) – (3).

14 (3) Other changes necessary to bring a project into conformance with the Executive Park
15 Subarea Plan of the Bayview Hunters Point Area Plan, approved by the Board of Supervisors on
16 _____ , the Executive Park Design Guidelines, approved by the Planning Commission
17 by Resolution No. _____ and incorporated by this reference into this Section, and other
18 elements and area plans of the General Plan. If the project sponsor opposes project modifications and
19 conditions recommended by the Director of Planning pursuant to the design review, the Director shall
20 prepare a report of recommended modifications which shall be presented to the Planning Commission
21 for a hearing pursuant to Subsection (c) and which shall be available to the public upon mail
22 notification of said hearing.

23 (b) Exceptions.

24 (1) Exceptions to the following provisions of this Code may be granted as provided for
25 below:

1 (A) Reductions in the dwelling unit exposure requirements of Section 140.

2 (B) Modification from dimension and exposure requirements for site open space
3 requirements.

4 (C) Reduction of required on-site residential open space of 36 square feet per unit described
5 in Section 249.54 to create additional off-site publicly-accessible open space and superior building
6 design.

7 (D) Design, location, and size of publicly-accessible open space as allowed by Section
8 249.53 and equivalence of proposed publicly-accessible open space in size and quality with required
9 on-site open space.

10 (E) Minor deviations from the provisions for measurement of height in Sections 260 of the
11 Code as otherwise provided in Section 304(d)(6), in cases where the Planning Commission finds that
12 such minor measurement modification is necessary for a project of outstanding overall design,
13 complementary to the design of the surrounding area, and necessary to meet the intent and policies of
14 the relevant area plan of the General Plan.

15 (c) Hearing and Determination on Design Modifications and Applications for Exceptions.
16 The provisions and procedures in Section 309.1(c) shall apply with the following modifications:

17 (1) Hearing. The Planning Commission shall hold a public hearing for all projects
18 involving new construction and projects involving the establishment of retail uses of 10,000 gross
19 square feet or more.

20 (2) Notice of Hearing. Notice of such hearings shall follow all notice and posting provisions
21 for Hearings for Conditional Use authorizations for properties within NC Districts.

22 (3) Director's Recommendations on Modifications and Exceptions. At the hearing, the
23 Director of Planning shall review for the Commission key urban design issues related to the project
24 based on the design review pursuant to Subsection (a) and recommend to the Commission
25

1 modifications to the project and conditions for approval as necessary. The Director shall also make
2 recommendations to the Commission on any proposed exceptions pursuant to Subsection (b).

3 (4) Decision and Imposition of Conditions. If pursuant to the provisions of Section
4 309.1(c), the Planning Commission determines that conditions should be imposed on the approval of a
5 building or site permit application or an application for exceptions to conform the building to the
6 standards and intent of the Executive Park Subarea Plan and other elements of the General Plan and
7 the applicant agrees to comply, the Commission may approve the application subject to those
8 conditions.

9 Section 5. This section is uncodified.


10 In enacting this Ordinance, the Board intends to amend only those words, phrases,
11 paragraphs, subsections, sections, articles, numbers, punctuation, charts, diagrams or any
12 other constituent part of the Planning Code that are explicitly shown in this legislation as
13 additions, deletions, Board amendment additions, and Board amendment deletions in
14 accordance with the "Note" that appears under the official title of the legislation. This
15 Ordinance shall not be construed to effectuate any unintended amendments. Any additions or
16 deletions not explicitly shown as described above, omissions, or other technical and non-
17 substantive differences between this Ordinance and the Planning Code that are contained in
18 this legislation are purely accidental and shall not effectuate an amendment to the Planning
19 Code. The Board hereby authorizes the City Attorney, in consultation with the Clerk and other
20 affected City departments, to make those necessary adjustments to the published Planning
21 Code, including non-substantive changes such as renumbering or relettering, to ensure that
22 the published version of the Planning Code is consistent with the laws that this Board enacts.

23
24 Specifically, the Board of Supervisors recognizes that pending ordinances in Files Nos.

25 _____ and _____ amend the one of the same sections of the Planning Code

1 amended by this Ordinance. The Board intends that, if adopted, the Board amendment
2 additions, and Board amendment deletions shown in all three Ordinances be given effect so
3 that the substance of each ordinance be given full force and effect. To this end, the Board
4 directs the City Attorney's office and the publisher to harmonize the provisions of each
5 ordinance.

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

8 By: 
9 Elaine C. Warren
Deputy City Attorney

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SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No.

HEARING DATE: MAY 5, 2011

Date: **April 21, 2011**
Case No.: **2006.0422EMTUZ**
Project: **Executive Park Amendments (Planning Code Map)**
Location: **Highway 101 and Harney Way**
Staff Contact: **Mat Snyder – (415) 575-6891**
mathew.snyder@sfgov.org
Recommendation: **Approve Amendment**

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415.558.6377

APPROVING AMENDMENTS TO SAN FRANCISCO PLANNING CODE BY AMENDING ZONING SECTIONAL MAPS ZN10, HT10 AND SU10 AND MAPPING THE NEW EXECUTIVE PARK SPECIAL USE DISTRICT MAKING VARIOUS FINDINGS, INCLUDING CEQA FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend Planning Code Amendments to the Board of Supervisors; and

On May 11, 2006, Universal Paragon Inc. (Project Sponsor) and on March 22, 2006 Yerby Company ("Yerby") (Project Sponsor) submitted applications to jointly amend the Planning Code. In working with the Project Sponsors, the Planning Department is proposing the following Zoning Map amendments: (1) Amendments to Zoning Sectional Map ZN10 by rezoning the following parcels from their current zoning (either C-2 or M-1) to RC-3: 4991 / Lots: 012, 024, 021, 065, 074, 075, 078, 085 and 086; and Block 5076, Lots 012 and 013 ; (2) Amendments to Zoning Sectional Map SU10 by including the same parcels within the newly created Executive Park Special Use District; and (3) Amendments to Zoning Section Map HT10 by rezoning the following parcels from 40-X and 80-X to 65/240-EP: Assessor's Lot 4991 / Lots: 074, 075, 085 and 086.

This Zoning Map Amendment application is part of a larger project that includes three components: (1) a development project sponsored by UPC that would include up to 1,100 dwelling units, approximately 70,000 gross square feet of retail, and approximately 1,677 off-street parking spaces (2) a development project sponsored by Yerby that would include up to 500 dwelling units and approximately 750 off-street parking spaces; and (3) General Plan amendments along with Planning Code Text amendments and the subject Map amendments.

The history of Executive Park in its current form starts in the mid 1970s. In 1976, the Planning Commission certified the San Francisco Executive Park Final EIR which analyzed a project that included 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000 square feet in total), plus 3,900 parking spaces. At the time, Amendments were made to the South Bayshore Plan to allow commercial uses at the location. In 1978, a master

development plan ("1978 Development Plan") was created to guide development based on the Project analyzed in the 1976 EIR.

In 1980 and 1981, the Planning Commission approved minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses. The City issued permits for the construction of four office buildings and a restaurant under the 1978 Development Plan; three of the office buildings had been constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

In 1985, following certification of a subsequent environmental impact report, the Planning Commission approved a Planned Unit Development that revised the 1978 Development Plan that, when combined with the four office buildings and restaurant previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces. At the same time, the Executive Park Subarea Plan was established as part of the South Bayshore Area Plan to memorialize the development program and urban form through a General Plan Amendment. Related Planning Code Map amendments were also approved.

In 1992, the developer sought and obtained a revision to the 1985 Planned Unit Development. This revision added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space and increased the square footage of residential use but not the unit count. Five residential buildings, located in the eastern portion of the site, containing 304 units and 517 parking spaces have been constructed under this development proposal by TopVision. ("TopVision Phases I and II"). Minor General Plan amendments were approved in conjunction with this approval.

In 1999, the Planning Commission certified a supplemental environmental impact report, and in 2000, approved a Planned Unit Development that extended and modified the prior 1985 Planned Unit Development authorization by including a residential variant, which provided for some additional residential development in the northwestern portion of the site. Amendments to the Executive Park Subarea Plan that replaced all of the Plan's figures and added text were adopted in conjunction with these approvals. The general land use program remained the same.

In 2005, Signature Properties development project was approved under a separate PUD for the northwestern portion of the Subarea Plan Area. Nearing completion, it will include up to 450 residential units, 14,000 square feet of retail space, and 588 parking spaces when built-out. Amendments to the Executive Park Subarea Plan were adopted as a part of this Planned Unit Development authorization.

In 2007 TopVision obtained approval under the 2000 Approved Development Plan for a Phase III development, which includes 465 units and about 776 parking spaces north of existing TopVision Phases I and II residential buildings on the eastern portion of the Subarea Plan Area.

Existing and approved development projects in the Executive Park Subarea Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

Yerby has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface parking spaces, and UPC has

applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and 1,677 subsurface parking spaces. These projects will require amendment of the Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

On April 7, 2011, pursuant to Planning Code section 302(b) and the Commission initiated the Planning Code text amendments by Resolution No. 18312, including amendments that include the following: (1) Amendments to Zoning Sectional Map ZN10 by rezoning the following parcels from their current zoning (either C-2 or M-1) to RC-3: 4991 / Lots: 012, 024, 021, 065, 074, 075, 078, 085 and 086; and Block 5076, Lots 012 and 013 ; (2) Amendments to Zoning Sectional Map SU10 by including the same parcels within the newly created Executive Park Special Use District; and (3) Amendments to Zoning Section Map HT10 by rezoning the following parcels from 40-X and 80-X to 65/240-EP: Assessor's Lot 4991 / Lots: 074, 075, 085 and 086.

On May 5, 2011, by Motion No. _____, the Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"); and

On May 5, 2011, by Resolution No. _____, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the Executive Park Subarea Plan and related zoning text and map amendments, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

A draft ordinance, substantially in the form **attached hereto as Exhibit A**, approved as to form, would amend the Planning Code by amending Sectional Maps ZN10, HT10, and SU10 .

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the Planning Code map amendments promote the public welfare, convenience and necessity for the following reasons:

1. The Planning Code map amendments would enable the creation of a mixed-use predominately residential units that would include upwards of 1,100 additional units of housing on a portion of the Executive Park site that features an underutilized insular suburban-style office park that effectively cuts off the rest of the City from the adjacent shoreline.

Resolution No.
Hearing Date: May 5, 2011

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Executive Park
Zoning Map Amendments

2. The amendments include Planning Code provisions that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help connect and integrate adjacent neighborhoods.
3. The amendments will accommodate development that will, in turn, support development that will provide employment opportunities in construction, residential property management and operation, and related retail and services .
4. The Planning Code Map amendments include provisions that will require adherence to newly created Design Guidelines that will assure a high quality public realm and street network.
5. The Planning Code map amendments anticipate future improvements to regional transportation infrastructure thereby providing a framework where future development will appropriately interface with expected future infrastructure..
6. The Planning map amendments, and by extension the Design Guidelines, include provisions that will new streets designed for multiple modes of transport, emphasizing travel by foot and by bicycle.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the Planning Code amendments are in general conformity with the General Plan, and Planning Code section 101.1(b) pursuant to Planning Commission Motion No. _____. The findings attached to Resolution No. _____ as Exhibit B, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 302, the Planning Commission recommends to the Board of Supervisors **approval** the Planning Code Map amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 5, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

Resolution No.
Hearing Date: May 5, 2011

Case No 2006.0422EMTUZ
Executive Park
Zoning Map Amendments

I:\Citywide\Community Planning\Southeast BVHP\Executive Park\Work Products in Progress\Approval Packet and Notification\Ex Park - Map Amendments - CPC Approval Reso.doc

**EXECUTIVE PARK
ZONING MAP AMENDMENTS**

Exhibit A

Draft Ordinance and Legislative Digest

FILE NO.

LEGISLATIVE DIGEST

[Zoning Map Amendments – Executive Park Subarea Plan Area]

Ordinance amending the San Francisco Planning Code by amending Sectional Maps SU10 of the Zoning Map of the City and County of San Francisco to establish the Executive Park Special Use District; amending Sectional Map HT10 to establish the 65/240-EP Height and Bulk District; amending Sectional Map ZN09 to change certain Executive Park parcels from C-2(Community Business) and M-1(Light Industrial) to RC-3(Residential-Commercial Combined, Medium Density) ; adopting findings, including environmental findings, Planning Code Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

Existing Law

Section 105 of the Planning Code describes the San Francisco Zoning Map as showing the "designations, locations and boundaries of the districts established by this Code." The Zoning Map is incorporated within the Planning Code pursuant to Section 106. Under Section 302 of the Code, the process for amending the Zoning Map is the same as the process for amending the text of the Code.

Amendments to Current Law

This ordinance amends the San Francisco Zoning Map by amending Sections Maps SU10 and ZN09 to show a newly created Executive Park Special Use District for the blocks and lots listed and to change the zoning in some Executive Park parcels from C-2 and M-1 zoning to RC-3. Sectional Map HT10 of the Zoning Map is being amended to show newly created 65/240 EP Height and Bulk Districts for the blocks and lots listed, and to supersede the existing 40-X and 40-X/80-X Height and Bulk Districts applicable to the listed blocks and lots.

Background Information

Executive Park is a 71 acre area in the southeastern part of the City located east of Highway 101 and generally bounded on the south and north by San Francisco Bay and Bayview Hill. The Executive Park Special Use District comprises approximately 15 acres in the Executive Park Subarea Plan area of the General Plan that contains an existing office park. Other areas of Executive Park have been or are being developed for residential uses. The Executive Park Special Use District is generally bounded on the north and east, respectively, by Executive Park North and Executive Park East, on the west by Highway 101 and on the south by Harney Way. This ordinance is part of a package of amendments to the General Plan, the Zoning Map and the Planning Code that will facilitate the transition of the existing office park to a medium to high density, mixed-use, predominately residential area.

[Zoning Map Amendments – Executive Park Subarea Plan Area]

Ordinance amending the San Francisco Planning Code by amending Sectional Maps SU10 of the Zoning Map of the City and County of San Francisco to establish the Executive Park Special Use District; amending Sectional Map HT10 to establish the 65/240-EP Height and Bulk District; amending Sectional Map ZN09 to change certain Executive Park parcels from C-2(Community Business) and M-1(Light Industrial) to RC-3(Residential-Commercial Combined, Medium Density) ; adopting findings, including environmental findings, Planning Code Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

NOTE: Additions are *single-underline italics Times New Roman*;
 deletions are ~~*strike-through italics Times New Roman*~~.
 Board amendment additions are double-underlined;
 Board amendment deletions are ~~strikethrough normal~~.

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

Section 1. Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (Public Resources Code 21000 et seq.) Said determination is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

(b) In accordance with the actions contemplated herein, this Board adopted Resolution No. _____ concerning findings pursuant to the California Environmental Quality Act. Said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____ and is incorporated herein by reference.

1 (c) Pursuant to Section 302 of the Planning Code, the Board finds that this
 2 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in
 3 Planning Commission Resolution No. _____ and the Board incorporates those reasons
 4 herein by reference. A copy of Planning Commission Resolution No. _____ is on file
 5 with the Clerk of the Board of Supervisors in File No. _____.

6 (d) The Board of Supervisors finds that this ordinance is in conformity with the
 7 General Plan and the Priority Policies of Planning Code Section 101.1 for the reasons set
 8 forth in Planning Commission Resolution No. _____ and incorporates those findings hereby
 9 by reference.

10 (e) The Board hereby incorporates by reference the project-specific findings set
 11 forth in Section 1(B) of the companion ordinance that amends the General Plan by amending
 12 the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

13 Section 2. The San Francisco Planning Code is hereby amended by amending
 14 Sectional Map ZN10 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>	<u>Zoning District to be Superseded</u>	<u>Zoning District Hereby Approved</u>
Assessor's Block 4991, Lots 074, 075, 085 and 086	Community Business (C-2)	Residential-Commercial Combined, Medium Density (RC-3)
Assessor's Block 4991, Lots 012, 024, 061, 065 and 078; Block 5076, Lots 012 and 013	Light Industrial (M-1)	Residential-Commercial Combined, Medium Density (RC-3)

25 Section 3. The San Francisco Planning Code is hereby amended by amending


1 Sectional Map SU10 of the Zoning Map of the City and County of San Francisco, as
 2 follows:

<u>Description of Property</u>	<u>Special Use District Hereby Approved</u>
Assessor's Block 4991, Lots 012, 024, 061, 065, 074, 075, 078, 085 and 086; Block 5076, Lots 012 and 013	Executive Park Special Use District

8
 9 Section 4. The San Francisco Planning Code is hereby amended by amending
 10 Sectional Map HT10 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>	<u>Height and Bulk District To Be Superseded</u>	<u>Height and Bulk District Hereby Approved</u>
Block 4991, Lot 074	40-X	65/240-EP
Block 4991, Lots 075, 085, and 086	40-X/80-X	65/240-EP

17
 18
 19 APPROVED AS TO FORM:
 20 DENNIS J. HERRERA, City Attorney

21 By: 
 22 Elaine C. Warren
 23 Deputy City Attorney

Zoning Maps



Existing Land Use Zoning



Proposed Land Use Zoning

Case No. 2006.0422MTUZ
Executive Park

Height and Bulk Maps



Existing Height and Bulk Zoning



Proposed Height and Bulk Zoning



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No.

HEARING DATE: MAY 5, 2011

Date: **April 21, 2011**
Case No.: **2006.0422EMTUZ**
Project: **Executive Park Design Guidelines**
Location: **Highway 101 and Harney Way**
Staff Contact: **Mat Snyder – (415) 575-6891**
mathew.snyder@sfgov.org
Recommendation: **Adopt the Executive Park Design Guidelines**

1650 Mission St.
Suite 400
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Planning
Information:
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ADOPTING DESIGN GUIDELINES FOR EXECUTIVE PARK AND MAKING VARIOUS FINDINGS, INCLUDING CEQA FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend Planning Code Amendments to the Board of Supervisors; and

On May 11, 2006, Universal Paragon Inc. (Project Sponsor) and on March 22, 2006 Yerby Corporation (Project Sponsor) submitted applications to jointly amend the Planning Code. In working with the Project Sponsors, the Planning Department is proposing amendment to the Planning Code by adding Planning Code Section 249.54 to establish the Executive Park Special Use District, Planning Code Section 263.27 and Planning Section to establish the 65/240-EP Height and Bulk District and controls thereto, and Planning Code Section 309.2, "Permit Review in Executive Park".

This Zoning Text Amendment application is part of a larger project that includes three components: (1) a development project sponsored by UPC that would include up to 1,100 dwelling units, approximately 70,000 gross square feet of retail, and approximately 1,677 off-street parking spaces (2) a development project sponsored by Yerby that would include up to 500 dwelling units and approximately 750 off-street parking spaces; and (3) General Plan amendments along with Planning Code Map and subject Text amendments.

The proposed Planning Code Text Amendments refers to the Executive Park Design Guidelines as further controls and guidance for development. The Department has prepared draft Executive Park Design Guidelines ("Guidelines") that are to work as an extension of and in conjunction with the Objectives and Policies of the Executive Park Subarea Plan and with the Planning Code provisions for Executive Park. The Guidelines address issues regarding Street and Block Pattern, the Public Realm, Buildings and Siting, Building Features and Characteristics, and Sustainability.

The history of Executive Park in its current form starts in the mid 1970s. In 1976, the Planning Commission certified the San Francisco Executive Park Final EIR which analyzed a project that included 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of

retail space (about 1,100,000 square feet in total), plus 3,900 parking spaces. At the time, Amendments were made to the South Bayshore Plan to allow commercial uses at the location. In 1978, a master development plan ("1978 Development Plan") was created to guide development based on the Project analyzed in the 1976 EIR.

In 1980 and 1981, the Planning Commission approved minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses. The City issued permits for the construction of four office buildings and a restaurant under the 1978 Development Plan; three of the office buildings had been constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

In 1985, following certification of a subsequent environmental impact report, the Planning Commission approved a Planned Unit Development that revised the 1978 Development Plan that, when combined with the four office buildings and restaurant previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces. At the same time, the Executive Park Subarea Plan was established as part of the South Bayshore Area Plan to memorialize the development program and urban form through a General Plan Amendment. Related Planning Code Map amendments were also approved.

In 1992, the developer sought and obtained a revision to the 1985 Planned Unit Development. This revision added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space and increased the square footage of residential use but not the unit count. Five residential buildings, located in the eastern portion of the site, containing 304 units and 517 parking spaces have been constructed under this development proposal by TopVision. ("TopVision Phases I and II"). Minor General Plan amendments were approved in conjunction with this approval.

In 1999, the Planning Commission certified a supplemental environmental impact report, and in 2000, approved a Planned Unit Development that extended and modified the prior 1985 Planned Unit Development authorization by including a residential variant, which provided for some additional residential development in the northwestern portion of the site. Amendments to the Executive Park Subarea Plan that replaced all of the Plan's figures and added text were adopted in conjunction with these approvals. The general land use program remained the same.

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Existing and approved development projects in the Executive Park Subarea Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

Yerby has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface parking spaces, and UPC has applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and 1,677 subsurface parking spaces. These projects will require amendment of the Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

On May 5, 2011, by Motion No. _____, the Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"); and

On May 5, 2011, by Resolution No. _____, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the Executive Park Subarea Plan and related zoning text and map amendments, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

A draft of the Executive Park Design Guidelines, **attached hereto as Exhibit A**, would establish design policies related to street and block pattern, the public realm, building siting and characteristics, and sustainability. .

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the **Executive Park Design Guidelines** promote the public welfare, convenience and necessity for the following reasons:

1. The Executive Park Design Guidelines would enable the creation of a mixed-use predominately residential units that would include upwards of 1,100 additional units of housing on a portion of the Executive Park site that features an underutilized insular suburban-style office park that effectively cuts off the rest of the City from the adjacent shoreline.
2. The Guidelines include Planning Code provisions that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help connect and integrate adjacent neighborhoods.
3. The Design Guidelines will assure a high quality public realm and street network.

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Executive Park
Design Guidelines

4. The Guidelines anticipate future improvements to regional transportation infrastructure thereby providing a framework where future development will appropriately interface with expected future infrastructure..
5. The Design Guidelines, include provisions that will new streets designed for multiple modes of transport, emphasizing travel by foot and by bicycle.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the Executive Park Design Guidelines are in general conformity with the General Plan, and Planning Code section 101.1(b) pursuant to Planning Commission Motion No. _____. The findings attached to Resolution No. _____ as Exhibit B, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, the Planning Commission **adopts** to the Executive Park Design Guidelines.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 5, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

I:\Citywide\Community Planning\Southeast BVHP\Executive Park\Work Products in Progress\Approval Packet and Notification\Ex Park - Design Guidelines - CPC Approval Reso.doc



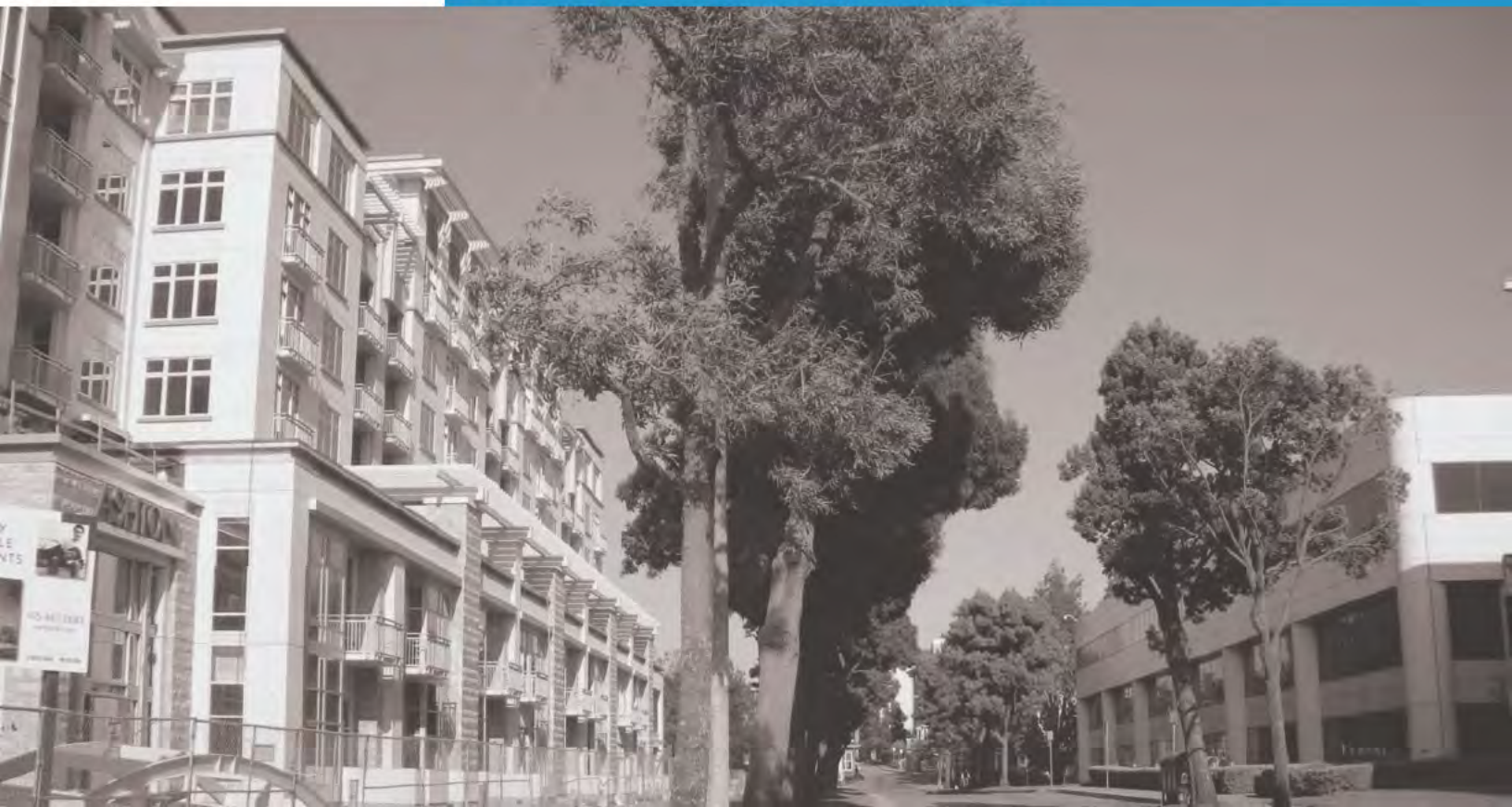
SAN FRANCISCO
PLANNING
DEPARTMENT

Design Guidelines for Executive Park

DEVELOPMENT DESIGN GUIDELINES ASSOCIATED WITH THE
EXECUTIVE PARK SUBAREA PLAN AND THE EXECUTIVE PARK
SPECIAL USE DISTRICT

(PLANNING CODE SECTION 249.54)

SAN FRANCISCO PLANNING DEPARTMENT | DRAFT FEBRUARY 2011



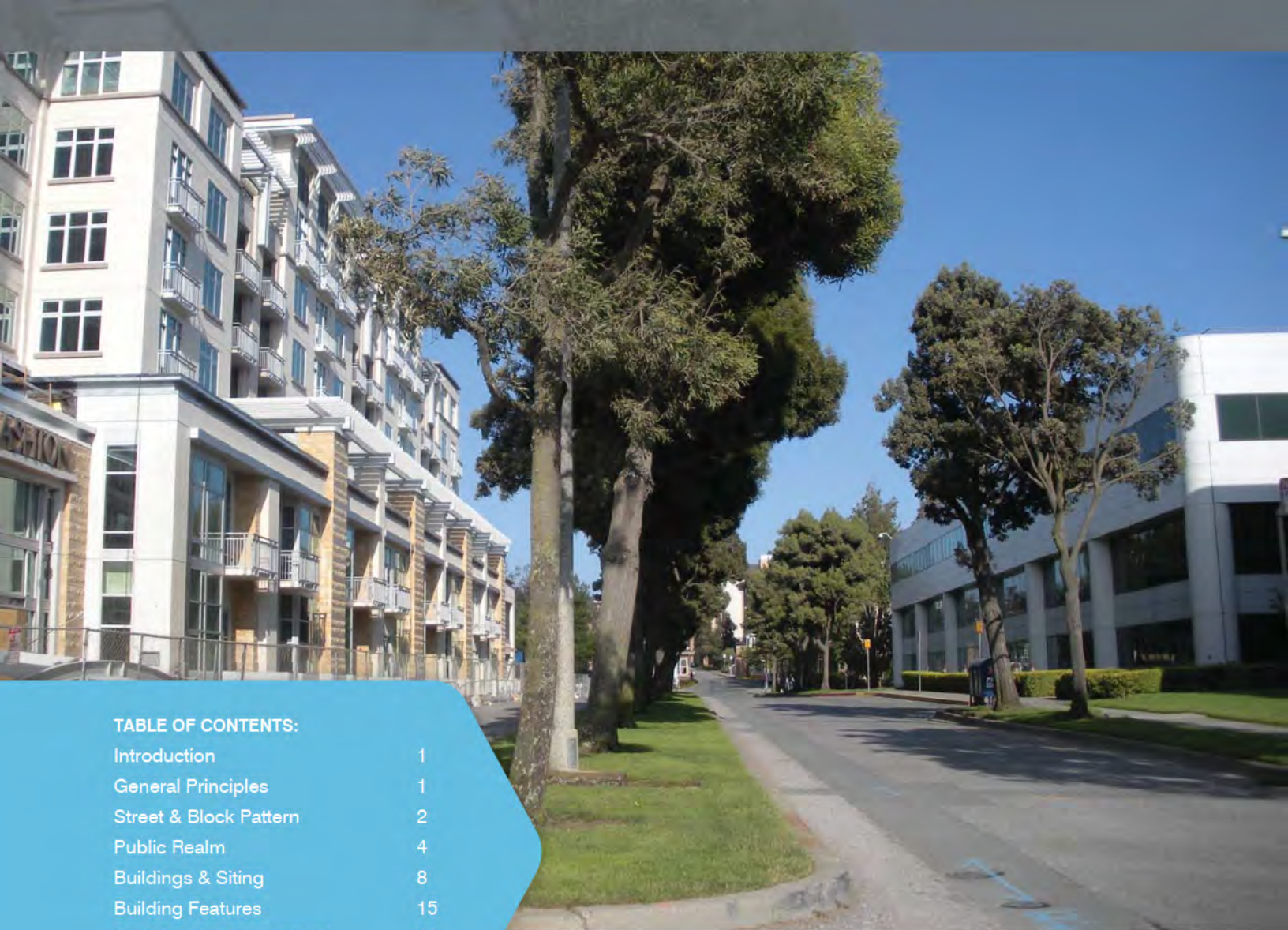


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Introduction

Executive Park was originally conceived as a suburban office park. When the south border of San Francisco was considered outside of an urban context, this approach to land use may have made sense. However, southeast San Francisco is now slated for major transformation; this once remote section of the City will be the focal point of vibrant urban centers.

Today Executive Park is largely characterized by low lying office buildings and expansive parking lots – a condition that hinders a sense of place and connectivity. There is now the opportunity to turn the Executive Park parcels into new a new residential community better connected with the rest of the City. While residential development has commenced on portions north and east of the existing office development, the envisioned new development would better fit with this residential development.

The intent of these Design Guidelines is to guide the redevelopment of the portion of Executive Park currently occupied by office and parking. In doing so, Executive Park will become a more coherent and typically urban community.

These Design Guidelines implement the Executive Park Subarea Plan and work in concert with the Executive Park Special Use District (Planning Code Section 249.54) in ensuring quality development. These Guidelines provide guidance for the following:

1. **Laying out blocks and streets;**
2. **Creating the appropriate relationship between buildings, streets, and open spaces – topics best not left to specific quantitative controls; and**
3. **Particular circumstances unique to Executive Park.**

These Guidelines are focused of directing development in the office park portion of Executive Park, the portion surrounded by Harney Way, Alana Way, and Executive Park Boulevards West, North and East.

In using these Guidelines, developers and planners are to take into consideration the intent of each topic as well as specific guidelines to ensure the overall goal is met.

GENERAL PRINCIPLES

The following general principles Urban Design inform the guidelines:

1. **Livable Neighborhood Scale:** New development should reflect the pedestrian-oriented character of nearby neighborhoods, and of traditional San Francisco neighborhoods in general, with small blocks, a compact, fine-grained building pattern, and good quality streets and public spaces.
2. **Links to Existing Neighborhoods:** Executive Park is adjacent to existing neighborhoods, and street and visual connections should be designed to connect

them. Access through the site should be public and inviting, and the design of the streets, open spaces and buildings should reinforce the idea of Executive Park as an extension of the surrounding community.

3. **Housing:** Housing should be oriented to streets and focused on the activities of the ground level.
4. **Pedestrian and Transit Orientation:** New development should reflect a pedestrian-oriented community that encourages alternatives to auto ownership and usage to the greatest degree possible.

GUIDELINES FOR

Street & Block Pattern

The intent of these Guidelines along with the Executive Park Subarea Plan and the Executive Park Special Use District is to create a connected, vibrant, high-density urban residential neighborhood. In completing the new neighborhood, the layout of blocks and streets are required to meet the following general performance criteria:

- Reflect fine-grained block pattern typical of San Francisco; Generally, new blocks should be no larger than a typical San Francisco 200-foot by 600-foot block. Smaller blocks are encouraged. Larger blocks should provide publicly accessible pedestrian paths through the block;
- Ensure all rights-of-way whether publicly or privately held and maintained be publicly accessible at all times;
- Provide multiple ways of travel through the new streets for those travelling from west of Highway 101 to the Bay shoreline and the Candlestick Point State Recreation Area;
- Anticipate future improvements to Harney Way and Alana Way, while addressing each as a major urban space;
- Align new streets through the subject parcels with those recently completed as part of the Candlestick Cove and Top Vision developments;
- Anticipate adjustments to the existing property lines including vacation of a portion of Thomas Mellon Circle to create regular street corners, enabling Thomas Mellon to meet Harney at a right angle, and adjusting the parcel line between lots 086 and 075 of Block 4991.

EXISTING CONDITION

The office park portion of Executive Park is currently subdivided into four large parcels which accommodates low rise buildings and substantial areas of surface parking. New residential development has introduced new street patterns to the immediate north and east. However, the expansive large lots interrupt any urban pattern or sense of connectivity.



ADJUSTMENTS

New development at Executive Park should anticipate needed adjustments to the existing block and street pattern. Specifically, anticipating the reconfiguration and widening of Harney Way, the partial vacation of Thomas Mellon Circle to create a more typical right-angle intersection, regularizing the boundary between the two large lots west of Thomas Mellon Circle, and enabling Thomas Mellon Circle to be aligned to meet Harney at a right-angle.



- Regularize boundary between existing lots
- Allow partial vacation of Thomas Mellon Circle
- Anticipate widening of Harney Way and Alana Way
- Reconfigure Thomas Mellon Circle so that it meets Harney at a right angle

NEW BLOCK PATTERN

New streets are required to be introduced within the existing lot pattern to break up the scale and provide better permeability into and connectivity through the site.



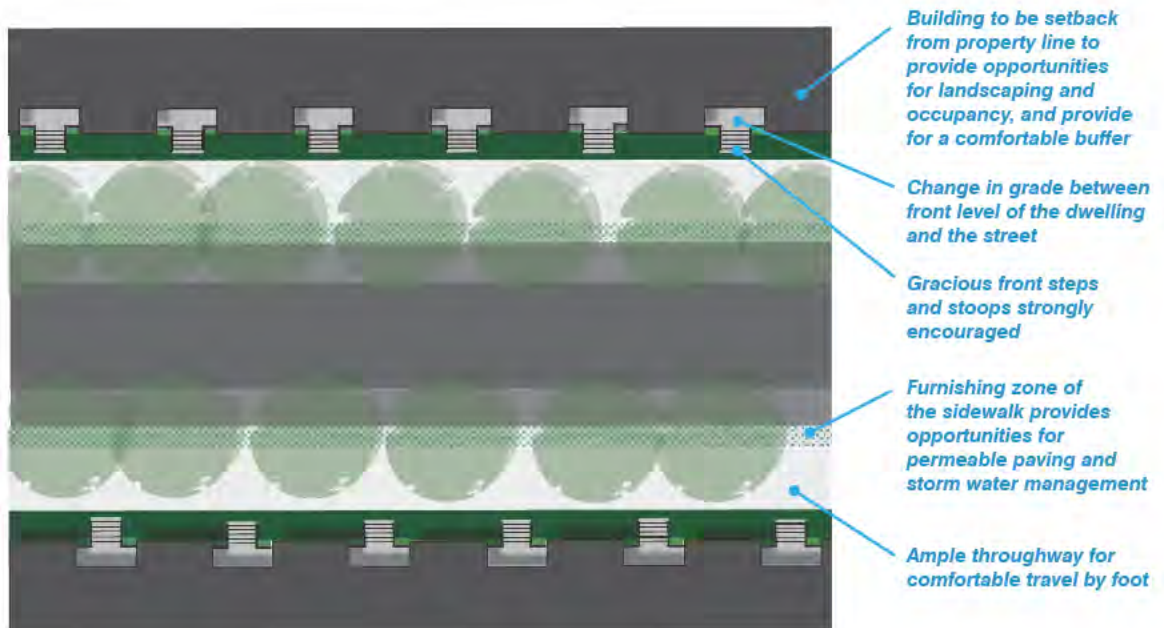
GUIDELINES FOR

The Public Realm

ALL STREETS

The Executive Park Subarea Plan calls for a fine grained pattern of streets and blocks. The Plan's Circulation Network (Executive Park Subarea Plan Figure 9) further calls for a mix of street and rights-of-way typologies in accordance with the individual street's role and hierarchy. The guidelines below are to assure that the streets are multi-modal in nature, and are especially designed to provide pedestrian comfort, safety, and interest. Streets (including, alleys, and paseos) may be required to be designed to incorporate stormwater management controls as required by the San Francisco Public Utilities Commission's (SFPUC) Stormwater Design Guidelines and as recommended by the City's Better Streets Plan.

1. The design of streets shall incorporate the principles of the City's Better Streets Plan.
2. Streets should be designed for multi-modal use with the street design physically reinforcing slower auto traffic speeds.
3. Streets internal to the site should feature narrow curb-to-curb widths, corner-bulb-outs and other features that physically calm auto traffic.



4. On-street parking should be provided where appropriate.
5. Except for Executive Park West and the south side blockface of Alley A east of Thomas Mellon, parking access to development shall be limited to one curb cut per block face.
6. Crosswalks should be boldly marked.
7. If streets are not publicly owned, they should be publicly accessible at all times and read visually as public streets.
8. Buildings should meet the street with active frontages.
9. Streets should be connected to publicly accessible rights-of-way at both ends (there should be no dead-ends or cul-de-sacs), including connections to streets, alleys, pathways or open spaces.
10. Streets should be designed to emphasize their use as public or common open space.
11. A Streetscape Master Plan shall be developed by the Project Sponsors under the direction of Planning Department staff. The Streetscape Master Plan shall identify a pallet of streetscape improvements including landscaping and furnishings, and locations for such improvements. Street furniture, seating areas, and other pedestrian amenities shall be installed pursuant to a Streetscape Master Plan.
12. Implementation of streetscape and other infrastructure improvements should be clearly delineated amongst different phases of development. Consistent with Planning Code Section 249.54 (c)(15), Planning Commission / Planning Department approval shall incorporate conditions for each phase that clearly lays out which portions of the Streetscape Master Plan will be constructed prior to the issuance of a Certificate of Final Completion for said phase.
13. Street trees should be planted according to the Streetscape Master Plan. In general, street trees should be planted every 20 feet on center. Where this spacing is not feasible due to a driveway or other obstruction, spacing elsewhere should be reduced or other means should be taken to achieve at least the same number of trees as would be provided at the 20-foot interval.
14. Lighting should be installed pursuant to the Streetscape Master Plan. Lighting placement should take into consideration appropriate photometric studies, the desire to reduce light pollution from the sky and light levels adequate to, but not too overly light the space being lit. Lighting can be in the form of pedestrian-oriented lights for smaller-scale streets, and where appropriate, incorporated onto adjacent buildings.
15. All utilities on new streets should be placed underground.
16. Where appropriate, street design shall incorporate transit facility improvements and vehicle capacity.

ALLEYS (NARROW STREETS)

“Alleys” as identified in these Guidelines and the Subarea Plan are narrow rights-of-way (approximately 40 feet wide and less), that are secondary to the street network. While they provide access to parking and loading, they are to be similarly treated as other streets in assuring easy travel by bicycle and by foot and by being pleasant spaces in their own right.

1. Where provided, alleys should not only be used for service functions, but should also be designed for all uses and to be pedestrian-friendly, attractive, and safe.
2. Like all other streets, alleys should be designed to encourage slow auto movement; strategies to achieve this include single-surface paving, alternative paving materials, bulb-outs, chicanes, landscape elements and the like.

PASEOS

Paseos, or pedestrian pathways, are either rights-of-way that do not allow auto access or allow public pedestrian access across blocks. Their public nature is to be emphasized as to not give the impression of restricted access. If pathways are not publicly owned, they should be publicly accessible at all times and read visually as public rights-of-way.

1. There should be no gates on paseos at any time.
2. Paseos should be connected to publicly accessible rights-of-way at both ends (there should be no dead-ends), including connections to streets, alleys, pathways or open spaces.
3. Paseos should have active frontage wherever possible.
4. For paseos in residential zones, townhome-style individual residential entries are encouraged on pathways wherever possible. In commercial zones, active retail frontage on pathways is encouraged.
5. Paseos should be well lit with downward facing, pedestrian-scale lighting.
6. Street furniture, seating areas, alternative paving materials, landscaping, and pedestrian amenities must meet or exceed plan requirements. Pathways should have a minimum sustained width of 20 feet.

PUBLIC OPEN SPACE

“Public Open Space” outside of the Bayview Hillside open space, as shown in Figure 10 of the Subarea Plan should be intimate in scale and tie fluidly into the street network. As a part of the public realm network, the proposed open spaces are to increase the sense of connectivity, access and permeability between the established neighborhoods and the shoreline open space. The small intimate urban spaces should complement the expansive nature-oriented open spaces on either side of the neighborhood.

1. Maximize public open space to serve the site and neighboring communities.
2. Open space should be provided in cohesive, usable spaces that become an organizing principle for surrounding development, not in the left over spaces between buildings.
3. Open spaces should be part of a larger network of pedestrian connections that help lead residents and visitors through the neighborhood and connect to larger City and regional open space resources such as Bayview Hill Open Space and Candlestick Point State Recreation Area.
4. The development’s provision of open space should emphasize public space over private space. Open space should be visually and physically accessible to the public from at least one, and preferably more, streets, alleys, or paths, with the interior of the open space visible from the street. It should not be gated.
5. Designated public open spaces should be active, accessible and safe. Open spaces should be publicly accessible at all hours; security fences and gates should not be used in the design of public open spaces.
6. Open spaces should be designed with their programming intent in mind; programming for the blocks surrounded by Executive Park Boulevard, Alana, and Harney could include seating for cafés, overlooks, seating for awaiting transit.

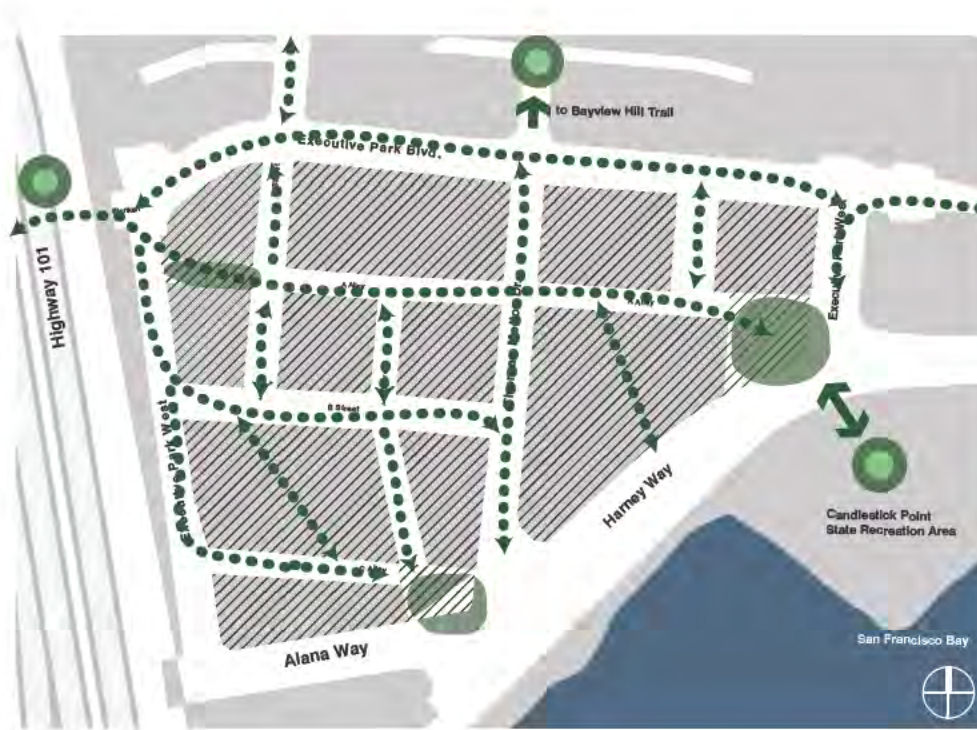


FIGURE A: OPEN SPACE DIAGRAM

The open space program for Executive Park is to tie together and provide connectivity between existing major open space resources while including small urban parks or plazas at key gateway locations including those that offer the site's best public views.

7. The design of open spaces should be integral to the design of adjacent building frontages (i.e. buildings with commercial frontages could feature open space for restaurant seating; buildings with residential frontages could feature open space with a small tot lot).
8. Open spaces should be at the same grade as building immediately adjacent to them.
9. Open Spaces should be scaled relative to the size of the adjacent buildings and to the programming planned for them.
10. Neighborhood parks and open space should include softscape elements, such as open grassy areas, shrubs or flowers, trees for shade or ornamentation, and water features should be incorporated.
11. Whenever possible, landscaping should be planted in the ground, and not in above ground planters; soil depth should be deep enough to ensure the health of plantings including major trees.
12. Open space shall be designed to help manage stormwater runoff from streets or private parcels with best management practice (BMP) such as permeable paving, rain gardens, retention ponds, and bioswales.
13. Open spaces should be sited so that they receive maximum sun throughout the day and year.
14. Open spaces should be sited to be sheltered from prevailing winds or designed with features such as wind breaks that mitigate wind.
15. Open spaces should be well lit with downward-facing, pedestrian-scale lighting.
16. Landscaping is required to be water efficient per the Water Efficient Irrigation Ordinance.

GUIDELINES FOR

Buildings and Siting

OVERALL SITE

The overall Executive Park neighborhood should create an exciting built form when seen from a distance, and with an intimate, fine grained scale to the pedestrian when experienced from the street.

1. Buildings should define and highlight corners, important public spaces, and public vistas such as street terminations.
2. Buildings over 85 feet in height (towers) should create an overall composition that creates an attractive and dynamic southern gateway to San Francisco.
3. Buildings over 85 feet in height should be slender and adequately spaced in order to allow sunlight and sky access to streets and public spaces, to preserve views through the district to San Francisco Bay and to Bayview Hill.
4. When experienced close up, buildings should be human-scaled and fine grained, in the manner of a traditional San Francisco neighborhood.
5. Buildings closest to the freeway should be designed to ensure adequate buffering from traffic-related emissions and noise.

RELATIONSHIP BETWEEN BUILT FORM AND PUBLIC REALM

Streets, open spaces, and buildings should relate to each other in a way that provides the overall development a sense of hierarchy, order, and orientation. Buildings and their frontages should be designed with their abutting streets, alleys, paths, and open spaces in mind and vice versa.

1. Building size should be proportional to the scale of streets, alleys and pathways to allow a well-defined streetwall while still allowing adequate sun access and sky to the ground.
2. On residential neighborhood streets, building streetwalls should generally be no taller than the width of the right-of-way, or where there are consistent setbacks, the width between setback lines across the street from each other. This requirement may be accepted where corner of buildings extend into the setback pursuant to Guidelines p. 15 - no. 1 where such conditions are appropriate.
3. Streetwall from residential buildings should have a height of a minimum of 50% of the right-of-way width, for 75% of the frontage. Exceptions to this guideline may be made where public plazas are provided in front of buildings.
4. On alleys and paseos, the streetwall should be no more than 1.33 times the width between streetwalls across the street from another (right-of-way width plus setbacks). Buildings may extend above this streetwall height for no more than 25% of any such alley.
5. Any portion of any building taller than the streetwall height as determined above must be setback by at least 10 feet.

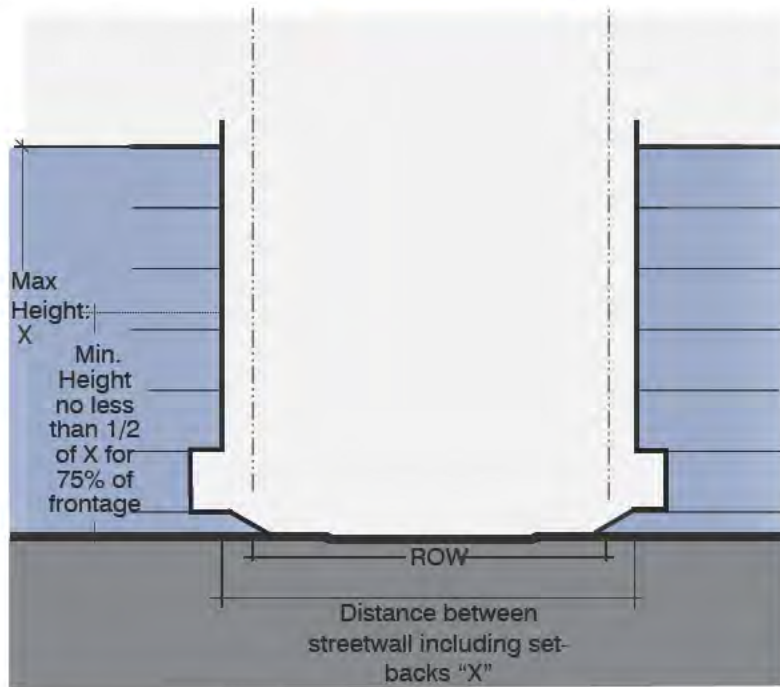


FIGURE B: URBAN DESIGN
 These Guidelines in conjunction with the Executive Park Subarea Plan and Special Use District anticipate substantial streetwalls along Harney, Alana and Executive Park North, major streets of the neighborhood (denoted by blue borders), while allowing for towers at key locations (denoted by purple asterisks) that assure sufficient separation to see through to the Hill and Bay while creating a coherent urban form. The Plan also calls for gateway treatments (denoted by yellow circles) at key entry points by the way of special treatment of buildings and open space. Locations for public views should be provided at these locations along Harney Way.

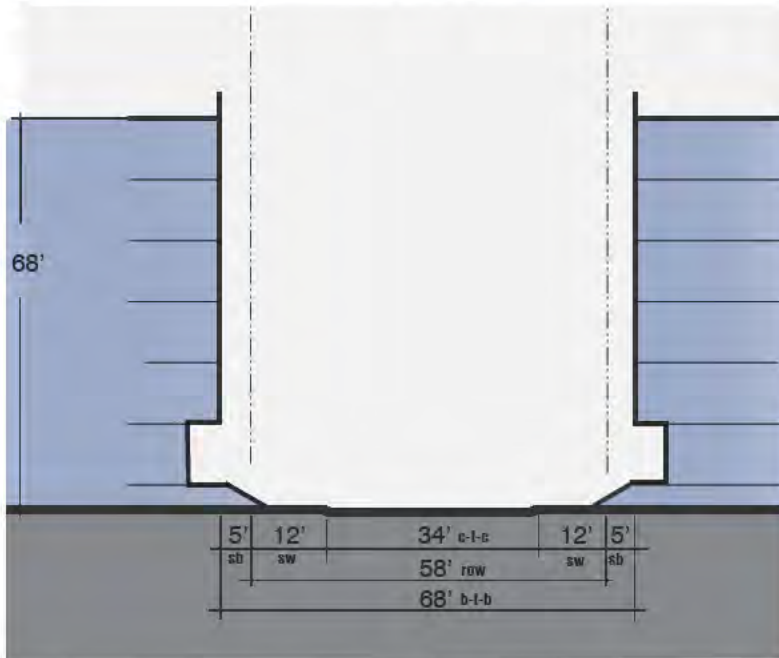


RESIDENTIAL NEIGHBORHOOD STREETS

The residential street typology is the most typical street type within Executive Park's interior. It is generally characterized by two travel lanes, two parking lanes and frequent narrowing at intersections (bulb-outs) and at key mid-block crossings. Sidewalk widths and furnishings are to meet the Better Streets Plan.



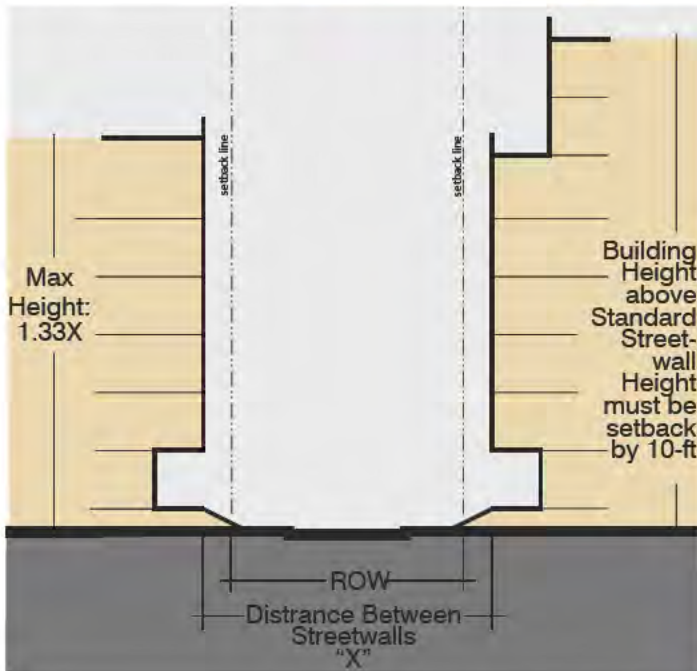
The building streetwall should be proportional to the width between buildings across the street by a maximum ratio of 1:1 (streetwall height to street width). Except as otherwise provided in these Guidelines, at least 75 percent of the streetwall along any given block must be built to a height of at least 50 percent of the width.



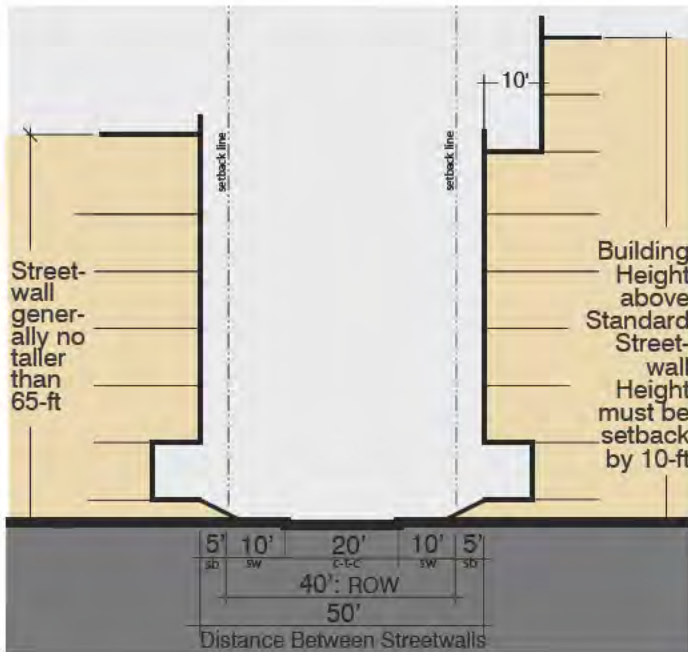
New rights-of-way that are 58 feet wide with five foot building setbacks of five feet can have buildings up to 68 feet along their width and meet this requirement. Building mass above the streetwall height must be setback by 10 feet.

RESIDENTIAL ALLEYS

The residential alley typology is a narrower street type that, while secondary in nature, must be improved to the same level as the other street typologies to assure a high quality pedestrian environment. Alley A will be the most direct route between Blanken and the Candlestick Point State Recreation Area.



The building streetwall should be proportional to the width between buildings across the street by a maximum ratio of 1.33:1.



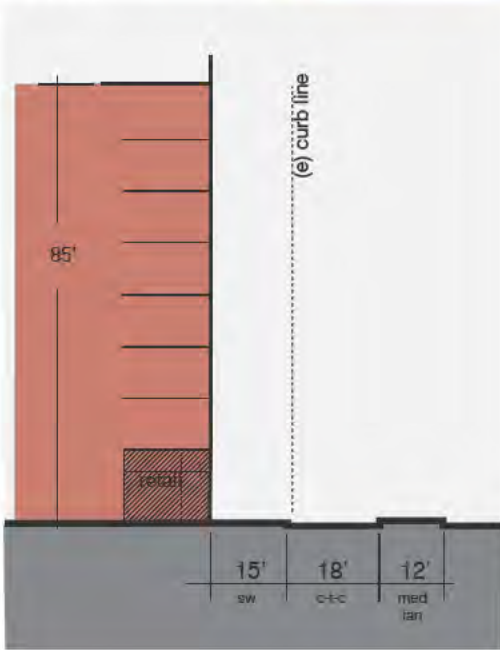
New rights-of-way that are 40 feet wide with five foot building setbacks of five feet can have buildings up to 68 feet along their width and meet this requirement. Building mass above the streetwall height must be setback by 10 feet.



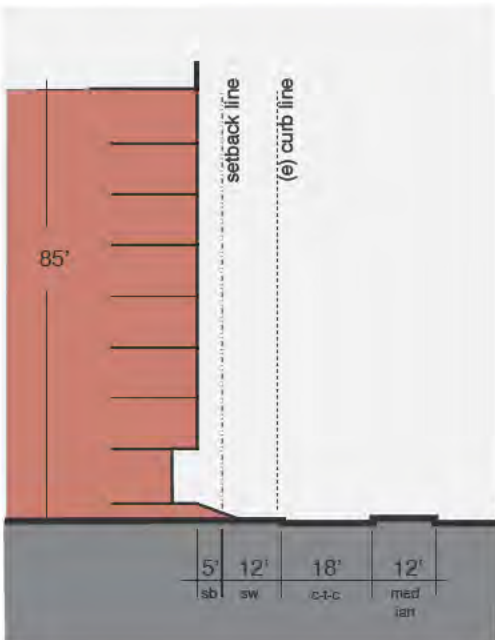
EXECUTIVE PARK NORTH

Executive Park North Boulevard is the northern major street of Executive Park and currently serves as the gateway to new residential development to its north and east. As a key street in the development, buildings are allowed (and encouraged) to be built to 85 feet on the south side.

The location of Executive Park North and Thomas Mellon Circle has long been envisioned as the retail hub of Executive Park. Hence, Executive Park North has two contexts: a neighborhood retail context and a residential context.



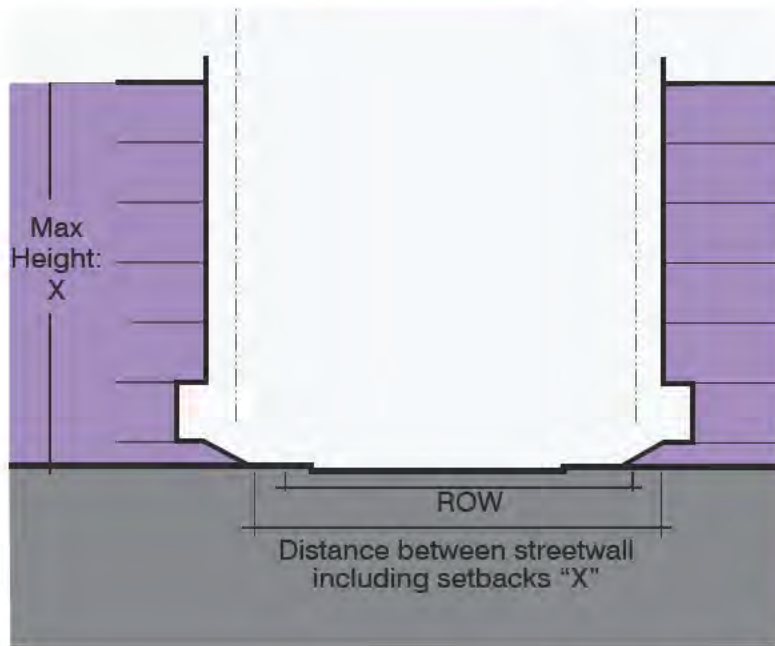
For the retail context, sidewalks must be no less than 15 feet wide between curb and the building wall even if the building needs to be setback from the property line. If a parking lane is added and the curb-to-curb is widened, the sidewalk must still be a minimum 15 feet from the new curb line.



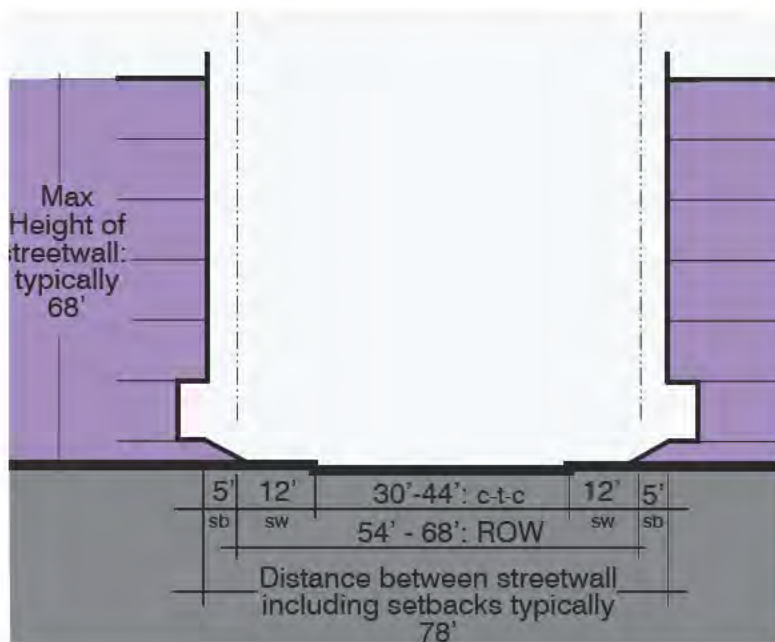
In the residential context, the required sidewalk width is no less 12 feet with a five feet setback for a total of 17 feet from the curb to the building wall. Similarly, if a parking lane is added, the building wall is to be setback by 17 feet from the new curb line.

THOMAS MELLON CIRCLE

Thomas Mellon Circle will mostly follow the “residential neighborhood street” typology of the Better Streets Plan. As a major entry into Executive Park, it is expected to handle a large proportion of cars coming and going from the new neighborhood.



Thomas Mellon Circle will include three travel lanes and therefore a wider curb-to-curb dimension. Parking lanes may be added but sidewalks are required to be no less than 12 feet. Like throughout most of the residential streets in Executive Park, a five foot setback will be required beyond the sidewalk to allow steps and stoops and buffers between the private and public realms.



Buildings built to the 65/68 foot height limit will meet the proportional building wall limitation due to Thomas Mellon's broader width.



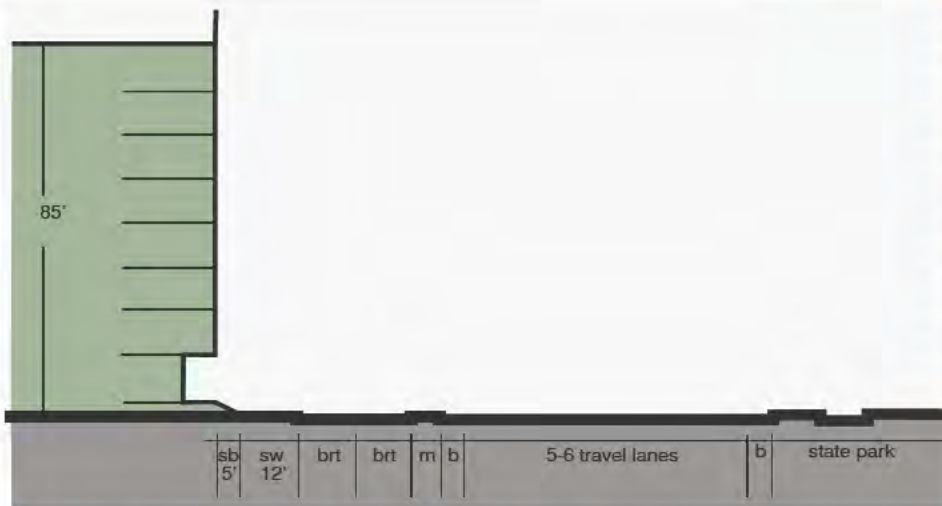
HARNEY WAY

Harney Way is the most important street to Executive Park. While being almost the only means of getting to and from the neighborhood, it will also be the neighborhood's most prominent and visible built edge and the major interface between it and San Francisco Bay.

Planning for Harney is challenging: the road is now planned to be significantly widened and reconfigured. The reconfiguration project will bring clear benefits to Executive Park, such as the planned inclusion of a designated facility for bus rapid transit and improved facilities for bicycles. However its widening will mean paying particular attention to the interface between it and the bordering buildings.



Harney is proposed to include five auto travel lanes (including a reversible / left-hand turn lane), two designated BRT lanes, and bike lanes. An additional travel lane could also be added in future phases if necessary. The width of the new right-of-way curb-to-curb could be as wide as 120-feet plus in some locations, extending 50-feet or more north of the current property line between Thomas Mellon and Executive Park West. Because of this, this Plan restricts development south of this expected line. As of the date of these Guidelines, the setback line (or north boundary of the revised Harney right-of-way) has not been officially surveyed, but will need to happen prior to any project approval. A tentative boundary of the revised Harney right-of-way had been established in June 2009 (referred to as City Alt. 3 - Modified 6.11.2009 -- see Docket Case No. 2006.0422MUTZ) for the sake of completing transportation studies. [Note that these Guidelines call for a minimum distance of 17-feet of building face to curb though City Alt. 3 - Modified 6.11.2009 only calls for a 10-foot sidewalk from curb to (new) property-line.]



Buildings along Harney should setback by a minimum of 17 feet from the new curb line: 12 feet for the right-of-way sidewalk and an additional 5 feet to allow residential setbacks with individual entries. If the ground floor along Harney is established with commercial uses, the residential setback width should be used as an extra five feet of sidewalk to allow ample sidewalk room commensurate with the widened roadway.

If the lot along Harney is developed prior to the expected Harney improvements, the Harney facing building must address Harney at Harney's expected elevation. The allowed 85-foot building height is to be measured from Harney elevation, not the current elevation of the setback line.

GUIDELINES FOR

Building Features and Characteristics

Buildings themselves should be designed with an organizational structure common in San Francisco, including the inclusion of a recognizable base, middle, and top, and a strong emphasis on vertical modulation.

ALL BUILDINGS

1. Five foot setbacks are required for almost all streets and alleys that feature residential frontages. Setbacks are not required along Executive Park West. Where appropriate, buildings may extend to the propertyline (see definition) at corners for no more than 30-feet along each frontage.
2. Taller buildings should include a well-defined base, middle and top.
3. Larger buildings must have a major change in plane, change in material, or recessed notch (minimum 3 feet deep by 4 feet wide) to break up their apparent mass. Buildings with frontages greater than 100 feet should include at least one of the above. For buildings with even longer frontages, such features should be provided for every 100 feet. For the purpose of this requirement, the change in plane or change in material must apply to the entire major building plane (apparent face). Provision of bays do not count.



FIGURE C: REQUIRED SETBACKS -- setbacks are required along most streets in Executive Park. Where retail is required at Executive Park North and Thomas Mellon Circle, sidewalk are required to be 15 feet from curb to building front, even if it means setting back from the property line.

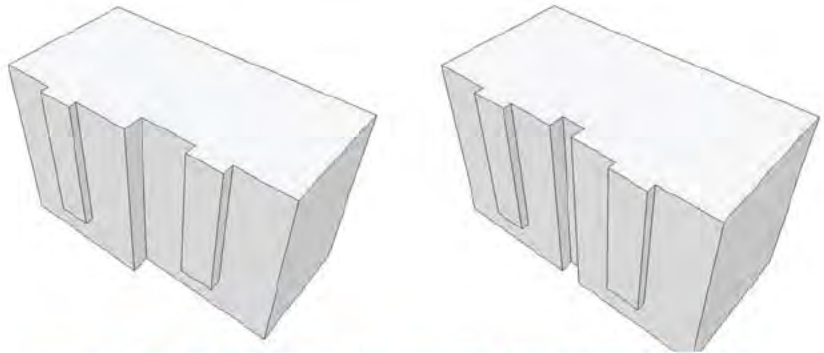


Example of a building with well defined top, middle and base

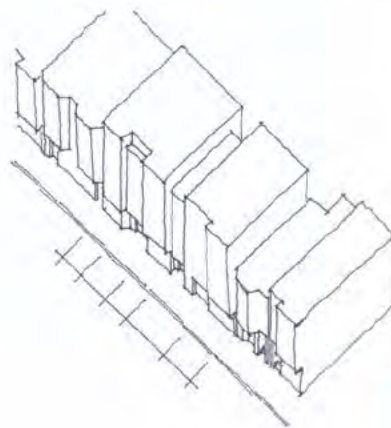
4. At a finer grain, residential facades must be vertically articulated at regular increments. The increment should be on the order of 20 to 30 feet to express a consistent rhythm along the street.
5. Bays and balconies are permitted to project over required setbacks and where no setbacks are required, over public rights-of-way. The bay and balcony limitations of Planning Code Section 136(c)(2) apply except (1) they may be 14 feet wide along their outer most portion and do not need to be reduced to 9 feet; (2) they may not extend lower than the second floor from grade; and (3) for bays, the required 50 percent fenestration requirement can be met in any combination of the bay's walls.
6. Steps, stoops and porches can project into the required setbacks. Such features should be no taller than 4-feet from grade; porches and stoops should be limited to no more than 75% of setback area.
7. Fences and gate within setback areas are limited to a height of three feet. Railings that align porches or stoops above this height must be at least 75% open to perpendicular.
8. A change in vertical plane should differentiate a tower element from the rest of the building. A change in vertical plane differentiates the mass of the tower from that of adjacent buildings, focusing this massing on its base and setting it apart as a distinct building.



Examples of well modulated facades



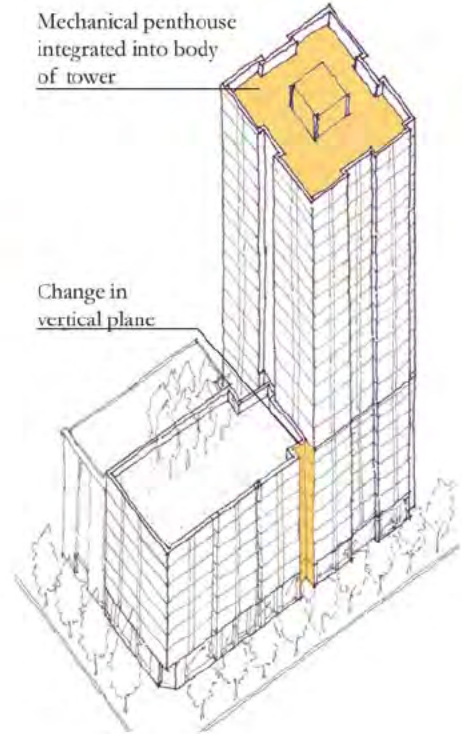
Buildings of 100 feet or greater must include either a major change in plane or material or include a 4 foot by 3 foot notch



Buildings should be further broken down with bays, balconies, changes-in-plane to reflect increment of units and rooms.

- 9. Corner buildings should actively face onto both streets with pedestrian-friendly entries and similar fenestration patterns on both frontages. Creative corner treatments such as rounded or cut corners that mark the corner are strongly encouraged.
- 10. Ground-floor uses should be distinguished from the building's upper-floor uses through awnings, belt courses, materials, fenestrations, or other architectural elements.
- 11. Large development on sloping sites should step up entries, interior floors, façade features, and the roofline with the topography of the hill at regular intervals as required under Planning Code section 260(a)(3).
- 12. Rooftop open space including access penthouses, railings, windscreens, and other features should be sited on the roof to minimize their visibility from the street or so that their elements are fully integrated into the building's architecture and programming.
- 13. Roof design should attractively incorporate and integrate green roofing technologies (renewable energy opportunities, plantings and the collection and storage of storm water runoff,) to be compatible with roof design and use.
- 14. Bays and other projections should have a satisfying upper termination, so that they become an integral part of the structure, and don't appear superficially affixed to the facade.

Example change in vertical plan to differentiate a tower from the rest of the buildings.



Example of a corner building with active frontages and primary entry at the corner.



Retail that is regularly modulated with prominent awning and coordinated signage.



BUILDING FRONTAGES AT PEDESTRIAN LEVEL

Buildings need to be designed with a strong understanding of how the pedestrian experiences the building at the ground level. Active uses must be incorporated into all building frontages facing residential streets, and neighborhood commercial streets, and should be incorporated on allies and pedestrian paths.

1. Except for Executive Park West, active frontages are required on all street frontages as required and defined by Planning Code Section 145.1
2. Upper-story units should connect to a lobby entry that opens directly onto the publicly accessible right-of-way.
3. Buildings should have individual entries for ground-floor residential units and a prominent common lobby entry to create active frontage and a visual presence on the street. Such street entries must meet the Planning Department's guidelines for active residential entries.
4. Residential balconies are strongly encouraged. Such balconies should be designed to work within the building's façade and used to help express different modulations of the building. Balconies can be inset, projecting, or a part of an upper terrace. Plantings on balconies are strongly encouraged. Romeo balconies, or non-functional balconies are discouraged.



Maximizing window area in businesses along sidewalks and incorporating outdoor activity, such as restaurant seating, assures lively and welcoming public realm.

RETAIL

Retail commercial centers are the heart of San Francisco neighborhoods. Therefore, where retail is called for in this Plan, it is essential that the design of retail frontages contribute to creating a lively and active place with an emphasis on its public interface.

1. Retail entries should be designed to create transparency and a smooth transition from public to private space. In most cases, retail entries should be inset from the building wall strongly articulate the entry and to provide the public-to-private transition.
 2. Retail stores over 10,000 square feet, or with street frontage over 80 feet wide, should have at least 2 street-facing entrances.
 3. Storefronts should be articulated at regular increments on the order of 20 to 30 feet to express a consistent vertical rhythm along the street.
 4. Ground floor retail spaces are required to be 14- feet high to allow for higher ceiling heights in commercial spaces and a more prominent retail front on the street.
 5. Ground floor retail frontages should be at least 60% fenestrated and 75% transparent. Mirrored or tinted windows are prohibited. Awnings should be used to mitigate sun overexposure rather than dark or mirrored glass.
 6. Where present, retail frontages should occupy no less than 75 percent of a building frontage at the ground floor.
 7. Where retail is located at a corner, the primary entry should be located at the corner.
 8. Elements or features generating activity on the street, such as seating ledges, outdoor seating, outdoor displays of wares, and attractive signage are encouraged for all mixed-use buildings.
5. Expansive blank and blind walls at the ground floor are prohibited. Frontage should not be used for utilities, storage, and refuse collection wherever possible; where they must be on the street, they should be integrated into the overall articulation and fenestration of the façade or hidden with notched-in sidewalls perpendicular to the street.

MATERIALS AND DETAILING

A building's materials and detailing are essential in ensuring that the building provides a strong sense of permanence and quality. A well thought out application of detailing also enables a building to endure over time. Materials should be durable, well coordinated across the building, and honestly applied. Special attention must be given to material at the pedestrian level.

1. Architectural details, ornamentation, articulations and projections should be used to create visual interest from the street, and should create a harmonious building composition.
2. Architectural details, articulations and projections should be consistent throughout the building, so that the building appears as a unified whole, and not as a collection of unrelated parts that add to the impression of bulk.
3. Building facades should be articulated with a strong rhythm of vertical elements and three-dimensional detailing to cast shadow and create visual interest.
4. In general, windows should be vertically oriented. Smaller, equally proportioned windows should be used as accents only. Punched window (windows other than storefront or curtain wall systems) must be recessed by at least three inches from the wall plane.
5. The use of exterior shading devices above the ground level at proper orientations to augment passive solar design and to provide solar control is strongly encouraged.
6. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages that encourage 'eyes on the street'.
7. Materials should be durable and high quality. Appropriate materials include stone, masonry, ceramic tile, wood, pre-cast concrete, and high grade traditional "hard coat" stucco. Inappropriate materials include vinyl siding and lower grades of stucco. Use of stucco should be used moderately and not relied upon as the singular or major finishing material. EIFS and similar finishing systems are not permitted.



Combining a variety of good quality finishing material of wood, metal, and concrete create a rich and varied building facade.



A well executed and honest application of fundamental and durable building materials of glass and steel.



An good example of the use of brick with simply detailed windows relying on an ample recess as the major window detailing feature.

TOWERS

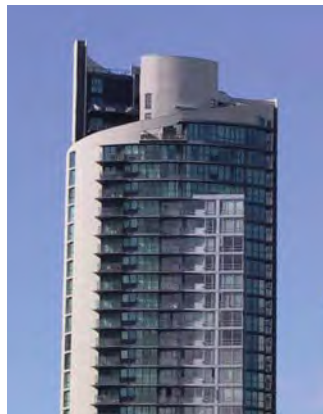
Towers will be the most visible and identifiable elements of Executive Park when seen from a distance. It is essential that the towers work together to form a cohesive urban form, while at the same time, exhibit the highest quality architectural design to distinguish themselves in their own right.

1. Buildings between above 85 feet should have a maximum 10,000 square foot floorplate, a maximum horizontal dimension of 110 feet on any building facade, and a maximum diagonal dimension of 150 feet.
2. The westward most tower location (Figure B) allows a tower. At this location, a building between 85 and 170 feet in height should be limited to a 10,500 square foot floorplate, a maximum horizontal dimension of 125 feet, and a maximum diagonal dimension of 150 feet.
3. A minimum distance of 150 feet should be preserved between buildings at all levels above 85 feet in height.
4. The upper termination of buildings greater than 85 feet in height should create a visually distinctive roofline. Building terminations should be integral to the overall vertical composition and massing of the building, and should not be simply a shape appended to the top that bears little or no relation to the building's overall architectural form.

PARKING AND LOADING

The relationship between the public realm, parking and loading, and vehicular access must be carefully planned and thought out. Such auto-oriented features must be minimized so that sidewalks and streets are not overwhelmed.

1. The amount of parking provided should be reflective of the site's transit-oriented location; there should be enough parking to serve residents and shoppers, but not more.
2. On-street parking created on new public streets should be reserved exclusively for residents, visitors, and shoppers of the Executive Park neighborhood, not for commuters, people visiting for events at Candlestick Park, or long-term visitors. Parking requirements would be determined by underlying zoning.
3. Parking and loading should be designed to mitigate their impacts to the urban design quality of building frontages. In no case should parking and loading entries have more than 24 feet of building width dedicated to auto and loading ingress and egress per block. In no case should individual garage doors and driveways be no more than 11 feet for parking, or 12 feet for parking and loading jointly. Where appropriate, exceptions to this rule can be made along Executive Park West where such entries will serve more than one building.



Towers with varied but well considered and integrated tops.



FIGURE D: ALLOWED PARKING AND LOADING ENTRIES. The blue arrows denotes locations of allowed loading entries, the purple denotes locations of allowed parking entry and egress.

4. Secure bicycle parking inside a locked gate or garage should be provided in residential buildings. Commercial development should provide off-street bike racks in parking structures, parking lots, or entry plazas.
5. Parking is required to be below grade or substantially below grade (see definition). Underground parking facilities below streets, alleys, or other open space are required to have a minimum depth of soil to assure the ability to provide planting above the garage facility.
6. Separate entries for loading and parking are strongly discouraged unless a loading facility is serving more than one building.
7. Flexibility and creative solutions should be used to address loading demand. Policies regarding loading should prioritize minimizing curb-cuts over providing loading under the requirements for most of the City's zoning districts. As in other transit-rich neighborhoods, there should not be a minimum loading requirement. Loading spaces serving a building should not be required to be within the subject building, but instead should be allowed to be consolidated between buildings or in shared garages, or on the street, where appropriate. Loading spaces may be reduced in size from those proscribed in Planning Code Section 154(b), where appropriate.
8. There should be no more than one parking entry (or combined parking / loading entry) per street block face, excluding Executive Park West.

GUIDELINES FOR

Sustainable Development

San Francisco has made an unprecedented commitment to sustainable development. The San Francisco Public Utilities Commission requires compliance to the San Francisco Stormwater Design Guidelines. Similarly, the City has recently adopted the Green Building Ordinance, creating the most demanding sustainability requirements in the nation. The Ordinance requires developments of a certain size to meet either LEED or Green Point rated green building requirements. Of course, the City is committed to transit-oriented development, which emphasizes dense in-fill developments close to transit lines to reduce reliance on the automobile.

Executive Park is in a unique position embrace these sustainability tenants. As a neighborhood at the City's southern gateway, it has the unique ability to showcase what a green development can look like and communicate the City's overall commitment to sustainability.

Following are general tenants of green design that, in most cases, are already reflected in the City's laws. This particular set of guidelines are similar to those developed for the Visitacion Valley Design for Development. These Design Guidelines, however, strongly encourages developers to exceed these standards. Developers are encouraged to find ways to further embrace sustainability that are unique to the site, find a common aesthetic approach to sustainability that can be applied across the site, and/or participate in sustainability strategies that are being employed in nearby projects.

BUILDING PERFORMANCE

1. Privately developed new construction projects and major alteration to existing buildings shall meet or exceed of the 2008 Green Building Ordinance, or the highest level of current green building standards should these be superseded. In addition, projects shall meet the Construction and Demolition Debris Recovery Program, and the and the San Francisco PUC's San Francisco Design Guidelines.
2. Project proposals must outline the construction materials proposed for use and should include green construction materials including, materials with high recycled content, natural or renewable materials, locally manufactured building products (within 500 miles of the site) salvaged and refurbished materials, and materials that can be reused or recycled at the end of their useful life, consistent with LEED-ND Guidelines.
3. Incorporate as much demolition material on-site into the new designs as practicable, with a diversion goal of 75% on- and off-site reuse, or recycling, above and beyond the Construction and Demolition Debris Recovery Program requirements.
4. Within interior building areas, use non-toxic materials (Low or No Volatile Organic Compound (VOC)) paints, sealants, adhesives, coatings and carpets.
5. No added urea-formaldehyde resins should be used in new construction and renovation of existing buildings.
6. Where rooftop solar panels are not installed and are not greened, use roofing materials that have a Solar Reflectance Index (SRI) equal to or greater than 78 for low sloped roofs (> .2.12) and 29 for steeply sloped roofs (< 2.12) for a minimum of 75% of the roof surface of all buildings within the project.

ENERGY EFFICIENCY

1. Insulation shall be installed in all new construction and building additions to reduce heat loss during cool months and heat gain during hot months.
2. New construction shall install of Energy Star™ appliances to increase energy efficiency and reduce energy demand for space heating and cooling, ventilation, hot water, cooking and refrigeration, laundry and lighting (including parking areas).
3. New surface parking lots shall not be permitted. Other plazas and hardscape open space shall utilize paving material with a Solar Reflectance Index (SRI) of at least 29 and reduce the amount of surface area exposed to the sun.
4. Where consistent with the Proposed Street Network, new buildings should be oriented and designed to provide passive solar energy gain.
5. Building should maximize natural lighting, including daylight through windows, skylights, and clerestories to all occupied interior spaces.
6. Windows should incorporate treatments to control/improve heat loss/gain (glass type, window film, etc.). Treatments should allow for visibility from the outside (no mirror finishes, etc.).
7. Site design should use natural ventilation and landscaping to reduce space cooling requirements.
8. Encourage use of exterior shading devices above podium levels at proper orientations to augment passive solar design and to provide solar control.
9. Tankless hot water heaters that deliver on-demand hot water should be considered for domestic and commercial use as an alternative to hot water tanks.

RENEWABLE ENERGY

1. Design and build all necessary supporting infrastructure (including roof load calculations, roof space and orientation design, penetrations and waterproofing for panel 'stand-off' supports, mechanical room space, and electrical wiring and plumbing) for future photovoltaic systems or solar thermal water heating systems.
2. Where possible, incorporate renewable energy generation should be incorporated on-site. Methods may include:
 - Turbine systems and associated equipment.
 - Photovoltaic roof panels. For photovoltaic systems, allow approximately 100-150 square feet per kilowatt of power, and reserve space in mechanical rooms for conduit, disconnect switches, and inverters. Also, include a water spigot on the roof for washing off panels and maintenance.
3. Consider recovering waste energy from exhaust air, gray water and other systems.

REDUCED POTABLE WATER USE

1. New construction shall specify installation of washing machines, dishwashers and other appliances that meet "Energy Star" standards.
2. New construction shall specify and install low-flow sink faucets, shower heads, toilets and urinals to minimize potable water use in buildings to reduce demand on the City's water supply and wastewater systems.
3. New construction should install dual plumbing systems in residential and commercial structures that allow use of harvested rainwater and gray water for landscape irrigation, toilet and urinal flushing and other uses, as permitted by Health and Building Codes, to reduce the use of potable water.
4. Native and low water-use vegetation that does not require permanent irrigation systems shall be used in public and private open spaces, to restrict or reduce the requirement for irrigation.
5. Drip irrigation and bubblers should be installed at non-turf landscape areas to reduce water needs.
6. Harvested rainwater, and recycled (gray) water should be retained and used for landscape irrigation and other uses, as permitted by Health and Building Codes, rather than a potable water source.
7. Native and low water-use vegetation that does not require permanent irrigation systems should be used in public and private open spaces, to restrict or reduce the requirement for irrigation.
8. Irrigation systems required to establish native and low water-use landscape material should be temporary, and removed within two years of installation or once new plantings are established.
9. Landscape areas of 1,000 square feet or greater shall require approval from the SFPUC prior to construction and shall meet requirements of the Water Efficient Irrigation Ordinance.
10. Assure potable water is not used for construction or demolition related activities as stipulated in CCSF BOS Ordinance 175-91.

RECYCLING AND WASTE

1. The development shall include a post-consumer waste management plan which includes adequate space within the building envelope to store refuse (garbage), recyclable materials and compostable materials, with convenient access from each dwelling unit or group of dwelling units for periodic scheduled pickup.
2. Standard trash and recycling receptacles shall be located at key public locations such as street intersections, parks, transit stops, etc.

STORMWATER MANAGEMENT

1. The entire area shall meet City requirements regarding stormwater management pursuant to the Stormwater Design Guidelines. A Stormwater Control Plan shall be prepared that illustrates how the site's stormwater controls will be designed to reduce water flow to the City's Combined Sewer System, treat runoff, and achieve other goals such as providing open space, and contributing to the character and aesthetic of the built environment
2. Where possible, seek to retain, collect, filter and reuse of rainfall, reducing water consumption and the volume of water that would be directed to the City's Combined Sewer System (CSS).
3. Where possible, throughout the site's ground surfaces, use surface materials with a low runoff coefficient (the rate that rainfall that contributes to runoff).
4. Where possible, install permeable pavement on sidewalks, pedestrian walkways and other paved surfaces to reduce storm water runoff, and allow rainfall to recharge groundwater. Pervious paving that includes the use of liners and under drains can be successfully implemented in areas where infiltration restrictions exist.
5. Where paved surfaces are not permeable, direct storm water flow across streets and sidewalks to bioswales or to central collection points such as cisterns or permeable areas with well-drained sands, gravels and soils with moderately coarse textures, to collect, absorb and filter rainwater.
6. Where possible, incorporate raingardens and/or storm water planters in sidewalk areas and off-street surface parking lots.
7. Building roofs should incorporate one or more devices for rainfall collection, storage and reuse. They may include, but not be limited to:
 - Green roofs
 - Roof decks and terraces that provide equipment to harvest, filter and store rainfall.
 - Rain barrels, water cisterns installed above or below ground (if technically feasible due to remediation efforts), or other systems that can filter and store water for use on-site, rather than direct water to the City's Combined Sewer System.

Definitions

For the purposes of these design guidelines, the following definitions apply.

GENERAL: THE “SUBAREA” AND OR “SITE” (ALL PARCELS INCLUDED IN EXECUTIVE PARK)

Adjacent street frontage: Any linear frontage along a street directly abutting any side of a building, including only the nearer side of the street.

At-grade: At the level of an adjacent publicly accessible right-of-way. For sloping sites, at-grade for any given point is the midway vertical point between the line that connects the front and back lot lines, and the line that connects the two side lot lines.

Block: The area encompassed by any closed set of publicly accessible rights-of-way, also including railroad rights-of-way.

Block face: Any one side of a block.

Fine-grained: Site and building design that incorporates small blocks, narrow lots, frequent street-facing residential and commercial entrances, and a rhythmic architecture that breaks building façades into narrow modules at approximately 25 feet.

Floorplate: The amount of gross square footage on a given floor of a building. Floorplates should be measured from the exterior faces of exterior walls, including exterior columns, membranes or detached curtain walls.

Human Scale: Building, site, street and open space design of a size and character that relate to a pedestrian at ground level, as opposed to an individual in a fast moving vehicle.

Pedestrian Scale: see Human Scale.

Publicly Accessible: Open to the public at all times (unless otherwise noted), and not closed off by gates, guards, or other security measures. Publicly accessible also means that there are not overly burdensome rules for acceptable and not acceptable behavior, nor design cues that make the open space seem unwelcoming.

STREETS, ALLEYS AND PATHWAYS

Alley: A secondary right-of-way through the site, providing secondary circulation for cars, bicycles and pedestrians, as well as parking, loading and service access. Alleys may have a single shared surface for auto and pedestrian use, have minimal or no parking on the roadway, Note: For the sake of these guidelines, alleys are be wider (generally 40 feet) than how “alley” is defined by the Planning Code (less than 30 feet).

Alternative Paving Materials: Paving materials that are not traditional asphalt or concrete, including interlocking concrete pavers, pervious concrete mixes, pervious paving stones, or other materials that enhance storm water filtration and the aesthetic quality of the street or pathway, yet still function as durable roadway infrastructure.

Car-Sharing Program: A program that offers the common use of a car or other vehicle by individual members, enabling people or households to use a car for some trips while not owning, or owning fewer, cars.

Paseo (Pathway): A pedestrian and bicycle only circulation element, which may also provide access to residential or commercial uses.

Roadway: The width covered by asphalt from curb-to-curb. For roadways divided by a planted median, the roadway does not include the width of the median.

Street: A primary right-of-way through the site, providing circulation for cars, bicycles and pedestrians. Sidewalks and the roadway are separated by a curb, and there are separate lanes for parking and driving.

OPEN SPACE

Bioswale: A planted unpaved ground depression designed to collect, filter and drain storm water prior to its entry into the wider storm water system.

Greenway: A linear park useable for non-auto circulation, that also provides landscaped areas, recreational opportunities, open space and seating. A greenway may be in the form of a wide (at least 12 feet sustained), useable road median.

Plaza: An intimate, primarily hardscape open space element fronted by development and the street that provides places to sit, eat, or gather.

Public Open Space: Public open space includes neighborhood parks, plazas and greenways suitable for active and passive recreation. Sidewalk extensions and bulb-outs with seating, play and landscaped areas could also be considered public open space, if the extended area is a minimum of 12 feet wide, and is useable for active or passive recreation.

BUILDING DESIGN

Active frontage: Frontage on rights-of-way that consists of individual commercial or residential units, with entries ideally every 25 feet or less, but no more than 50 feet apart, and no significant blank or blind walls at the ground-floor or above.

Façade: The exterior surface of a building that is visible from publicly accessible rights-of-way.

Façade articulation: A major horizontal or vertical planar shift in a building's façade. **Façade projection:** A façade feature that extends forward from the main façade plane, such as a bay, column, cornice, or window molding (also referred to as obstruction).

Fenestration: Any opening in a building façade, such as windows or doors.

Podium-style Development: Style of development in which upper-floor units share one or more common lobbies, and units are linked by common corridors and a common parking garage. Podium development may also have individual townhome units at ground level.

Propertyline: For the sake of these Guidelines, a line that delineates between private lot and the public right-of-way; or between the portion of a private lot designated for development (including setback area but excluding the Harney setback area) and the portion of the lot designated by the Executive Park Plan (Subarea Plan, SUD, and these Guidelines) as publicly accessible streets or open space.

Roofscape: The visual character of the roofs as viewed from above, such as from neighboring hills.

Stepback (Upper-story): The horizontal distance between the streetwall and additional building height lessening shadow impacts and the appearance of height at ground level.

Streetwall: The height of building facades that face a publicly accessible right-of-way. Height above stepbacks is generally not considered part of the streetwall.

Substantially below grade: Most of parking is below grade (existing prior to construction); portions that penetrate existing grade are wrapped with active uses with a depth of at least 20 feet.

Townhome: Residential unit facing onto a publicly accessible right-of-way that is accessed individually.

Townhome-style Development: Style of development in which attached ground floor residential units are individually accessed from a publicly accessible right-of-way, and not solely connected by interior corridors or connected parking garages.



SAN FRANCISCO
PLANNING
DEPARTMENT

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



SAN FRANCISCO PLANNING DEPARTMENT

Memorandum to the Planning Commission Edits and Additions to Approval Packet

Executive Park General Plan, Planning Code Text, and Map Amendments and Adoption of Design Guidelines

HEARING DATE: MAY 5, 2011

1650 Mission St.
Suite 400
San Francisco,
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Date: April 28, 2011
Case No.: 2006.0422EMTUZ
Project Address: EXECUTIVE PARK
Zoning: M-1, C-2; 40-X AND 80-X HEIGHT AND BULK
Location: Highway 101 and Harney Way:
Project Sponsor: Yerby Company and Universal Paragon Corporation
5 Thomas Mellon Circle (Yerby)
150 Executive Park Boulevard (UPC)
San Francisco, CA 94134
Staff Contact: Mat Snyder – (415) 575-6891
mathew.snyder@sfgov.org
Recommendation: Approve General Plan Amendments, Planning Code Text and Map Amendments, and Adopt Design Guidelines

SUMMARY

On April 21, 2011 the Planning Commission was provided with a comprehensive package of documents pertaining to the May 5, 2011 Hearing for the Executive Park related approvals. The Packet included materials necessary to make take the following actions: (1) adopt CEQA findings; (2) approve General Plan Amendments including the complete revision to the Executive Park Subarea Plan; (3) approve Planning Code Text Amendments including the establishment of the Executive Park Special Use District (SUD), the 65/240-EP Height and Bulk District, and new Design Review procedures for the Executive Park; (4) approve Zoning Map Amendments including rezoning the office park portion of the site from M-1 and C-2 to RC-3; and (5) adopt new Executive Park Design Guidelines.

This packet provides technical edits to some of the original draft approval documents. Also provided are the Mitigation Monitoring Program and an initial draft of the Streetscape Master Plan. Below is a description of the edits. A copy of the corrected page is provided as well. All other pages not mentioned here remain as originally provided.

CORRECTIONS AND ADDITIONS TO APPROVAL DOCUMENTS:

General Plan Amendments

1. Draft Ordinance Section 5. (p. 8): strike the heading Candlestick Point – Hunters Point Shipyard Phase 2
2. Attachment C: Draft Amended General Plan Maps and Figures (this was not provided in the original approval packet)
3. Exhibit B “Executive Park General Plan, Planning Code and Zoning Map Amendments General Plan Findings and Planning Code Section 101.1 Findings” p. 12-13: strike discussion of Arts Element

Planning Code Text Amendments

1. Draft Ordinance Section 2 (p. 2) Change Planning Code section number to match assigned section number as indicated throughout the rest of the approval documents:
2. Draft Ordinance Figures 249.54(A), 249.54(B), and 263.27(A) add notation that figures are diagrammatic only and not to scale.
3. Draft Ordinance Figure 263.27(A): correct orientation of figure

Zoning Map Amendments

1. Draft Ordinance Section 2 (p. 2): Strike inclusion of Block 4991 / Lot 012

Design Guidelines

1. Draft Resolution p. 3: Add additional language immediately before “Now Therefore be it Resolved”:

The Project Sponsors have been working with staff on a Streetscape Master Plan as indicated and required by “Public Realm Requirement No. 11 (p. 5) of the draft Design Guidelines. The “Executive Park Streetscape Master Plan 4/28/11 Draft for Review” as provided in Docket No. 2006.0422U will be basis from which a final Streetscape Master Plan will be completed. The Streetscape Master Plan will help assure a consistent application of the Design Guidelines’ requirements for the public realm across the SUD portion of the Executive Park site.

2. Draft Resolution p. 4. Add the additional clause immediately after the adoption clause:

AND BE IT FURTHER RESOLVED: That the Planning Commission hereby directs the Planning Director to report to the Planning Commission of completion of the Streetscape Master Plan and prior to submittal of any Design Review applications.

3. Draft Design Guidelines. Rewrite Public Realm Requirement No. 11 (p. 5):

A Streetscape Master Plan shall be ~~developed~~ completed by the Project Sponsors

based on the Executive Park Streetscape Master Plan 4/28/11 Draft for Review provided to the Planning Commission as part of their May 5, 2011 Commission Packet. (see docket 2006.0422U). under the direction of the Planning Department staff. The Streetscape Master Plan shall identify a pallet of streetscape improvements including landscaping and furnishings, and locations of such improvements. The Streetscape Master Plan shall be approved by the Director of Planning after providing the Planning Commission with a report on its completion. Each street segment within the "office park portion" (or the SUD portion) of the site shall be completed as required by Planning Code Section 249.54(c)(15), "Streetscape and other Infrastructure Improvements" and according to the Streetscape Master Plan. A copy of the approved Streetscape Master Plan shall be submitted with all Design Review (309.2) applications and be included in the official record of all said applications and related approvals. Street furniture, seating areas, and other pedestrian amenities shall be installed pursuant to a Streetscape Master Plan.

STREETSCAPE MASTER PLAN

As was indicated in the April 21, 2011 Executive Summary, the Project Sponsors have been working with staff on a Streetscape Master Plan (SSMP). Both the draft Subarea Plan and Design Guidelines require a Streetscape Master Plan as a tool in implementing the public realm requirements of the Design Guidelines. Usually Streetscape Master Plans are provided in conjunction with actual project approvals. However, because there are two effected property owners (and may be more in the future), staff determined that it was necessary to start working on the document while the current Project Sponsors were engaged in the General Plan and Planning Code amendments. Staff wanted to assure at least an initial understanding of the level of streetscape improvements between the two property owners.

The "/28/11 – Draft for Review" edition of the SSMP is provided for informational purposes only. This is not the intended final version of the SSMP and no action is requested regarding this document. As indicated above, the draft Design Guidelines and the draft resolution adopting the design guidelines have been modified to recognize this working edition of the SSMP will serve as the basis for it final version. The revised draft Resolution directs the Director to provide the Commission with a report when the SSMP is complete and finalized

Also, in the Executive Summary sent last week, staff indicated that an update would be provided regarding the extent to which tower placement and configuration could be modified. Staff and the project sponsors are still exploring this issue.

ATTACHMENTS

CEQA Findings Attachment B: Mitigation Monitoring Reporting Program (MMRP)

General Plan Amendment Draft Resolution

- Exhibit A: Draft Ordinance p. 3 with edits
- Attachment C: General Plan Elements Map Amendments
- Exhibit C: Draft General Plan Findings p. 12-13 with edits

Planning Code Text Amendments

- Exhibit A: Draft Ordinance pp. 2, 5, 7, and 11 with edits

Planning Code Map Amendments

- Exhibit A: Draft Ordinance p. 2 with edits

Design Guidelines

- Draft Resolution pp. 3-4 with edits.
- Draft Design Guidelines p. 5 with edits

4/28/11 – Draft for Review Executive Park Streetscape Master Plan

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**ATTACHMENT B:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FOR THE EXECUTIVE PARK SUBAREA PLAN AREA AND YERBY AND UPC DEVELOPMENT PROJECTS				
<i>Archaeological Resources</i>				
<p>M-CP-1: Archaeological Testing, Monitoring, Data Recovery and Reporting</p> <p>Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the Planning Department ("Department") pool of qualified archaeological consultants as provided by the Department archaeologist. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure and the requirements of the ARDTP (Archeo-Tec, Archaeological Research Design and Treatment Plan for the Executive Park Project, March 2009) at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirements of the project ARDTP and the requirements of this mitigation measure, the requirements of this archaeological mitigation measure shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks cumulative, as measured from the commencement of site grading to the issuance of a Certificate of Occupancy. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines Section 15064.5(a)(c).</p> <p>The Department shall initiate further consultation with Native American/Ohlone representatives through the California State Native</p>	<p>Project sponsor to retain qualified archaeological consultant</p>	<p>Prior to and during construction</p>	<p>Archaeological consultant to prepare Archaeological Monitoring Program (AMP) in consultation with the ERO.</p> <p>Consultant to prepare Archaeological Data Recovery Program with consultation in the ERO.</p> <p>If applicable, upon discovery of human remains and/or associated or unassociated funerary objects, the consultant shall notify the Coroner of the City and County of San Francisco, and in the event of the Coroner's determination that the human remains, notification of the California State Native American Heritage Commission who shall appoint a Most Likely Descendant (MLD) who shall make reasonable efforts to develop an</p>	<p>Archaeological consultant with the ERO as indicated. Considered complete after review and approval of the Final Archaeological Resources Report by the ERO.</p>

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>American Heritage Commission (NAHC) regarding the significance of the remains CA-SFR-7 shell mound and appropriate investigation and treatment protocols. Any NAHC-recognized Ohlone participant in the Department consultation shall be given the opportunity to review and comment on any draft archaeological testing, monitoring, or data recovery plan required by this measure prior to document approval.</p> <p><u>Archaeological Testing Program</u></p> <p>The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in consultation with the archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p style="margin-left: 40px;">A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or</p> <p style="margin-left: 40px;">B) A data recovery program shall be implemented, unless the ERO</p>			<p>agreement for the treatment of human remains and/or associated or unassociated funerary objects.</p> <p>Archaeological consultant to prepare draft and final Archeological Resources Report reports. The ERO to review and approve the Final Archeological Resources Report</p>	

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<p>determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><u>Archaeological Monitoring Program (AMP)</u></p> <p>If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program shall be implemented the archaeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what project activities shall be archaeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource; • The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits; • The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; 				

**ATTACHMENT B:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile-driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile-driving activity may affect an archaeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><u>Archaeological Data Recovery Program</u></p> <p>The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological</p>				

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<p>resources if non-destructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and De-accession Policy.</i> Description of and rationale for field and post-field discard and de-accession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><u>Human Remains and Associated or Unassociated Funerary Objects</u></p> <p>The treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American</p>				

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<p>remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO, archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p><u>Final Archaeological Resources Report</u></p> <p>The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive two copies (bound and unbound) and one unlocked, searchable PDF copy on a CD or DVD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>				

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<i>Transportation</i>				
<p>M-TR-1: Tunnel Avenue / Blanken Avenue</p> <p>The intersection would meet signal warrants during both the weekday AM and PM peak hours. The signal would need to be part of the Bayshore Boulevard / Third Street system, and the timing plan would be optimized to minimize queues along Blanken Avenue between Bayshore Boulevard and Tunnel Avenue. The northbound and southbound left turns would be provided with protected phasing, and the corresponding right turns would be provided with overlap phasing.</p> <p>On-street parking would be removed and left-turn pockets installed along Tunnel Avenue and right-turn pockets installed along Blanken Avenue. On the northbound approach, on-street parking would need to be removed on the east side of Tunnel Avenue to accommodate a left-turn pocket. On the southbound approach, parking would need to be removed on the west side of Tunnel Avenue to accommodate a left-turn pocket. On the eastbound approach, parking would need to be removed on the south side of Blanken Avenue to accommodate a right-turn pocket. On the westbound approach, parking would need to be removed on the north side of Blanken Avenue to accommodate a right-turn pocket.</p> <p>To evaluate the feasibility of this measure, a preliminary signal timing / phasing plan was developed and queues at the intersection evaluated. The supplemental analysis indicated that signalization and restriping of this intersection is feasible. After implementing this mitigation measure, the intersection would operate at LOS D in both the AM and PM peak hours under Baseline plus Project Conditions</p>	<p>Study and design by SFMTA</p> <p>Project sponsor shall pay its fair share</p>	<p>Monitor the Tunnel/Blanken intersection biannually by undertaking traffic counts after implementation of the intersection improvements associated with the Visitacion Valley Redevelopment Plan (i.e., signalization). When LOS degrades to unacceptable levels, signalize and restripe intersection as indicated.</p>	<p>SFMTA Planning Department</p>	<p>Completed upon implementation of signalization and restriping of intersection.</p>
<p>M-TR-3: Executive Park Shuttle Service</p> <p>Increase outbound shuttle service in the weekday AM peak hour and inbound shuttle service in the weekday PM peak hour. The shuttle operations plan should be sufficient to accommodate the expected transit demand—i.e., 105 inbound and</p>	<p>Project sponsor shall pay for and operate additional shuttle service.</p>	<p>Prior to issuance of Certificate of Occupancy for any building within the Yerby and UPC</p>	<p>Each year, project sponsor and other Executive Park property owners shall submit written reports to the</p>	<p>Ongoing throughout the life of the project.</p>

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<p>271 outbound transit trips in the weekday AM peak hour and 283 inbound and 197 outbound transit trips in the weekday PM peak hour. Assuming the current shuttle capacities, this would require approximately five (5) inbound and 13 outbound trips in the weekday AM peak hour and 14 inbound and ten (10) outbound trips in the weekday PM peak hour (average headways of about four to five minutes). Lower service levels could be provided during the midday, evening, and weekend periods. These changes to the shuttle service would be implemented as needed, based on the percentage of buildout of the proposed project along with a revised route and stop pattern to make the Bayshore Caltrain Station a permanent stop and include two additional stops—one on Bayshore Boulevard near Arleta Avenue to improve connections to the T-Third Street and the various bus lines and one stop on Bayshore Boulevard between Leland and Visitacion Avenues to improve access to the Visitacion Valley commercial area. The location of these stops would be coordinated with MTA and the Visitacion Valley community.</p> <p>Since these measures were previously identified as project-related mitigation measures in the 1999 FSEIR and were included in the Conditions of Approval for the project in the 1985 FSEIR, it was assumed that these measures would be included as part of the proposed project and not represent new mitigation measures. However, they would still be considered required mitigation for the proposed project.</p>	<p>Project sponsor shall pay its fair share of ongoing operation of shuttle service.</p>	<p>development sites</p>	<p>Planning Department describing the current weekly operations of the shuttle service, and any revisions that have been made to the shuttle service during the previous year.</p>	
<p>M-TR-12: Tunnel Avenue/ Blanken Avenue</p> <p>The intersection would meet the MUTCD peak hour signal warrant in both the AM and PM peak hours. In addition to the mitigations proposed under Mitigation Measure TR-1, left turns from Blanken Avenue would need to be prohibited in both directions and the eastbound and westbound approaches programmed to run concurrently instead of on split phases. This would have minimal effect on the eastbound approach, since the volumes on the eastbound left movement are very low and alternative access is provided via Bayshore Boulevard / Tunnel Avenue. On the westbound approach, the volumes on the westbound left movement are also very low and could be prohibited without</p>	<p>SFMTA</p> <p>Project sponsor shall pay its fair share</p>	<p>Prior to issuance of Certificate of Occupancy for any building within the Yerby and UPC development sites</p>	<p>SFMTA</p> <p>Planning Department</p>	<p>Completed upon payment of fair-share contribution to Tunnel Avenue/Blanken Avenue signalization and restriping.</p>

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<p>substantial impacts on neighboring roadways. It is expected that this traffic would switch to Lathrop Avenue—one block south of Blanken Avenue—or find alternative routes to reach the freeway (e.g., via eastbound Blanken Avenue, Executive Park Boulevard West, and Alanna Way). After implementing these measures, the intersection would operate at LOS C in the weekday AM peak hour and LOS D in the weekday PM peak hour. The Yerby Project sponsor and UPC Project sponsor would be required to make a fair-share contribution to the implementation of this mitigation measure.</p>				
<p>M-TR-21: Tunnel Avenue/ Blanken Avenue</p> <p>The intersection would meet the MUTCD peak hour signal warrant in both the AM and PM peak hours. If the mitigation measure described in Mitigation Measure TR-12 for 2030 Cumulative Conditions without Improvements were implemented, the intersection would operate at LOS C in the weekday AM peak hour and LOS D in the weekday PM peak hour. The Yerby Project sponsor and UPC Project sponsor would be required to make a fair-share contribution to the implementation of this mitigation measure.</p>	<p>SFMTA</p> <p>Project sponsor shall pay its fair share</p>	<p>Prior to issuance of Certificate of Occupancy for any building within the Yerby and UPC development sites</p>	<p>SFMTA</p> <p>Planning Department</p>	<p>Completed upon payment of fair-share contribution</p>
<p>M-TR-22: Harney Way/ Executive Park Boulevard East</p> <p>The poor operations of this intersection in the weekday PM peak hour would be a result of conflict on the westbound approach (specifically westbound right turns) with the Harney BRT. Due to a shared westbound through-right lane at this intersection, all movements along westbound Harney Way must be stopped during the BRT phase, reducing the efficiency of the signal and the vehicle throughput at the intersection. If instead, an exclusive right-turn pocket were provided, right-turns and through movements along westbound Harney Way could be segregated and given separate phases and the through movements could occur concurrently with the BRT phase, reducing delay and improving intersection operations.</p>	<p>SFMTA</p> <p>Project sponsor shall pay its fair share</p>	<p>Prior to issuance of Certificate of Occupancy for any building within the Yerby and UPC development sites</p>	<p>SFMTA</p> <p>Planning Department</p>	<p>Completed upon payment of fair-share contribution</p>

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<i>Other Applicable Transportation Measures</i>				
<p>Improvements Included as Part of the Proposed Amended Executive Park Subarea Plan</p> <p>As part of the Proposed Amended Executive Park Subarea Plan, modifications to some of the internal intersections would be required to support the new development and would be the responsibility of the Executive Park property owners, including:</p> <ul style="list-style-type: none"> • Establishing STOP signs and turn pockets at the intersection of Executive Park Boulevard North and Executive Park Boulevard East, and • Establishing an eastbound left-turn pocket at the Executive Park Boulevard North and Thomas Mellon Drive intersection. 	<p>The Project Sponsor and other owners of Executive Park</p>	<p>Prior to the issuance of a Certificate of Occupancy</p>	<p>The Project Sponsor and other owners of property within Executive Park shall submit drawings and specifications for all such proposed improvements to SFMTA for approval before completion</p>	<p>Considered complete upon receipt by DBI of a writing from SFMTA indicating completion of such improvements as approved</p>
<p>Update and Enhance the Executive Park Transportation Management Plan</p> <p>The Executive Park Transportation Management Plan (TMP) shall be updated and enhanced. The TMP shall include, but not be limited to, the following elements:</p> <ul style="list-style-type: none"> • Transportation Coordinator – As part of their responsibilities, the coordinator should conduct annual surveys of residents to determine the aggregated mode split and place of work, and to identify additional measures that would help residents. In addition, the Transportation Coordinator should manage and operate the TMP measures described below; • Executive Park Residents Website – Maintained by the Transportation Coordinator, this website should present all shuttle, transit, and carpool information, as described below; • Shuttle – As discussed above, the Executive Park shuttle should be expanded to include new stops within Executive Park and in the 	<p>Project Sponsor along with the other owners of property at Executive Park</p>	<p>TMP approval prior to issuance of Certificate of Occupancy for any building within the Yerby and UPC development sites; Timing of mitigation components to be specified within TMP.</p>	<p>Each year, the Project Sponsor and other Executive Park owners shall submit written reports to the Planning Department describing the current, weekly operations of the TMP, and any revisions that have been made to the TMP during the previous year.</p>	<p>The obligation endures throughout the life of the Project, but shall be considered complete each year upon receipt by the Planning Department of the yearly report.</p>

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<p>Visitacion Valley neighborhood and provide substantial increases in service levels. In addition, new shuttle vehicle types should be considered to provide additional space and rider amenities;</p> <ul style="list-style-type: none"> • Carpool Services – A carpool match program should be established, which would allow residents to access a bank of information regarding who is available to drive and ride in carpools. Also, designated casual carpool locations should be identified, to allow drivers a convenient location to pick up passengers. The carpool matching and information entry should be on the Executive Park website and real-time (i.e., if a person is going to be leaving for work, they can log in and see if anybody else is looking to leave at the same time); • Carsharing Services – Individual developers should coordinate with one of the various carshare providers to provide carshare spaces throughout the neighborhoods. This would reduce the demand for parking, as not every unit would need to have their own vehicle. Although carshare providers typically provide information on vehicle locations and availability, these should also be included on the Executive Park website. It should be noted that carshare doesn't result in a significant decrease in auto use; instead, it gives some security to residents who don't want to own a vehicle and take transit or carpool to work; • Real-Time Transit Information – Real-time information on the current status and arrival times of the Executive Park shuttle, T-Third Street, Caltrain, and BART should be included on the Executive Park website. This could be maintained through the Muni Nextbus, BART, and Caltrain websites. In addition, message boards at Executive Park shuttle stops or at the commercial center should be provided to present arrival times and the current status of the various transit operators (such as whether there are any major system delays). In addition, links to the transit provider websites should be maintained; 				

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<ul style="list-style-type: none"> • Transit Pass Sales – A transit store should be included among the new commercial establishments at Executive Park, or agreements made with an independent merchant to sell transit passes (monthly Muni Fast Pass, one-time fares, BART tickets, Caltrain tickets, etc.); and, • Other Programs – As appropriate, the Transportation Coordinator should pursue other major tasks, such as coordinating with developers to provide residents with discounted transit passes (or inclusion of transit passes as part of Homeowners Association fees) and incentives for residents who don't own vehicles; working with businesses to encourage hiring of local residents; and investigating the establishment of HOV bypass lanes on the U.S. 101 on-ramps from Harney Way and Alanna Way / Beatty Road. 				
<p>Previous Mitigation Measures Required for Executive Park Property Owners</p> <p>As required by mitigation measures from the 1985 SEIR, Executive Park property owners are required to make local roadway improvements when warranted by poor operating conditions. These include the following short-term and long-term improvements. These measures were also previously identified as project-related mitigation measures in the 1999 FSEIR. It is assumed that these measures are included as part of the proposed project and not represent new mitigation measures. However, they would still be considered required mitigation for the proposed project.</p> <p>Signalization of Harney Way / Executive Park Boulevard East;</p> <ul style="list-style-type: none"> • Signalization and reconfiguration of Harney Way / Alanna Way / Thomas Mellon Drive intersection; • Widening of Harney Way by one lane; • Signalization of Executive Park Boulevard West / Alanna Way and the restriping of the southbound approach from one shared lane to one 	<p>The Project Sponsor and other owners of Executive Park</p>	<p>As such improvements become necessary with the completion of other projects in the cumulative scenarios studied in the EIR. However, if the measures are found not unnecessary, they will not need to be implemented.</p> <p>The reimbursement agreements with the City shall provide for such contingencies.</p>	<p>The Project Sponsor and other owners of property within Executive Park shall submit drawings and specifications for all such proposed improvements to SFMTA for approval before completion</p>	<p>Considered complete upon receipt by DBI of a writing from SFMTA indicating completion of such improvements as approved</p>

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<p>exclusive left lane and one exclusive right lane;</p> <ul style="list-style-type: none"> • Widening of Alanna Way by one lane and two lanes; and, • Signalization of Alanna Way / Beatty Road. 				
<p>EIR Alternative C: Realignment of Alanna Way (If Selected)</p> <p>The proposed Amended Subarea Plan and EIR Alternative C include a reconfiguration of the roadways that provides access into Executive Park. As a means to improve access between the east and west sides of the freeway and enhance regional circulation, augment the neighborhood character of the area, and improve local intersection operations, the following modifications would occur:</p> <ul style="list-style-type: none"> • Between Executive Park Boulevard West and Thomas Mellon Drive, Alanna Way currently runs east-west and connects to the intersection of Harney Way / Alanna Way / Thomas Mellon Drive. Instead, Alanna Way would be bent to the southeast to create a new intersection with Harney Way about 250 feet to the south of Thomas Mellon Drive; • With the removal of the Alanna Way approach, the intersection of Harney Way / Thomas Mellon Drive would be reconfigured into a "T" intersection, with Thomas Mellon Drive bent slightly to the southeast; and, • Traffic signals would be established at the intersections of Executive Park Boulevard West / Alanna Way and Harney Way / Alanna Way. 	<p>The Project Sponsor and other owners of Executive Park</p>	<p>Prior to issuance of Certificate of Occupancy for any building within the Yerby and UPC development sites</p>	<p>SFMTA Planning Department</p>	<p>Completed upon payment of fair-share contribution</p>
<i>Noise</i>				
<p>Mitigation Measure Noise-1: Construction Noise</p> <p>Pile driving might be required for the Yerby and UPC development projects. If pile driving is required, the project sponsors shall require construction contractors to pre-drill site holes to the maximum depth feasible based on soil</p>	<p>Project sponsor and construction contractor</p>	<p>Throughout all phases of project construction during periods when pile driving is taking</p>	<p>Planning Department</p>	

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<p>conditions. The project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would be in accordance with the provisions of the San Francisco Noise Ordinance and in consultation with the Director of Public Works, to disturb the fewest people. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. At least 48 hours prior to pile-driving activities, the project sponsors shall notify building owners and occupants within 200 feet of the development site by fliers posted on each floor in each building and distributed by building management of the dates, hours, and expected duration of such activities.</p>		place		
<p>Mitigation Measure Noise-2: Interior Noise Levels</p> <p>The project sponsors shall conduct site-specific acoustical studies for all of the proposed buildings. The studies shall be consistent with the requirements of the State Building Code, and shall identify appropriate noise-reduction measures to be incorporated into project final design. Each noise study must be submitted to and approved by the San Francisco Department of Building Inspection prior to the issuance of a building permit. Potential noise-reduction techniques may include, but are not limited to: (a) incorporation of air circulation systems in all affected units so that windows can remain closed to maintain interior noise levels of less than 45 dBA Ldn; and (b) incorporation of sound-rated windows and construction methods in residential units.</p>	Project sponsor shall retain qualified acoustical consultant	Prior to issuance of a building permit for each building within the Yerby and UPC development sites.	Acoustical consultant to submit reports to Department of Building Inspection Building designers to follow the recommendations of the acoustical consultant. DBI to review plans to ensure recommendations are included in plans	
<i>Air Quality</i>				
<p>Mitigation Measure M-AQ-1: Construction Exhaust Emissions</p> <p>The development project sponsors shall include in contract specifications a requirement for the following BAAQMD-recommended measures:</p> <ul style="list-style-type: none"> • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes and as required by the California airborne toxics control measures, 	Project sponsor and construction contractor	For each phase of construction, submit emissions reduction strategies and construction specifications related to	Planning Department	

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<p>Title 13, Section 2485 of California Code of Regulations. Clear signage shall be provided for construction workers at all access points.</p> <ul style="list-style-type: none"> • All construction equipment, diesel trucks, and generators shall be equipped with best available control technology for emission reductions of particulate matter and NOx. • Develop and adhere to a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent California Air Resources Board fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. • All contractors shall use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines. <p>All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p>		<p>construction equipment prior to issuance of the site permit for that phase.</p> <p>Construction contractor shall submit quarterly reports regarding implementation of emissions reduction strategies during construction.</p>		
<p>Mitigation Measure M-AQ-2: Air Pollution from U.S. 101 Traffic.</p> <p>The development project sponsors shall ensure that all new residential units within 800 feet of a U.S. 101 traveled lane are equipped with a ventilation system that achieves performance compliant with the requirements in San Francisco <i>Health Code</i> Article 38.</p>	<p>Project sponsor and construction contractor</p>	<p>Prior to issuance of a building permit for each building within the Yerby and UPC development sites.</p>	<p>Department of Public Health and Department of Building Inspection</p>	

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<i>Biological Resources</i>				
<p>Mitigation Measure Bio-1: Protection of Birds during Tree Removal</p> <p>The project sponsors would implement the following protective measures to assure implementation of the Migratory Bird Treaty Act and compliance with state regulations during tree removal.</p> <p>Pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests will be disturbed during project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all trees in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist or wildlife biologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest.</p>	Project sponsor to retain qualified ornithologist or wildlife biologist	A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August).	Planning Department in consultation with CDFG	
<i>Geology and Soils</i>				
<p>Mitigation Measure Geo-1: Liquefaction Potential, and Excavation, and Dewatering</p> <p>The UPC and Yerby development project sponsors would incorporate features into the project foundation designs to address the potential for liquefaction in the soils beneath portions of the development sites, the potential for soil instability, and the potential for groundwater inflow during excavation. The specific measures to be implemented would be specified in the geotechnical reports prepared as part of the final project design. Based on the preliminary geotechnical studies completed for the projects, these features may include (but are not limited to): soil cement columns, reinforced concrete mat foundations, pre-densification, drilled piers, or driven concrete or steel piles, shoring to</p>	Project sponsor	Prior to issuance of a building permit for each building within the Yerby and UPC development sites.	Department of Building Inspection	

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prevent soils from becoming unstable during excavation, and drawing down groundwater to a depth of at least three feet below the bottom of excavation. The measures specified would incorporate all applicable California Building Code requirements.				
<p>Mitigation Measure Geo-2: Sea Level Rise and Groundwater</p> <p>The UPC and Yerby development project sponsors would incorporate features into the project foundation designs to address the potential for rising groundwater levels due to predicted global sea level rise. The specific measures to be implemented would be specified in the geotechnical reports prepared as part of the final project design. Based on the preliminary geotechnical studies completed for the projects, the projects would include an appropriate long-term design groundwater level for use in the design of the proposed buildings and other site improvements. Using a predicted sea level rise of 3 feet by 2100, the long-term design groundwater level would be Elevation -3.6 feet in the southern and southeastern portions of the development sites.</p>	Project sponsor	Prior to issuance of a building permit for each building within the Yerby and UPC development sites.	Department of Building Inspection	
<i>Hydrology and Water Quality</i>				
<p>Mitigation Measure Stormwater-1: Minimizing Stormwater/Wastewater Runoff</p> <p>The project sponsors shall implement design features and stormwater control techniques to achieve no net increase in stormwater runoff from the project site. Potential stormwater control techniques would include, but would not be limited to, vegetated swales, porous pavement, green roofs, and catch basins. The measures implemented would be consistent with the San Francisco Green Building Ordinance (Chapter 13C of the San Francisco Building Code). The sponsors shall work with SFPUC staff to explore and implement feasible techniques prior to detailed project design.</p>	Project sponsor in consultation with SFPUC	Prior to issuance of a building permit for each building within the Yerby and UPC development sites.	Department of Building Inspection	

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<i>Hazards and Hazardous Materials</i>				
<p>Mitigation Measure Haz-1: Hazardous Materials/Contaminated Soil</p> <p>Step 1: Determination of Presence of Contaminated Soil</p> <p>The development sites contain undocumented fill. Therefore, prior to approval of a building permit for the proposed project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for contamination (including, but not limited to, substances such as total lead, petroleum hydrocarbons, and heavy metals). The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report that includes the results of the soil testing and a map that shows the locations from which the consultant collected the soil samples.</p> <p>The project sponsor shall submit the report on the soil testing with the appropriate fee. These fees shall be charged pursuant to Section 31.47(c) of the <i>San Francisco Administrative Code</i>. DPH shall review the soil testing report to determine whether soils on the project site are contaminated at or above potentially hazardous levels.</p> <p>If DPH determines that the soils on the project site are not contaminated at or above a potentially hazardous level, no further mitigation measures with regard to contaminated soils on the site would be necessary.</p> <p>Step 2: Preparation of Site Mitigation Plan</p> <p>If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the type and level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for</p>	<p>Project sponsor to retain qualified professional consultant for Steps 1, 2 and 4. Construction contractor to carry out and report on activities required in Step 3.</p>	<p>Soil report and SMP shall be approved by the San Francisco Department of Public Health prior to permit issuance for each phase, with a copy to the Planning Department.</p> <p>Construction contractor to provide annual reports to Department of Public Health (or quarterly reports if required by SMP), with copies to the Planning Department, of activities carried out pursuant to Step 3 for each construction phase</p> <p>Consultant to submit closure report to DPH for approval pursuant to Step 4 for each phase; a copy of the approved report shall be provided to the Planning Department</p>	<p>Department of Public Health</p>	

**ATTACHMENT B:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.</p> <p>Step 3: Handling, Hauling, and Disposal of Contaminated Soils</p> <p>a. Specific work practices: If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA work practices) when such soils are encountered on the site.</p> <p>b. Dust suppression: Soils exposed during excavation for site preparation and construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.</p> <p>c. Surface water runoff control: Where soils are stockpiled, Visqueen (a type of polyethylene film) shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.</p> <p>d. Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.</p> <p>e. Hauling and disposal: Contaminated soils shall be hauled off the</p>				

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.</p> <p>Step 4: Preparation of Closure/Certification Report</p> <p>After excavation and foundation construction activities are completed, the project sponsors shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.</p>				
<p>Mitigation Measure Haz-2: Dust Program for Asbestos-Containing Serpentine Materials</p> <p>The project sponsors would implement the following protective measures to assure implementation of the California Air Resources Board Asbestos Airborne Toxic Control Measure (ATCM) for construction-related activities (California Code of Regulations, Title 17, Section 93105).</p> <p>The construction contractor would be required to submit the appropriate notification forms and prepare an asbestos dust mitigation plan specifying measures that would be taken to ensure that no visible dust crosses the property boundary during construction. The plan must specify the following measures:</p> <ul style="list-style-type: none"> • Prevent and control visible track-out from the property. • Ensure adequate wetting or covering of active storage piles. • Control disturbed surface areas and storage piles that would remain inactive for seven days. 	<p>Project sponsor to submit ATCM to BAAQMD.</p> <p>BAAQMD to approve ATCM</p> <p>Project sponsor and construction contractor(s) to implement ATCM</p>	<p>Prior to issuance of a building permit</p> <p>Prior to issuance of a building permit</p> <p>During each phase of construction</p>	<p>BAAQMD and Department of Building Inspection</p> <p>BAAQMD and Department of Building Inspection</p> <p>Department of Building Inspection</p>	

**ATTACHMENT B:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • Control traffic on on-site unpaved roads, parking lots, and staging areas, including a maximum vehicle speed of 15 miles per hour. • Control earthmoving activities. • Control off-site transport of dust emissions that contain naturally occurring asbestos-containing materials. • Stabilize disturbed areas following construction. <p>In addition, excavated materials containing over one percent friable asbestos would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and Federal regulations.</p> <p>The asbestos dust mitigation plan must be submitted to and approved by the BAAQMD prior to the beginning of construction, and the site operator must ensure the implementation of all specified dust mitigation measures throughout the construction project. The BAAQMD may require air monitoring for off-site migration of asbestos dust during construction activities and may change the plan on the basis of the air monitoring results. Compliance with the asbestos ATCM would reduce impacts from airborne asbestos to less-than-significant levels.</p>				
IMPROVEMENT MEASURES FOR THE YERBY AND UPC DEVELOPMENT PROJECTS				
<i>Noise</i>				
<p>Improvement Measure Noise-1: Construction Noise</p> <p>The project sponsors shall require the construction contractors to implement noise control techniques to minimize disturbance to adjacent residential receptors during project construction. Specific noise control measures shall include the following:</p> <p>(1) The contractors shall implement feasible noise controls to reduce the noise levels generated by construction equipment. Feasible noise controls include improved mufflers; equipment redesign; and use of</p>	Project sponsor and construction contractor(s)	During each phase of construction	Department of Public Health and Planning Department	

**ATTACHMENT B:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds.</p> <p>(2) Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers and pavement breakers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used such as drilling rather than impact equipment whenever feasible.</p> <p>(3) Stationary noise sources shall be located as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be adequately muffled and enclosed within temporary sheds.</p> <p>(4) To the extent feasible, concrete crushers shall be located so that existing buildings block noise for adjacent receptors. Portable sound blankets shall be used wherever feasible to reduce noise generated by concrete crushers. Such blankets can provide up to a 10-dBA noise reduction.</p> <p>(5) During construction of new buildings, the exterior facades facing existing sensitive receptors shall be enclosed as early in the construction process as feasible.</p> <p>(6) During all construction phases, there shall be close coordination between construction staff and staff of the residential buildings. Residential building staff shall be made aware of the construction schedule and activities.</p>				

**ATTACHMENT B:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>(7) During all construction phases, locations of access roads, delivery routes, and loading areas shall be selected to minimize exposure to adjacent residential receptors.</p> <p>(8) A designated complaint coordinator shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the complaint coordinator shall be conspicuously posted at construction areas and on all advanced notifications. This person shall maintain a log of complaints received and take steps to resolve complaints, including periodic noise monitoring, if necessary, to ensure that significance thresholds are not exceeded by project construction activities.</p>				

1 Map 5 – Urban Design Guidelines for Bulk of Buildings. Insert boundary around
2 Executive Park and refer to the Executive Park Subarea Plan of the Bayview Hunters Point
3 Area Plan.

4 **Recreation and Open Space**

5 Map 8 – Eastern Shoreline Plan. Add shading at the location of the Executive Park
6 Open Space. Insert boundary around Executive Park and refer to the Executive Park
7 Subarea Plan of the Bayview Hunters Point Area Plan.

8 Section 5. The Board of Supervisors hereby approves the following amendment to the
9 General Plan to amend the Land Use Index:

10 ~~*Candlestick Point – Hunters Point Shipyard Phase 2.*~~

11 ***Section I: Housing***

12 *Executive Park Subarea Plan of the Bayview Hunters Point Area Plan*

13 *Objective 1, Policies 1.1, 1.2, 1.3*

14 *Objective 2, 2.1*

15 ***Housing Figures – Land Use Maps from the General Plan***

16 *Executive Park Subarea Plan of the Bayview Hunters Point Area Plan*

17 *Figure 5 – Proposed Land Use Districts*

18 ***Commerce and Industry Figures – Land Use Maps from the General Plan***

19 *Executive Park Subarea Plan of the Bayview Hunters Point Area Plan*

20 *Figure 5 – Proposed Land Use Districts*

21 ***Section III -- Recreation and Open Space***

22 *Executive Park Subarea Plan of the Bayview Hunters Point Area Plan*

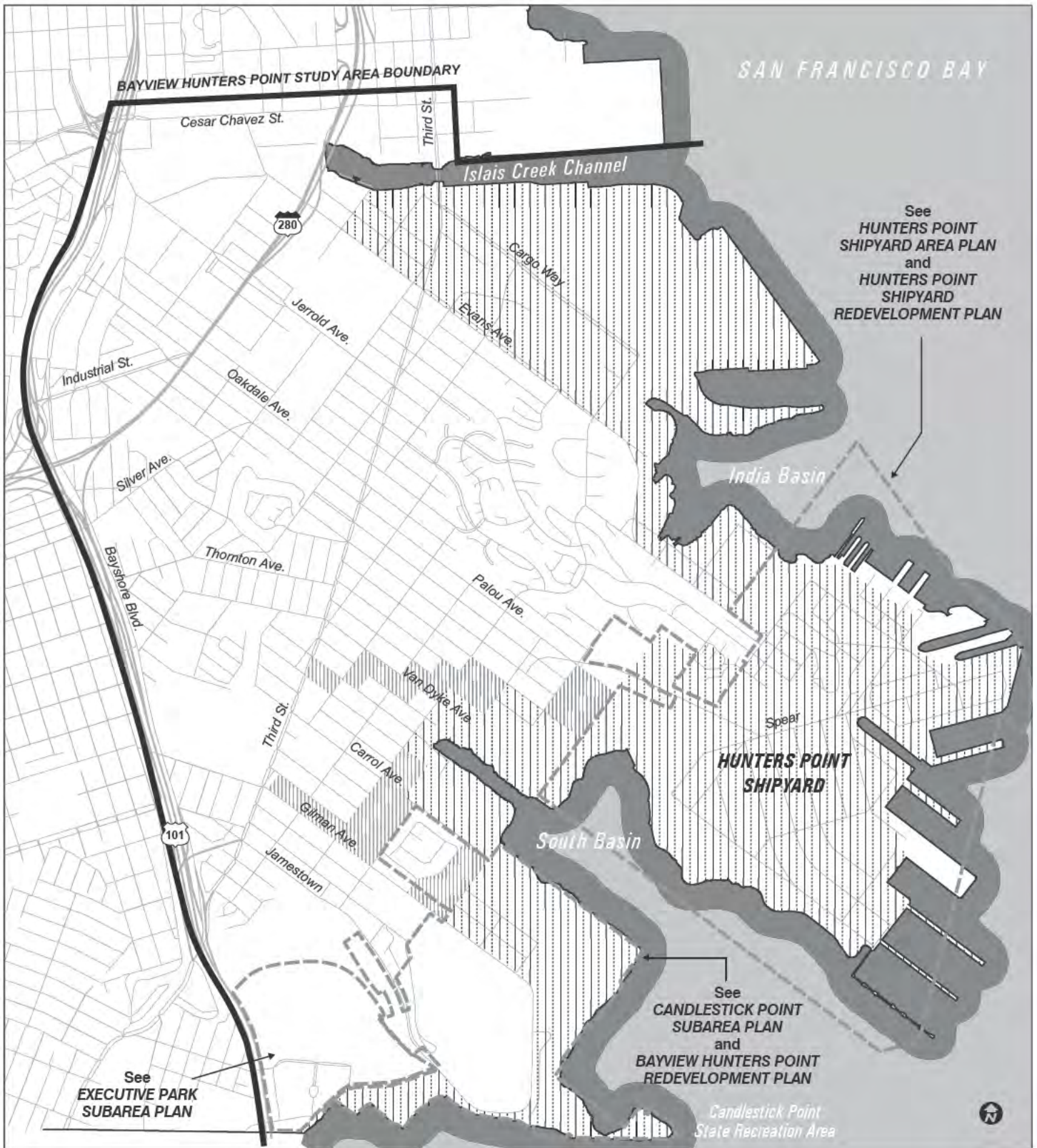
23 *Objective 9, Policy 9.1*

24 *Objective 10, Policies 10.1, 10.2*

25 ***Recreation and Open Space Figures – Land Use Maps from the General Plan***



EXECUTIVE PARK
GENERAL PLAN AMENDMENTS
Attachment C
to Draft Ordinance

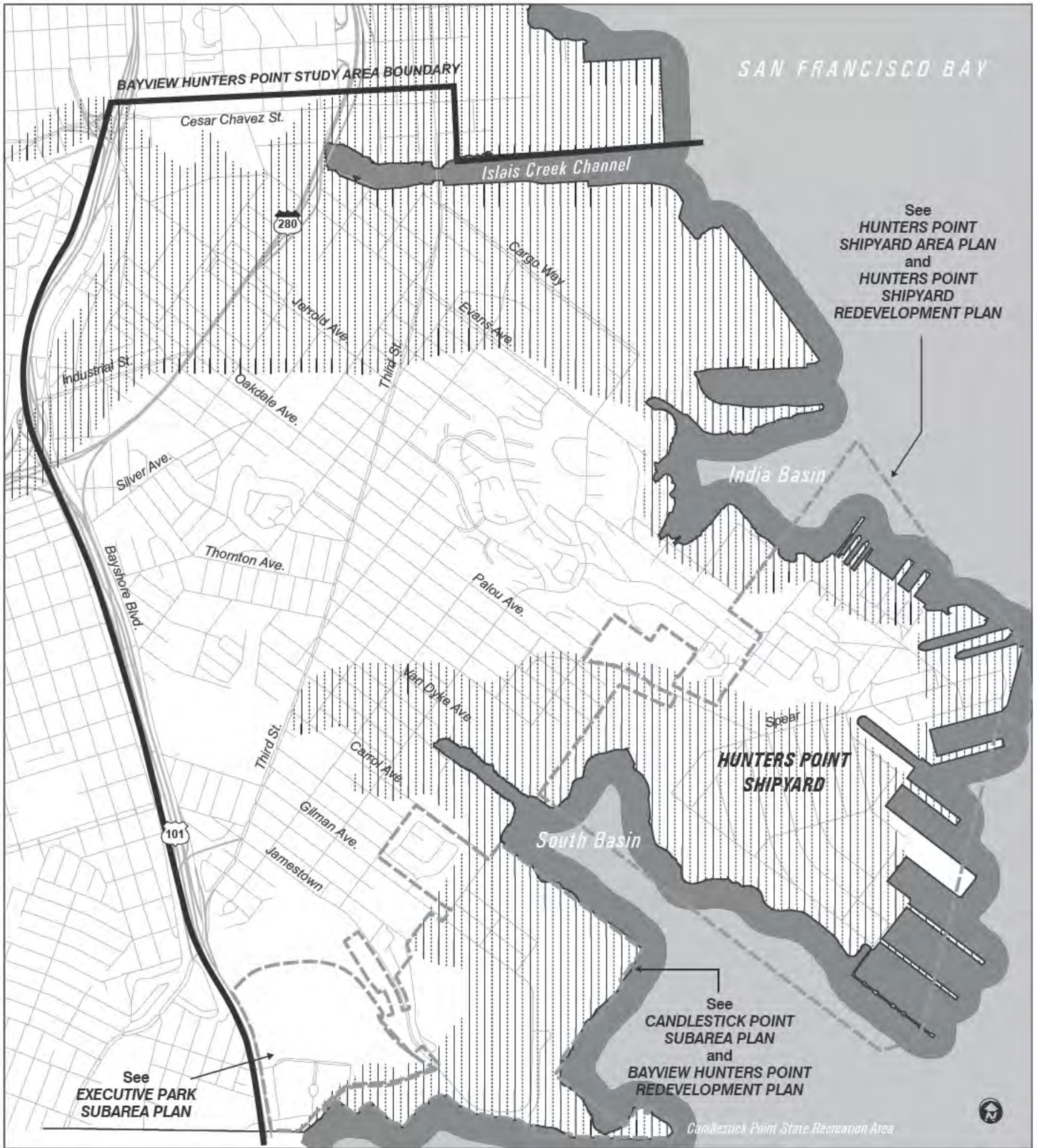
**Draft Amended
General Plan Maps and Figures**



REQUIRED SOIL TESTING ZONE (Hazardous Materials)

FIGURE 4

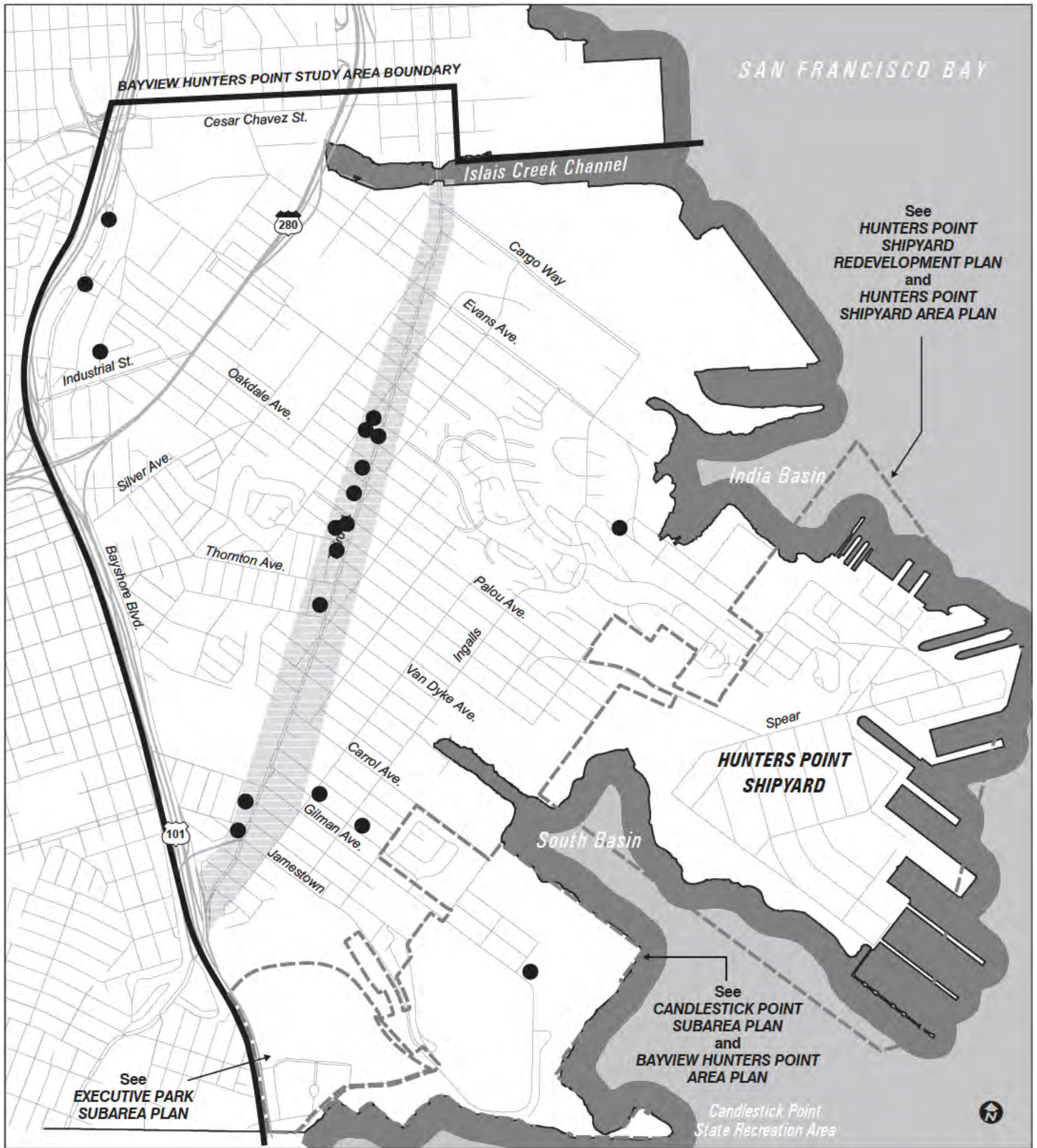
-  Additions to Existing Testing Zone
-  Testing Zone



AREAS OF MAJOR POTENTIAL LIQUEFACTION HAZARD

FIGURE 5

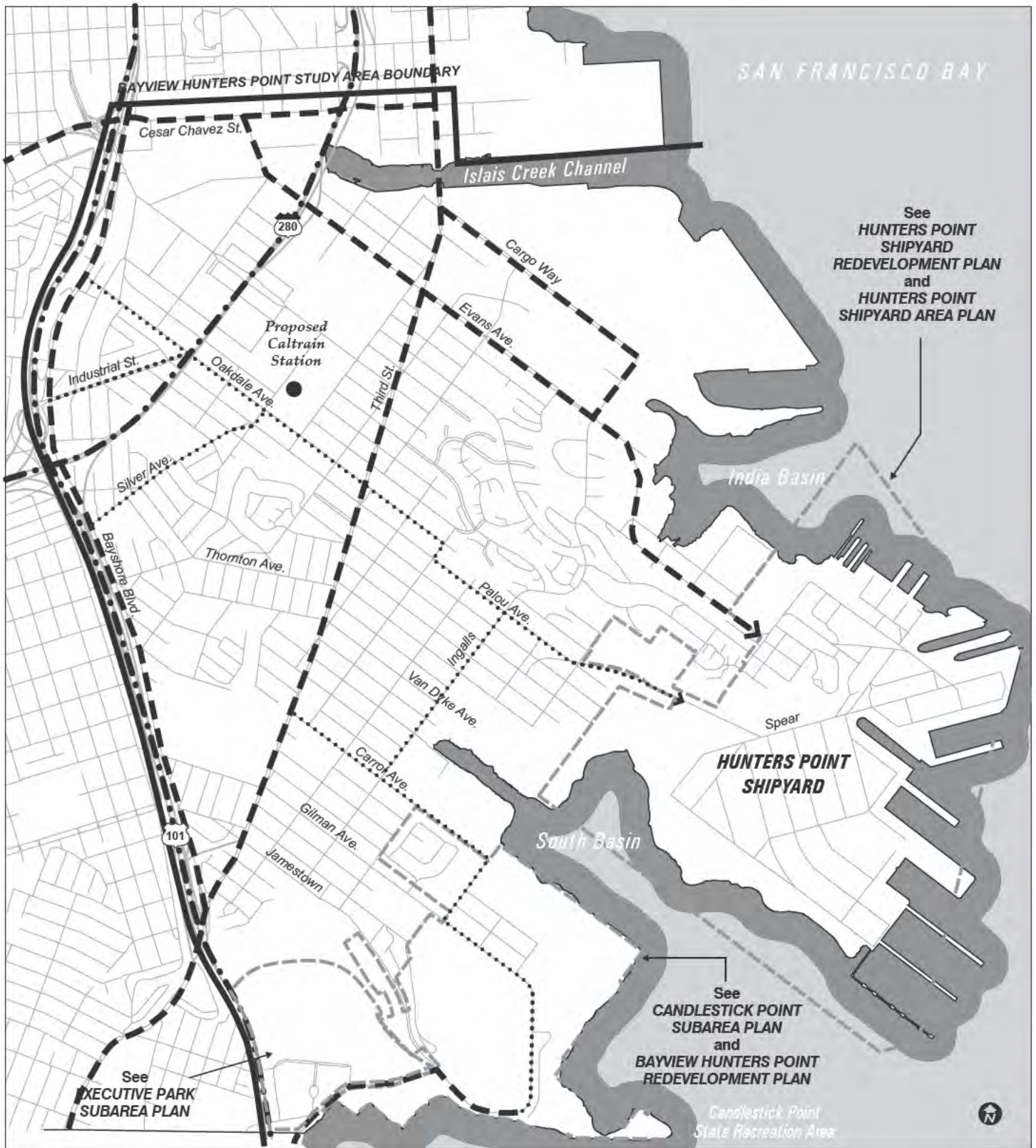
Source: John A. Blume & Associates, Engineers, June 1974



PROPOSED AREA FOR RESTRICTING LIQUOR STORES

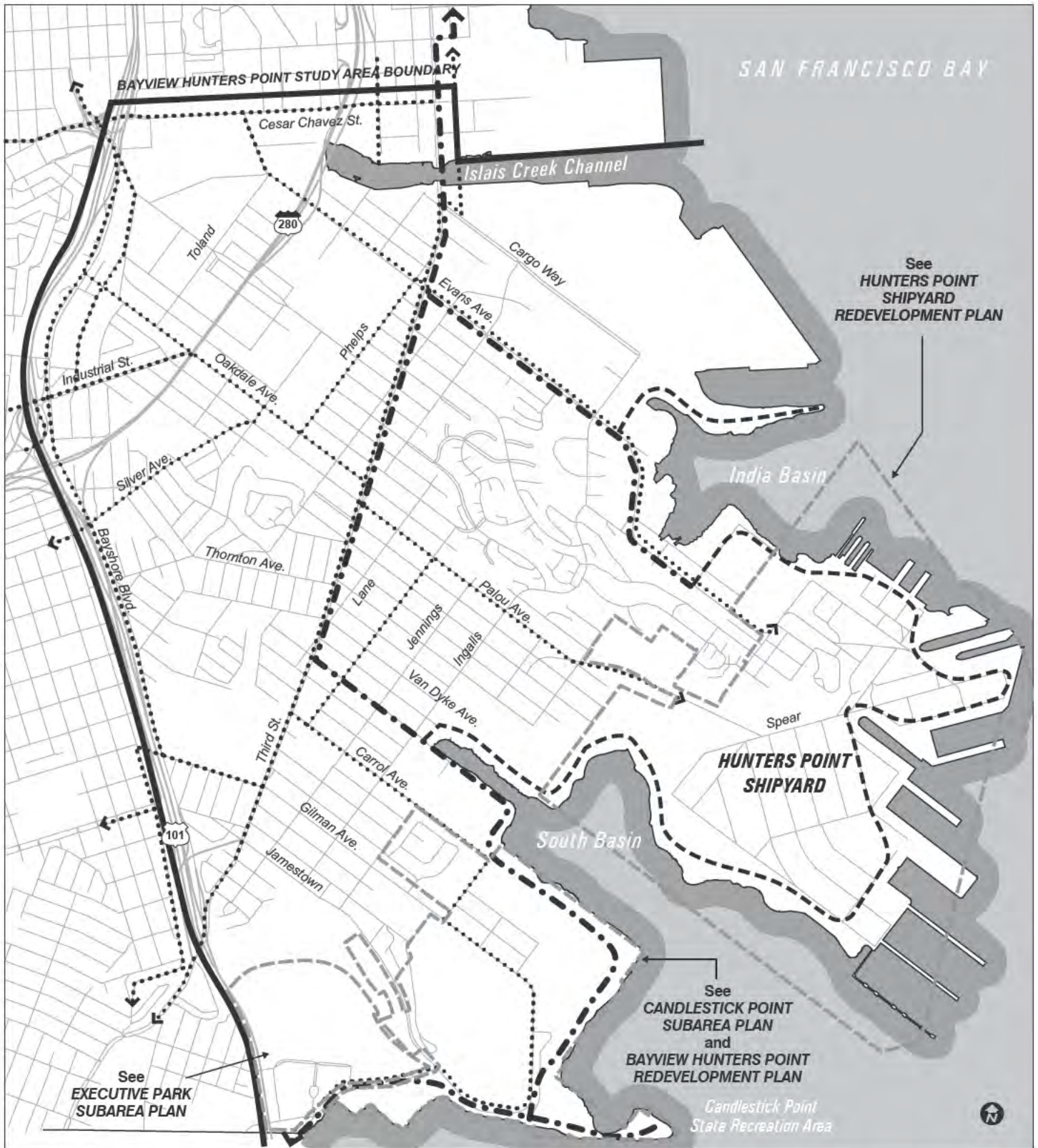
FIGURE 8

- Existing Liquor Store Location in Redevelopment Project Area
- ▨ Area for Restricting Liquor Stores



EXISTING VEHICLE CIRCULATION PLAN
As of 2006

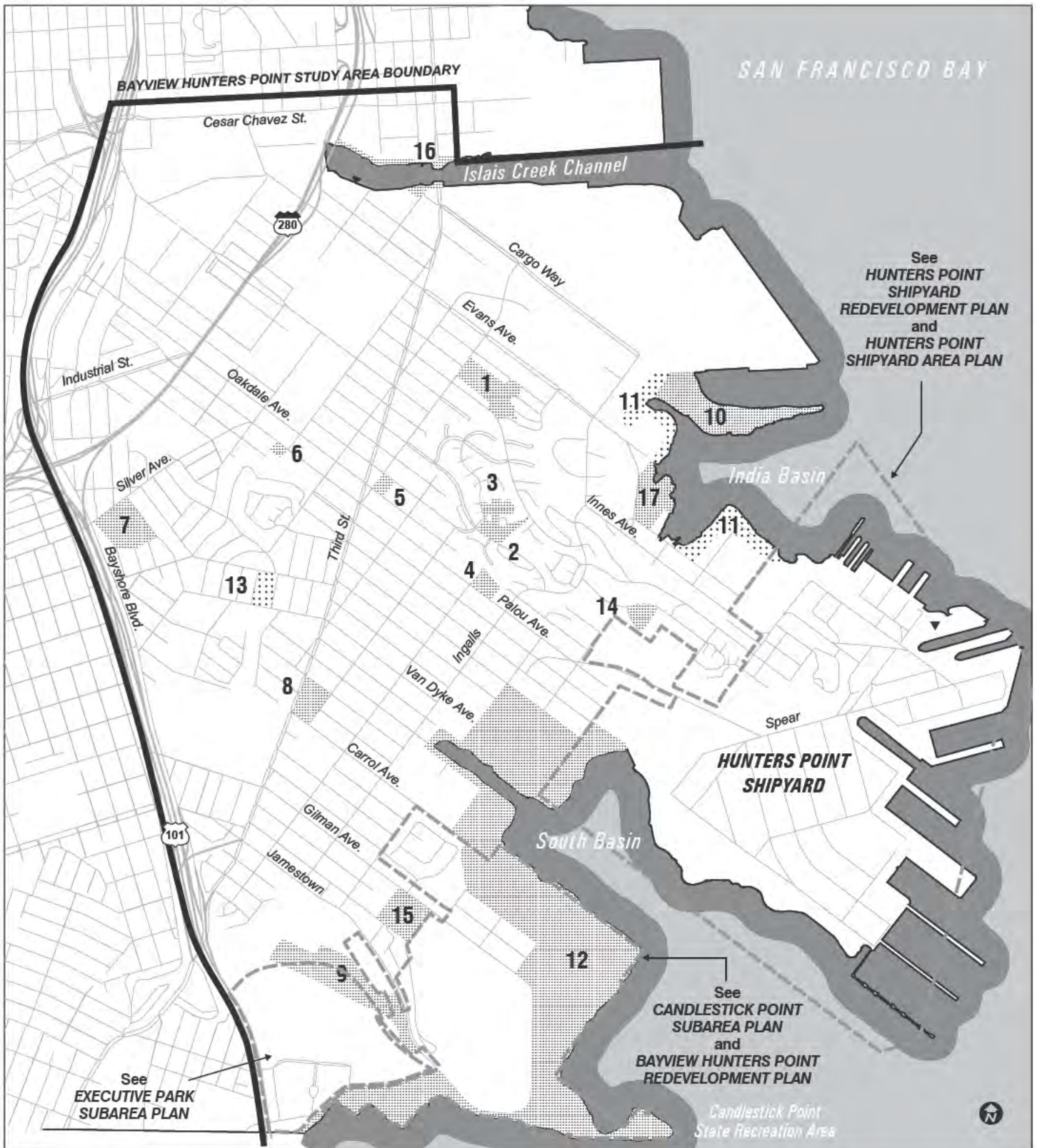
FIGURE 9



EXISTING BIKE ROUTES AND PEDESTRIAN TRAIL
As of 2006

FIGURE 12

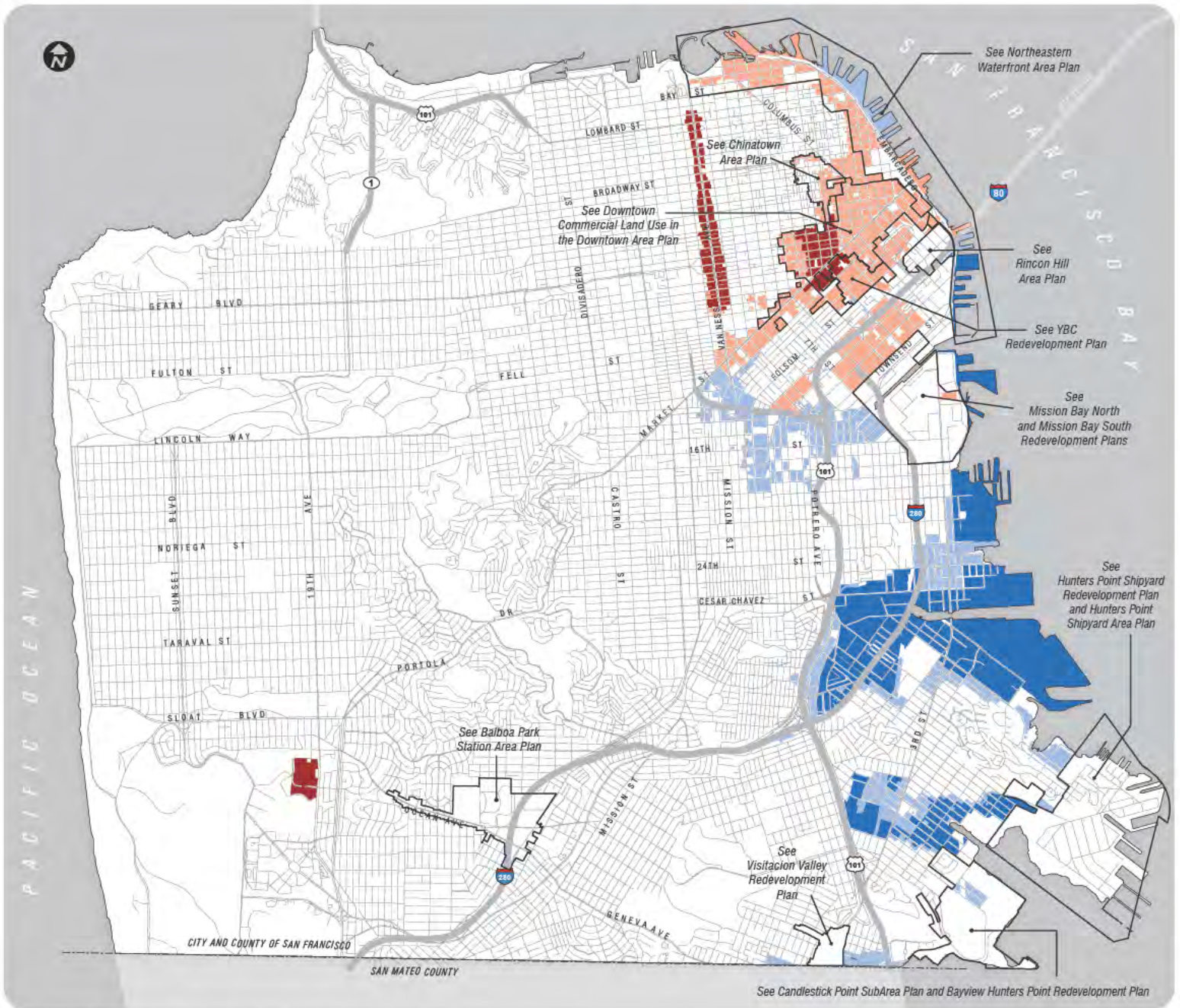
- Bicycle Network
- Proposed Bay Trail Extension
- Existing Bay Trail Route



EXISTING PARKS AND OPEN SPACE LOCATIONS
As of 2006

FIGURE 15

- | | | |
|---------------------------------|-------------------------------------|---|
| 1. Youngblood Coleman | 7. Silver Terrace Playground | 13. Historic Farm Site |
| 2. Hilltop Park | 8. Bayview Playground | 14. Milton Meyers Rec. Center (Hunters Point Rec. Center) |
| 3. Ridgetop Plaza | 9. Bayview Park | 15. Gilman Playground |
| 4. Adam Rogers | 10. Heron's Head Park | 16. Islais Creek Public Access (Port) |
| 5. Joseph Lee Recreation Center | 11. India Basin Public Shoreline | 17. India Basin Shoreline Park |
| 6. Palou/Phelps Mini Park | 12. Candlestick Pt. State Rec. Area | |



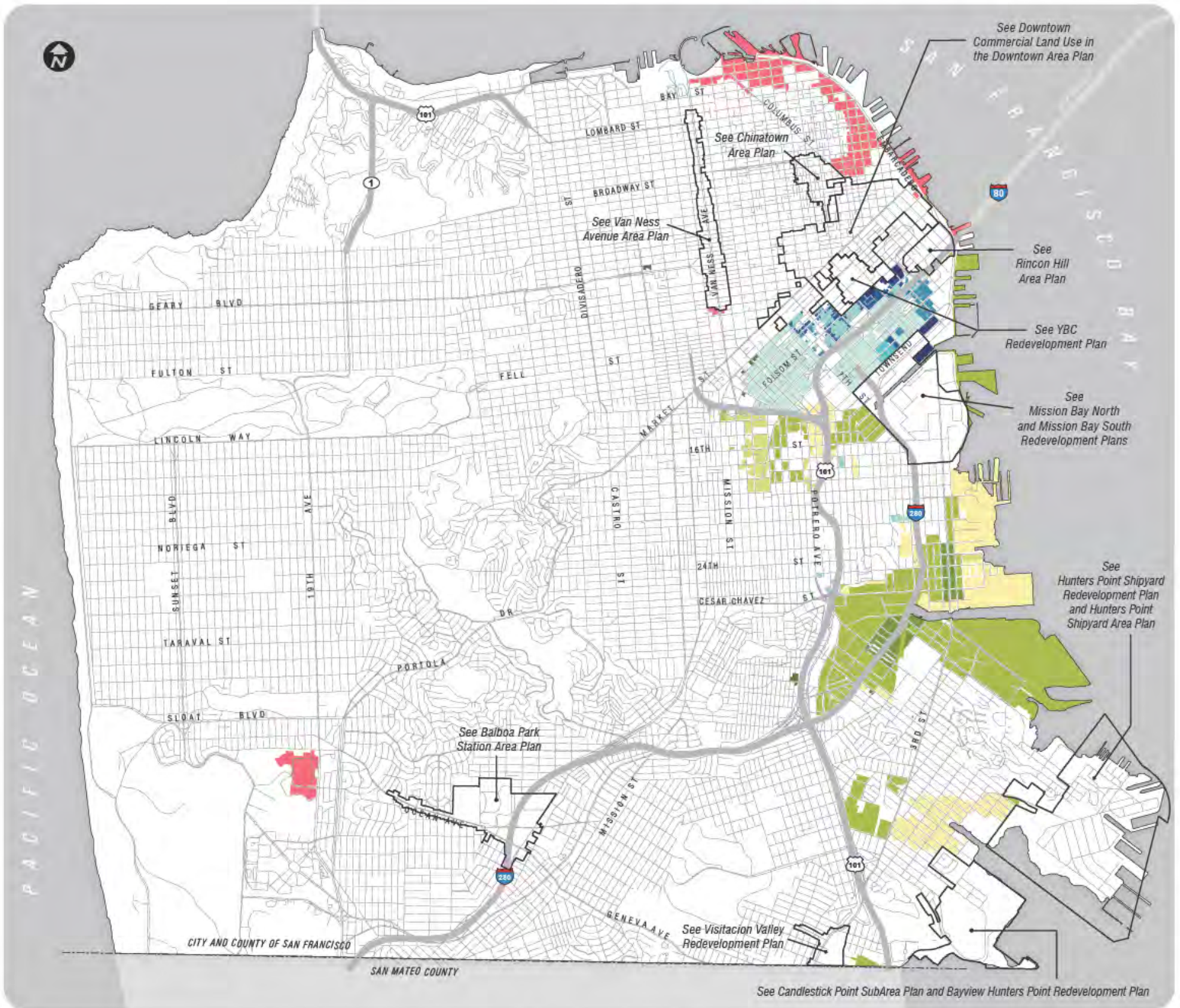
Generalized Commercial and Industrial Land Use Plan



- Major Shopping
- Business and Services
- Light Industry
- General Industry

Note:
For Neighborhood Commercial Areas, see Map 5: Generalized Neighborhoods Commercial Land Use and Density Plan.

Note:
This map does not illustrate mixed-use areas, which may also contain elements of commerce and industry.



Generalized Commercial and Industrial Density Plan (Excludes Neighborhood Commercial Areas)



Commercial (C-2)	Industrial (M-1, M-2, PDR)	Res/Com (MU, UMU, SoMa)
■ 3.6:1 FAR	■ 3.0:1 FAR	■ 2.5:1 FAR
	■ 4.0:1 FAR	■ 3.0:1 FAR
FAR = Floor Area Ratio	■ 5.0:1 FAR	■ 4.0:1 FAR
	■ 6.0:1 FAR	■ 5.0:1 FAR
	■ 9.0:1 FAR	■ 6.0:1 FAR
		■ 7.5:1 FAR

Note:
In Commercial and Industrial districts, both FAR and dwelling unit density controls apply. In Mixed Residential Commercial districts, FAR limits apply to nonresidential uses and dwelling unit limits apply to residential uses. See Map 3 in the Housing Element for dwelling unit densities. an additional 25% FAR may be added on corner lots in non C-3 districts. Public use areas are excluded.

MAP APPROVED BY THE BOARD OF SUPERVISORS

The notation below in italics represents a recent amendment to the General Plan that has been approved by the Board of Supervisors after this map was originally adopted. The change will be added to the map during the next map update.

- Amend the area for Mission Bay to reflect the street grid and street hierarchy of the Mission Bay North and Mission Bay South Redevelopment Plans and Design for Development documents. Add the boundary of the Mission Bay area with a line to text that states "See Mission Bay North and Mission Bay South Redevelopment Plans."
- Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."
- Add a boundary area around the Visitacion Valley Schlage Lock area with a line that leads to a reference that states "See Redevelopment Plan for the Visitacion Valley Schlage Lock Project."
- Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."
- Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan".



See
Hunters Point Shipyard
Redevelopment Plan
and Hunters Point
Shipyard Area Plan

See
EXECUTIVE PARK
SUBAREA PLAN

See
Candlestick Point
SubArea Plan and
Bayview Hunters Point
Redevelopment Plan



VEHICULAR STREET MAP

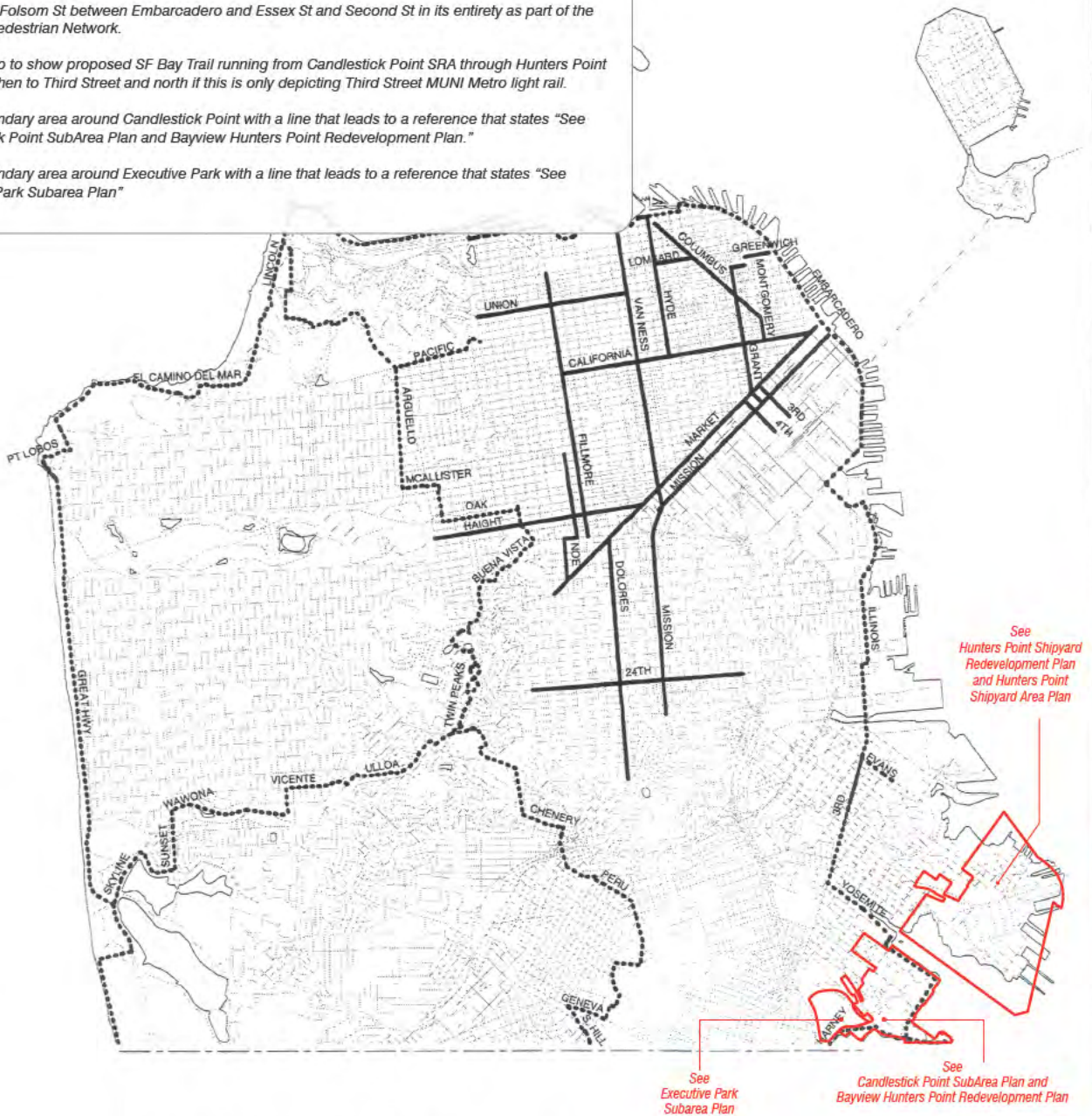
CMP Network Streets	
	Freeway
	Major Arterial
	Transit Conflict Street
Other Streets	
	Secondary Arterial
	Recreational Street

Map 6

MAP APPROVED BY THE BOARD OF SUPERVISORS

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- Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."
- Designate Folsom St between Embarcadero and Essex St and Second St in its entirety as part of the Citywide Pedestrian Network.
- Revise map to show proposed SF Bay Trail running from Candlestick Point SRA through Hunters Point Shipyard, then to Third Street and north if this is only depicting Third Street MUNI Metro light rail.
- Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."
- Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"



CITYWIDE PEDESTRIAN NETWORK

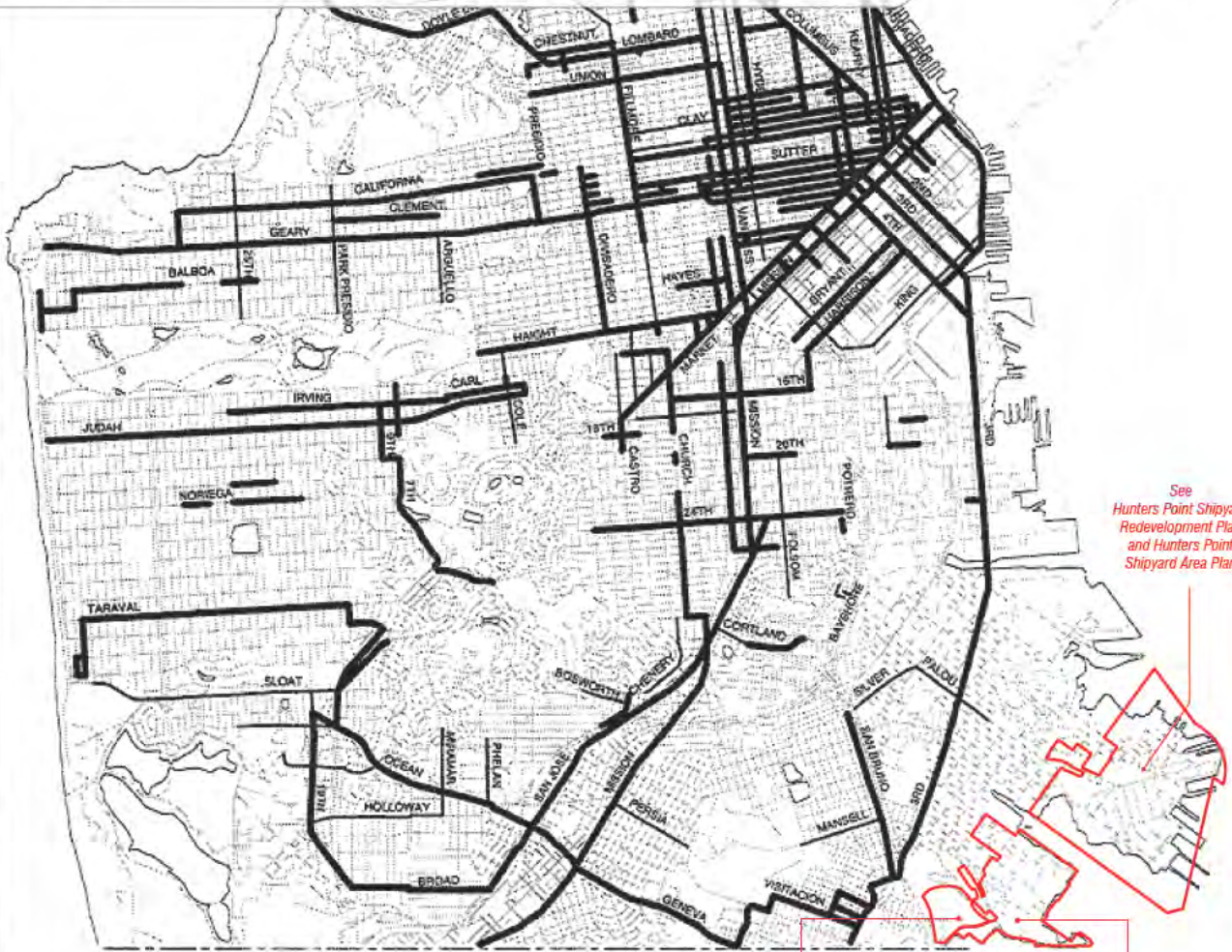
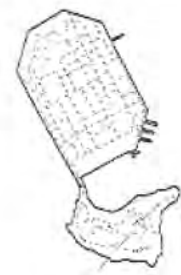
- Citywide Pedestrian Network Street
- Bay, Ridge and Coast Trail

Map 11

MAP APPROVED BY THE BOARD OF SUPERVISORS

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- Amend the area for Mission Bay to reflect the street grid and pedestrian network of the Mission Bay North and Mission Bay South Redevelopment Plans and Design for Development documents. Add the boundary of the Mission Bay area with a line to text that states "See Mission Bay North and Mission Bay South Redevelopment Plans."
- Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."
- Designate Folsom Street Between Embarcadero and Essex Street as a "Neighborhood Commercial Street"
- Designate Beale, Main, and Spear Streets as "Neighborhood Network Connection Streets" between Market and Folsom
- Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."
- Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"





See
Hunters Point Shipyard
Redevelopment Plan
and Hunters Point
Shipyard Area Plan

See
Executive Park
Subarea Plan

See
Candlestick Point SubArea Plan and
Bayview Hunters Point Redevelopment Plan

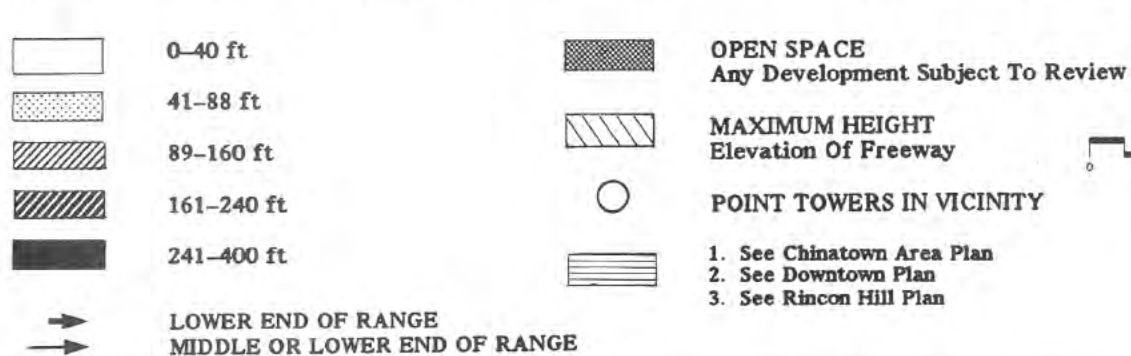
NEIGHBORHOOD PEDESTRIAN STREETS

Map 12

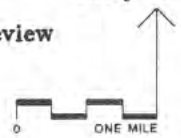
-  Neighborhood Commercial Street
-  Neighborhood Network Connection Street



URBAN DESIGN GUIDELINES FOR HEIGHT OF BUILDINGS



Map 4



MAP APPROVED BY THE BOARD OF SUPERVISORS

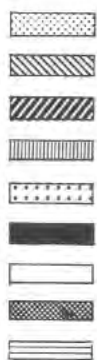
The notation below in italics represents a recent amendment to the General Plan that has been approved by the Board of Supervisors after this map was originally adopted. The change will be added to the map during the next map update.

- Delete the shaded areas within the Mission Bay area and add a boundary around the Mission Bay area with a line that leads to a reference that states "See Mission Bay North and Mission Bay South Redevelopment Plans." For Assessor's Blocks 3796 (Lots 1 and 2), 3797(Lot 1), and a portion of 3880, place an asterisk on the parcels with a reference on the bottom of the page that states "See the Mission Bay Guidelines adopted by the Planning Commission."
- Add a boundary area around the Hunters Point Shipyard area

- with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."
- Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."
- Add: "See Mission Bay Guidelines adopted by the Planning Commission"
- Add reference under #2 to Transbay: "See Downtown Plan and Transbay Redevelopment Development Controls and Design for Development Plan"
- Add a boundary area around the Balboa Park Station plan area with a line that leads to a reference that states "See the Balboa Park Station Area Plan."
- Add a boundary area around the Visitacion Valley Schlage Lock area with a line that leads to a reference that states "See Redevelopment Plan for the Visitacion Valley Schlage Lock Project."
- Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"



URBAN DESIGN GUIDELINES FOR BULK OF BUILDINGS



Guidelines Apply Above Height Of

40 ft
80 ft
40 ft*
40 ft
60 ft
150 ft

Guidelines For Maximum Plan Dimension

110 ft
110 ft
110 ft*
250 ft
250 ft
250 ft

Guideline For Maximum Diagonal Plan Dimension

125 ft
125 ft
140 ft*
300 ft
300 ft
300 ft

Bulk Regulated By Height Controls

OPEN SPACE: Any Development Subject To Review

1. See Chinatown Area Plan
2. See Downtown Plan
3. See Rincon Hill Plan

* Also Applies To Point Towers Where Designated In Urban Design Guidelines For Height Of Buildings.

Map 5



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→ Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."

→ Add reference under #2 to Transbay: See Downtown Plan and Transbay Redevelopment Development Controls and Design for Development Plan.

→ Delete shadings, add + at AB3796 (lots 1&2), 3797 (lot 7) and part of 3880; and add: "See Mission Bay North and South Redevelopment Plans."

→ Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."

→ Add + under "Also Applies..." and add: "See Mission Bay Guidelines adopted by the Planning Commission"

→ Add a boundary area around the Balboa Park Station plan area with a line that leads to a reference that states "See the Balboa Park Station Area Plan."

→ Add a boundary area around the Visitacion Valley Schlage Lock area with a line that leads to a reference that states "See Redevelopment Plan for the Visitacion Valley Schlage Lock Project."

→ Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"

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- Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan and Hunters Point Shipyard Area Plan."
- Delete Bayview Hill from map
- Amend to include "PROPOSED RECREATION TRAILS" as shown on Map 4 and noted in attached (Map 8)
- Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."
- Add a boundary area around Executive Park with a line that leads to a reference that states "See Executive Park Subarea Plan"

Map 8
EASTERN SHORELINE PLAN


SHORELINE ZONE


 All New Development Subject To Shoreline Guidelines


PUBLIC OPEN SPACE

 Maintain And Improve The Quality Of Existing Shoreline Open Space & Recreation

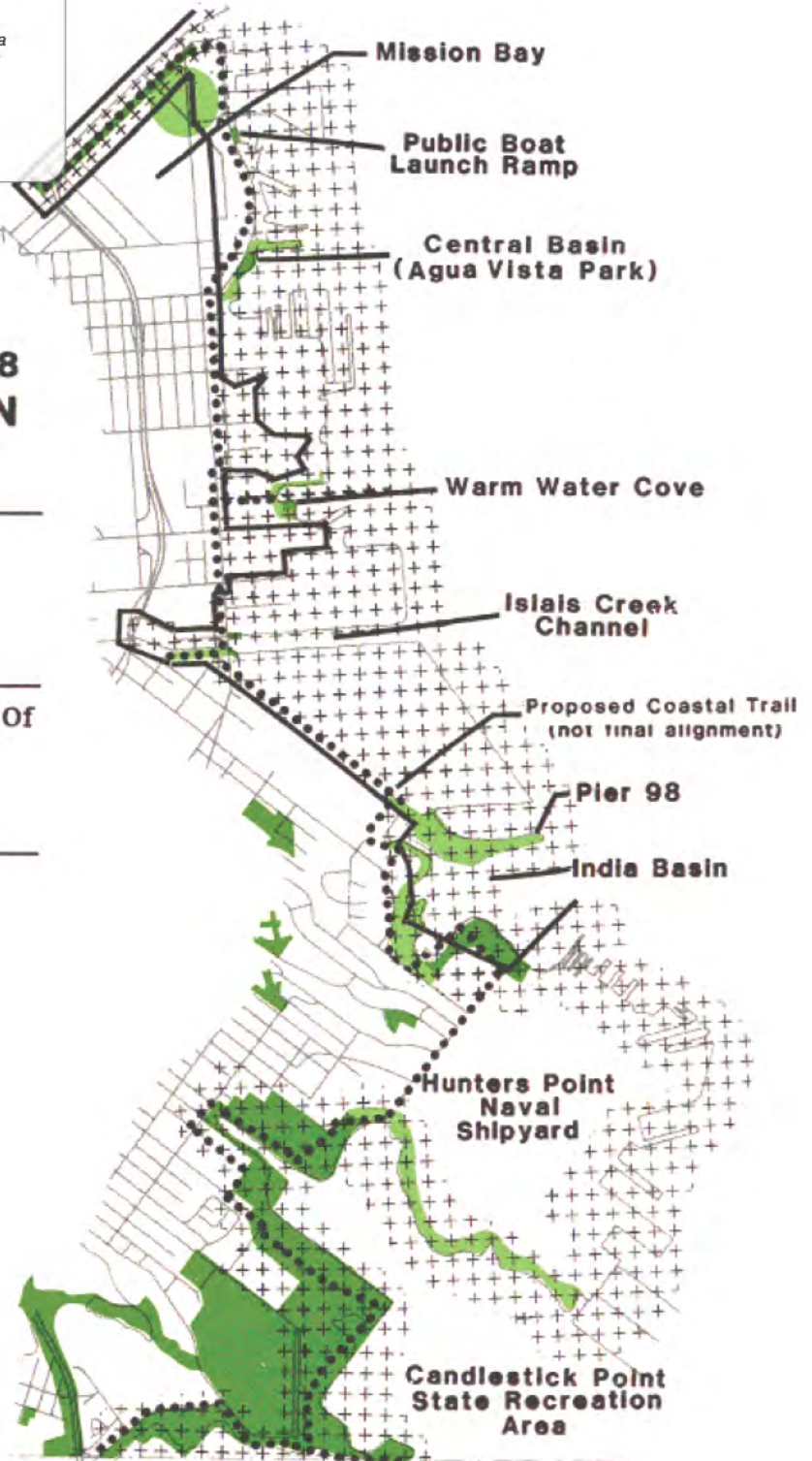
PROPOSED PUBLIC OPEN SPACE

 Provide New Open Space Along The Shoreline

 Provide New Open Space In The General Vicinity

 Proposed Shoreline Trail

 Port Jurisdiction





Hearing Date: May 5, 2011

~~There are no objectives and policies that are specifically related to this project. [streetscape improvements]
[ground floor uses]~~

AIR QUALITY ELEMENT

The Air Quality Element is concerned, in part, with reducing the level of pollutants in the air, thus protecting and improving public health, welfare and the quality of life of the citizens of San Francisco and the residents of the metropolitan region. It emphasizes that opportunities for economic growth in the area can be enhanced through implementation of transportation, land use and other policies in harmony with clean air goals.

The following objectives and policies are relevant to the Project:

- OBJECTIVE 3 DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.
- POLICY 3.1 Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.
- POLICY 3.2 Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.
- POLICY 3.6 Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.
- POLICY 3.9 Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals
- OBJECTIVE 6 LINK THE POSITIVE EFFECTS OF ENERGY CONSERVATION AND WASTE MANAGEMENT TO EMISSION REDUCTIONS.
- POLICY 6.2 Encourage recycling to reduce emissions from manufacturing of new materials in San Francisco and the region.

The Project is consistent with and implements the Air Quality Element in that it calls for mixed-use predominately residential, high density, sustainable development that will enable efficient use of land and encourage travel by transit, bicycle and by foot, thereby reducing auto use. The Design Guidelines documents governing development of the Project encourage other sustainable features including storm water "low-impact" development, energy-saving design, and robust tree planting and landscaping through the streets and open spaces. While the Executive Park EIR identifies potential significant and unavoidable

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DEVELOPMENT AND TRANSPORTATION PROVIDED FOR IN OTHER
SECTIONS OF THE GENERAL PLAN

The Project is consistent with and implements the Community Facilities Element. The Project allows for community serving uses on the ground floor throughout the development. Whether or not community uses will eventually establish themselves will depend on community needs and demands as development enabled by the Project gets built out. The Visitacion Valley Community Facilities Fee and Fund was established to help assure that community-related improvements can be made in conjunction with new development. The Visitacion Valley Nexus Study establishes that funds could be used for community centers and neighborhood library improvements among other things.

PUBLIC SAFETY ELEMENT

- OBJECTIVE 2 REDUCE STRUCTURAL AND NON-STRUCTURAL HAZARDS TO LIFE SAFETY, MINIMIZE PROPERTY DAMAGE AND RESULTING SOCIAL, CULTURAL AND ECONOMIC DISLOCATIONS RESULTING FROM FUTURE DISASTERS.
- POLICY 2.1 Assure that new construction meets current structural and life safety standards.
- POLICY 2.3 Consider site soils conditions when reviewing projects in areas subject to liquefaction or slope instability.
- POLICY 2.9 Consider information about geologic hazards whenever City decisions that will influence land use, building density, building configurations or infrastructure are made.
- POLICY 2.12 Enforce state and local codes that regulate the use, storage and transportation of hazardous materials in order to prevent, contain and effectively respond to accidental releases.

The Project is consistent with and implements the Community Safety Element. All improvements, including infrastructure, buildings and open space improvements will be constructed to local seismic standards, taking into account, among other considerations, the geological condition of the soil and where applicable, remediation activity.

ARTS ELEMENT

The Arts Element is concerned with, among other things, providing guiding principles for the City and County of San Francisco relative to the arts; validating and increasing the role of the arts as a major economic force in the region; and protecting arts organizations and artists through the adoption of policies that will withstand changes in political climate.

1 (3) In accordance with the actions contemplated herein, this Board adopted
2 Resolution No. _____ concerning findings pursuant to the California Environmental
3 Quality Act. Said Resolution is on file with the Clerk of the Board of Supervisors in File No.
4 _____ and those findings are incorporated into this ordinance by this reference.

5 (4) Pursuant to Section 302 of the Planning Code, the Board finds that this
6 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in
7 Planning Commission Resolution No. _____ and the Board incorporates those
8 reasons into this ordinance by this reference. A copy of Planning Commission Resolution No.
9 _____ is on file with the Clerk of the Board of Supervisors in File No. _____

10 (4) The Board of Supervisors finds that this ordinance is in conformity with the
11 Priority Policies of Section 101.1 of the Planning Code and, on balance, consistent with the
12 General Plan as it is proposed for amendment in companion legislation on file with the Clerk
13 of the Board of Supervisors in File No. _____, and hereby adopts the findings set
14 forth in Planning Commission Resolution No. _____ and incorporates such findings
15 into this ordinance by this reference.

16 Section 2. The San Francisco Planning Code is hereby amended by adding Section
17 249.53, to read as follows: *SEC. 249.54*

18 ~~SEC. 249.53~~ EXECUTIVE PARK SPECIAL USE DISTRICT

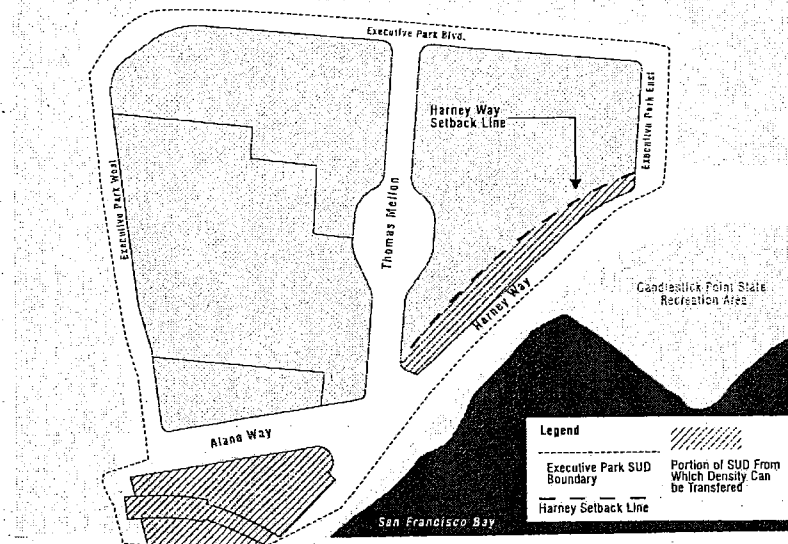
19 (a) General. A Special Use District entitled the Executive Park Special Use District is
20 hereby established for Assessor's Block 4991, Lots 012, 024, 061, 065, 074, 075, 078, 085 and 086 and
21 Assessor's Block 5076, Lots 012 and 013, generally bounded by Harney Way on the south, Highway
22 101 on the west, Executive Park Boulevard North on the north and Executive Park Boulevard East on
23 the east, and is set forth in Sectional Map SU10 of the Zoning Map.

24 (b) Purpose. The purpose of the Executive Park Special Use District (SUD) is to
25 accommodate and encourage medium to high density, mixed-use, predominately residential



Figure 249.54(A)

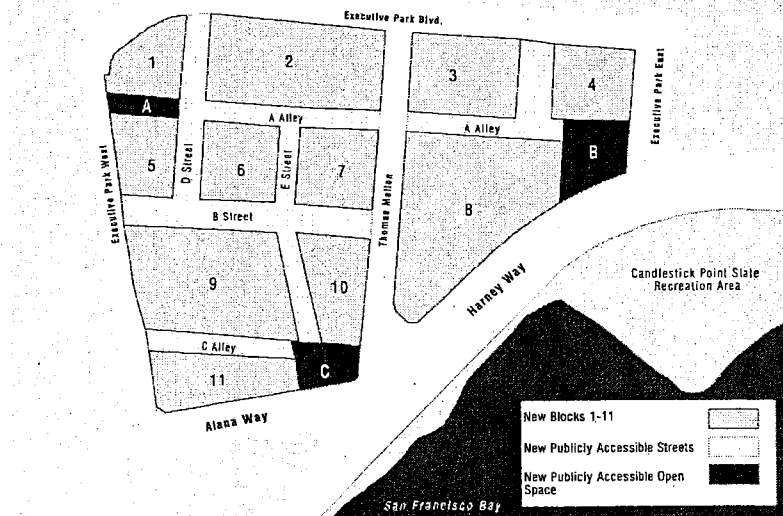
Note: figure diagrammatic and not to scale



Executive Park Planning Code Text Amendment Draft Ordinance p. 5 Revised Figure

Figure 249.54(B)

Note: figure diagrammatic and not to scale

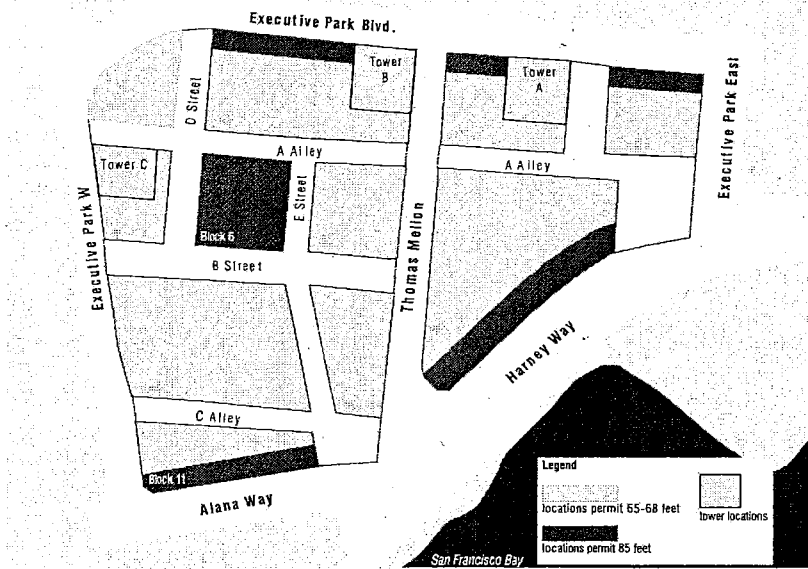


Executive Park Planning Code Text Amendment Draft Ordinance p. 7 Revised Figure

CORRECTED PAGE

Figure 263.27(A)

Note: figure diagrammatic
and not to scale



Executive Park Planning Code Text Amendment Draft
Ordinance p. 11 Revised Figure

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PAGE**

1 (c) Pursuant to Section 302 of the Planning Code, the Board finds that this
 2 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in
 3 Planning Commission Resolution No. _____ and the Board incorporates those reasons
 4 herein by reference. A copy of Planning Commission Resolution No. _____ is on file
 5 with the Clerk of the Board of Supervisors in File No. _____.

6 (d) The Board of Supervisors finds that this ordinance is in conformity with the
 7 General Plan and the Priority Policies of Planning Code Section 101.1 for the reasons set
 8 forth in Planning Commission Resolution No. _____ and incorporates those findings hereby
 9 by reference.

10 (e) The Board hereby incorporates by reference the project-specific findings set
 11 forth in Section 1(B) of the companion ordinance that amends the General Plan by amending
 12 the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

13 Section 2. The San Francisco Planning Code is hereby amended by amending
 14 Sectional Map ZN10 of the Zoning Map of the City and County of San Francisco, as follows:

<u>Description of Property</u>	<u>Zoning District to be Superseded</u>	<u>Zoning District Hereby Approved</u>
Assessor's Block 4991, Lots 074, 075, 085 and 086	Community Business (C-2)	Residential-Commercial Combined, Medium Density (RC-3)
Assessor's Block 4991, Lots 012, 024, 061, 065 and 078; Block 5076, Lots 012 and 013	Light Industrial (M-1)	Residential-Commercial Combined, Medium Density (RC-3)

25 Section 3. The San Francisco Planning Code is hereby amended by amending

**CORRECTED
 PAGE**

14

Yerby has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface parking spaces, and UPC has applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and 1,677 subsurface parking spaces. These projects will require amendment of the Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

On May 5, 2011, by Motion No. ____, the Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"); and

On May 5, 2011, by Resolution No. ____, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the Executive Park Subarea Plan and related zoning text and map amendments, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

A draft of the Executive Park Design Guidelines, **attached hereto as Exhibit A**, would establish design policies related to street and block pattern, the public realm, building siting and characteristics, and sustainability.

The Project Sponsors have been working with staff on a Streetscape Master Plan as indicated and required by "Public Realm Requirement No. 11 (p. 5) of the draft Design Guidelines. The "Executive Park Streetscape Master Plan 4/28/11 Draft for Review" as provided in Docket No. 2006.0422U will be basis from which a final Streetscape Master Plan will be completed. The Streetscape Master Plan will help assure a consistent application of the Design Guidelines' requirements for the public realm across the SUD portion of the Executive Park site.

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the Executive Park Design Guidelines promote the public welfare, convenience and necessity for the following reasons:

1. The Executive Park Design Guidelines would enable the creation of a mixed-use predominately residential units that would include upwards of 1,100 additional units of housing on a portion of the Executive Park site that features an underutilized insular suburban-style office park that effectively cuts off the rest of the City from the adjacent shoreline.

Resolution No.
Hearing Date: May 5, 2011

Case No 2006.0422EMTUZ
Executive Park
Design Guidelines

2. The Guidelines include Planning Code provisions that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help connect and integrate adjacent neighborhoods.
3. The Design Guidelines will assure a high quality public realm and street network.
4. The Guidelines anticipate future improvements to regional transportation infrastructure thereby providing a framework where future development will appropriately interface with expected future infrastructure..
5. The Design Guidelines, include provisions that will new streets designed for multiple modes of transport, emphasizing travel by foot and by bicycle.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the Executive Park Design Guidelines are in general conformity with the General Plan, and Planning Code section 101.1(b) pursuant to Planning Commission Motion No. _____. The findings attached to Resolution No. _____ as Exhibit B, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, the Planning Commission **adopts** to the Executive Park Design Guidelines.

AND BE IT FURTHER RESOLVED: That the Planning Commission hereby directs the Planning Director to report to the Planning Commission of completion of the Streetscape Master Plan and prior to submittal of any Design Review applications.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 5, 2011.

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

I:\Citywide\Community Planning\Southeast BVHP\Executive Park\Work Products in Progress\Approval Packet and Notification\Ex Park - Design Guidelines - CPC Approval Reso.doc

4. On-street parking should be provided where appropriate.
5. Except for Executive Park West and the south side blockface of Alley A east of Thomas Mellon, parking access to development shall be limited to one curb cut per block face.
6. Crosswalks should be boldly marked.
7. If streets are not publicly owned, they should be publicly accessible at all times and read visually as public streets.
8. Buildings should meet the street with active frontages.
9. Streets should be connected to publicly accessible rights-of-way at both ends (there should be no dead-ends or cul-de-sacs), including connections to streets, alleys, pathways or open spaces.
10. Streets should be designed to emphasize their use as public or common open space.
11. A Streetscape Master Plan shall be completed developed by the Project Sponsors based on the Executive Park Streetscape Master Plan 4/28/11 Draft for Review provided to the Planning Commission as part of their May 5, 2011 Commission Packet (See Docket No. 2006.0422U) under the direction of Planning Department staff. The Streetscape Master Plan shall identify a pallet of streetscape improvements including landscaping and furnishings, and locations for such improvements. The Streetscape Master Plan shall be approved by the Director of Planning after providing the Planning Commission with a report on its completion. Each street segment within the "office park portion" (or the SUD portion) of the site shall be completed as required by Planning Commission Section 249.54(c)(15). "Streetscape and other Infrastructure Improvements" and according to the Streetscape Master Plan. A copy of the approved Streetscape Master Plan shall be submitted with all Design Review (309.2) applications and be included in the official record of all said applications and related approvals. Street furniture, seating areas, and other pedestrian amenities shall be installed pursuant to a Streetscape Master Plan.
12. Implementation of streetscape and other infrastructure improvements should be clearly delineated amongst different phases of development. Consistent with Planning Code Section 249.54 (c)(15), Planning Commission / Planning Department approval shall incorporate conditions for each phase that clearly lays out which portions of the Streetscape Master Plan will be constructed prior to the issuance of a Certificate of Final Completion for said phase.
13. Street trees should be planted according to the Streetscape Master Plan. In general, street trees should be planted every 20 feet on center. Where this spacing is not feasible due to a driveway or other obstruction, spacing elsewhere should be reduced or other means should be taken to achieve at least the same number of trees as would be provided at the 20-foot interval.
14. Lighting should be installed pursuant to the Streetscape Master Plan. Lighting placement should take into consideration appropriate photometric studies, the desire to reduce light pollution from the sky and light levels adequate to, but not too overly light the space being lit. Lighting can be in the form of pedestrian-oriented lights for smaller-scale streets, and where appropriate, incorporated onto adjacent buildings.
15. All utilities on new streets should be placed underground.
16. Where appropriate, street design shall incorporate transit facility improvements and vehicle capacity.

ALLEYS (NARROW STREETS)

"Alleys" as identified in these Guidelines and the Subarea Plan are narrow rights-of-way (approximately 40 feet wide and less), that are secondary to the street network. While they provide access to parking and loading, they are to be similarly treated as other streets in assuring easy travel by bicycle and by foot and by being pleasant spaces in their own right.

1. Where provided, alleys should not only be used for service functions, but should also be designed for all uses and to be pedestrian-friendly, attractive, and safe.

**CORRECTED
PAGE**

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Executive Park Streetscape Master Plan



4/28/11 - DRAFT FOR REVIEW

The Yerby Company
Universal Paragon Corporation
The San Francisco Planning Department

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1.0 INTRODUCTION

1.1 Purpose of the Document

As the controlling documents for the Executive Park Subarea, the Design Guidelines, together with the Special Use District and 309.X zoning amendments, control and regulate growth and development within the existing office park portions of the Executive Park Subarea plan area. Individual projects sited in the Subarea Special Use District must be generally consistent with the Design Guidelines, as they will be a driving criteria used in their review and approval. The purpose of this Streetscape Master Plan is to provide a generalized blueprint for streetscape and open space improvements throughout the Special Use District portion of the site, so that there is a clear strategic and aesthetic approach for the entire area, and an understanding of minimal acceptable improvements for each subject street segment and open space. The purpose of this Streetscape Master Plan is to provide a cohesive concept plan and act as a guide to the developers within the Executive Park Subarea plan area in determining a consistent design framework among improvements throughout its public realm. The Planning Department shall consider the Streetscape Master Plan as a guide to the requirements of the Design Guidelines, and shall be reviewed in light of the larger parameters set forth in the Executive Park Subarea Plan and Executive Park Special Use District.

The streetscape and open space elements detailed in this concept plan are intended to complement the urban design and zoning elements in the Executive Park Design Guidelines. The Design Guidelines lay out standards and recommendations for private development within the Executive Park Subarea Plan plan area. The Executive Park Subarea Plan site developers should adhere to the urban design direction and framework espoused in this document.

1.2 How To Use this Document

The streetscape and open space elements detailed in this concept plan are intended to complement the urban design and zoning elements laid out in the Executive Park SubArea Plan, Special Use District, Executive Park Design Guidelines and San Francisco Better Streets Plan - the primary supporting documents to the Executive Park development plan. Those documents should be referred to for guidelines relating to accessibility, transportation, sustainability and stormwater management and not featured in the Streetscape Master Plan. The Planning Department shall be responsible for determining that various streetscape improvements are consistent with the intent of the Executive Park Design Guidelines, San Francisco Better Streets Plan, and the Streetscape Master Plan.

This document is intended for use as a guide to inform the streetscape design. Descriptions contained herein are intended for instructional purposes only and are not meant to propose specific design element(s). Characteristics from this concept plan should be applied wherever possible to ensure that new sidewalks and open spaces are improved for pedestrians and to assist individual

projects in maintaining continuity throughout the public realm of this plan area.

Also note that building footprints are graphically depicted here to provide context and are meant to be consistent with Design Guidelines, however shall not be interpreted as approved building conditions.

1.3 Urban Design Framework

The overall vision for the Executive Park Subarea Plan is for a vibrant, residential community including neighborhood serving retail, and public and private open space. New Open Spaces will be created at the intersection of Thomas Mellon Dr. and Alanna Way, at the terminus of the future Alley A, and at Executive Park East and Harney Way in an effort to improve the linkages from Little Hollywood and Bayview Hill through Executive Park to the Bay. In addition, the Blanken Avenue tunnel will be enhanced to provide a safer pedestrian connection to Little Hollywood and Executive Park.

1.4 Land Use

The revitalization and regeneration of the Executive Park neighborhood supports an active mix made up of residential and retail uses to support community's needs; an influx of new residential activity to provide "eyes on the street" and bring new life to the area; and a range of open spaces and community places to bring the entire community together.

1.5 Street & Block Pattern

The intent of these Guidelines along with the Executive Park Subarea Plan, and the Executive Park Special Use District is to create a connected, vibrant, high-density urban neighborhood. In completing the new neighborhood, the layout of blocks and streets are intended to meet the following general performance criteria:

- Reflect fine-grained block pattern typical of San Francisco
- Generally, new blocks should be no larger than a typical San Francisco 200-foot by 600-foot block
- Smaller blocks are encouraged. Larger blocks should provide publicly accessible pedestrian paths through the block
- Assure all rights-of-way whether publicly or privately held and maintained be publicly accessible at all times

- Provide multiple options for travel through the new streets for those coming from the west of Highway 101 to the Bay shoreline and the Candlestick Point State Recreation Area
- Sidewalk minimum widths, setbacks, and streetwall heights should follow the specifications as described in the Design Guidelines.
- Anticipate future improvements to Harney Way and Alana Way
- Align new streets through the subject parcels with those recently completed as part of the Candlestick Cove and Top Vision developments
- Anticipate adjustments to the existing property lines including vacation of a portion of Thomas Mellon Circle to create regular street corners, enabling Thomas Mellon to meet Harney at a right angle.

NOTE: Exact alignments of Thomas Mellon and Harney Way are not yet finalized.

1.6 Transportation and Circulation

The aim of the plan is to connect the new development to the surrounding neighborhoods and to encourage walking and use of public transit as the primary travel mode for neighborhood residents and visitors. Aided by the Streetscape Master Plan, the revised street grid system will be designed and constructed to safely accommodate pedestrians, bicyclists and vehicles, as well as meet anticipated vehicular traffic and parking needs.

The Streetscape Master Plan should be used as a guide for the Executive Park Subarea Plan developers to link the new developments cohesively and physically with the planned pedestrian improvements. Pedestrian paths are planned through large development blocks providing shorter paths of travel and breaking up the massing of new building. The new streets and pedestrian paths will incorporate a variety of streetscape design elements, as suggested here, including consistent planting of street trees and other landscape material, pedestrian-scaled lighting and street furniture, similar to those already incorporated into the neighboring Signature and Top Vision Streetscape improvements.

It should be noted that regional transportation improvements studied by the required Executive Park Subarea Plan transportation study will not be implemented solely by the developer, or by the City and County of San Francisco. Regional transit improvements will therefore be addressed through a separate process, the Bi-County Transportation Study, and the City will work collaboratively during the transportation study process with transit officials in Daly City, Brisbane and San Mateo County to ensure connections occur.



Proposed Street Network

0 Feet 500

1.7 Public Open Space

The plan establishes an open space system on the Executive Park Subarea Plan that will augment the resources available to residents and visitors. Local existing open space resources include the adjacent Candlestick State Park and Bayview Hill.

All new development within the Executive Park Subarea Plan is subject to the Visitation Valley Community Facilities and Infrastructure Fee as described in Planning Code § 319, et seq. The purpose of the fee is to pay for specific improvements for the new development, including active recreational spaces, pedestrian and streetscape improvements, and other facilities and services.



Pedestrian Network and Public Open Space

- Existing Public Parks and Open Space
- Set Aside Open Space

2.0 STREET CONCEPT / TYPOLOGIES

2.0 Street Concept / Typologies

2.1 Street and Pathway Design

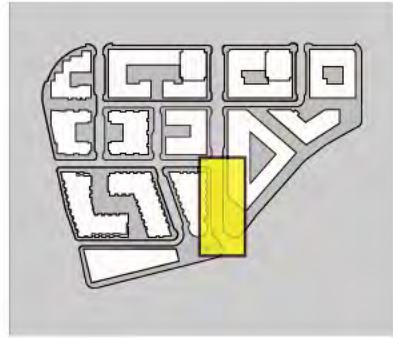
New streets shall generally be designed as described in this Streetscape Master Plan. The design concepts for each of the street types shown in the diagram below are contained within this Streetscape Master Plan. Dimensions provided in the sections should be used as a guide for final streetscape design; however, actual street design, including street widths and other specifications, shall be established through a schematic design process on an individual building level. The developers shall prepare specific streetscape and open space plans prior to development approval.



Proposed Circulation Network

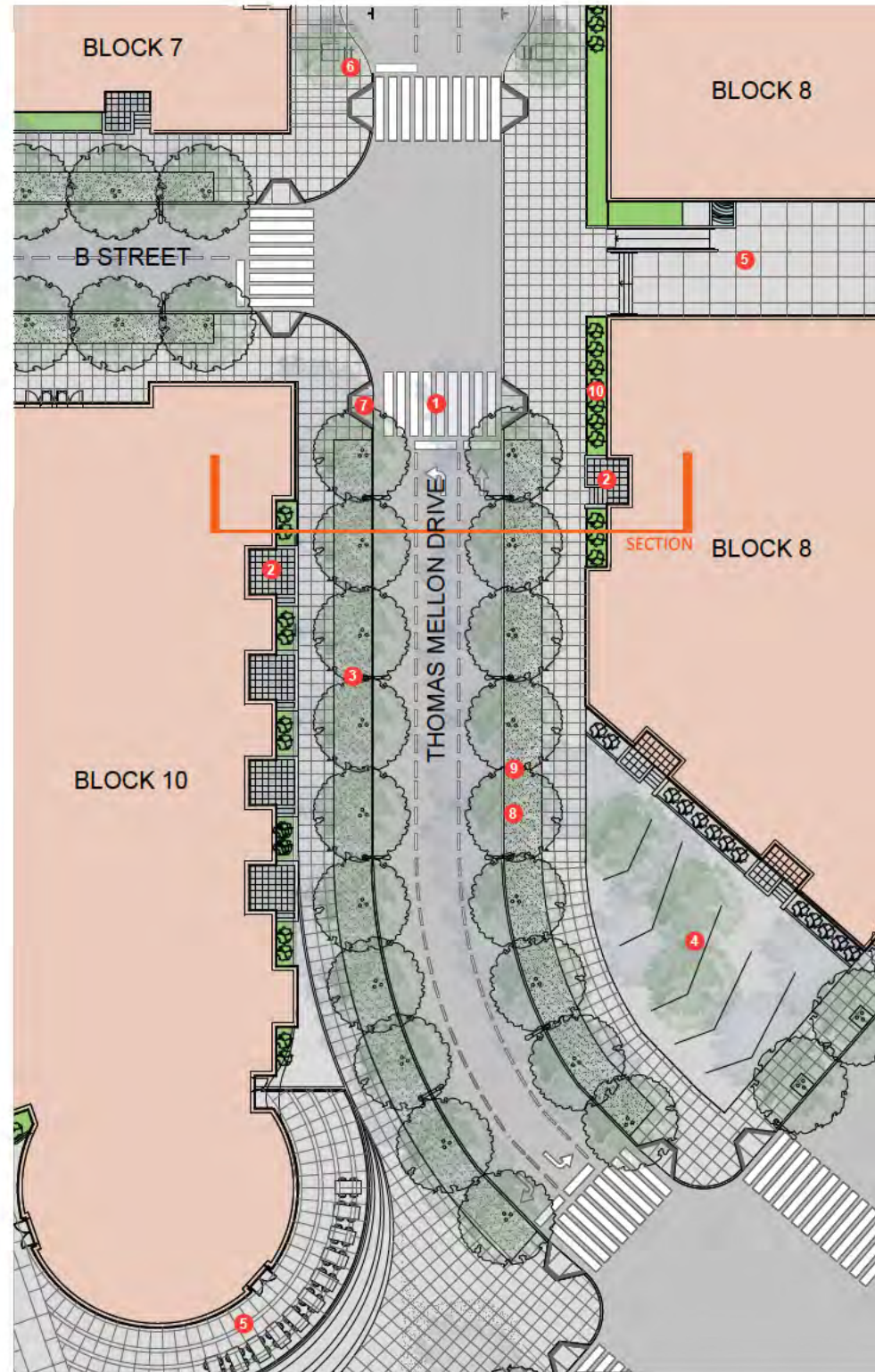
- █ Neighborhood Commercial
- █ Neighborhood Residential - Larger Scale
- █ Neighborhood Residential
- █ Alley
- - - - - Paseo
- █ Harney Way - Possible Alignment
(Specific improvements under separate project)

3.0 STREET DESIGN



Key Notes

1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
2. Residential Stoop : 25'-30' on Center
3. Pedestrian Street Lamps
4. Sloped or Tiered Landscaping
- No Excessive Retaining Wall
5. Paseo to Mid Block
6. Traffic Calming : Bulbout, Tight Radii
7. Curb Ramp
8. Street Trees : 15'-20' on Center
9. Understory Landscaping
- Opportunities for Stormwater Management
10. Setback : Space for Landscaping

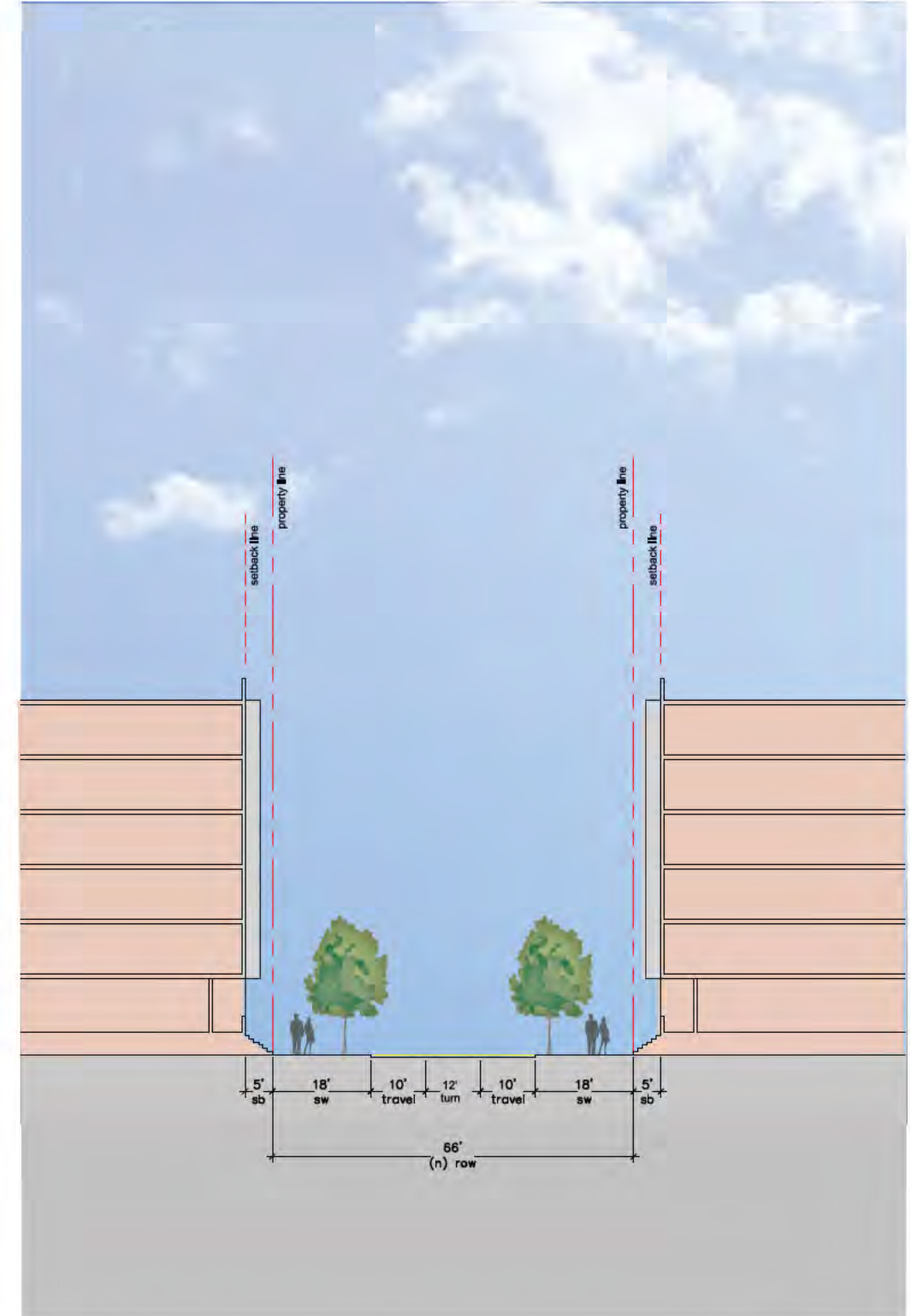


Plan



40 feet

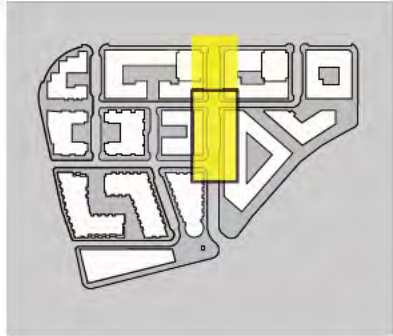
3.11 Thomas Mellon Circle (south end)



Section

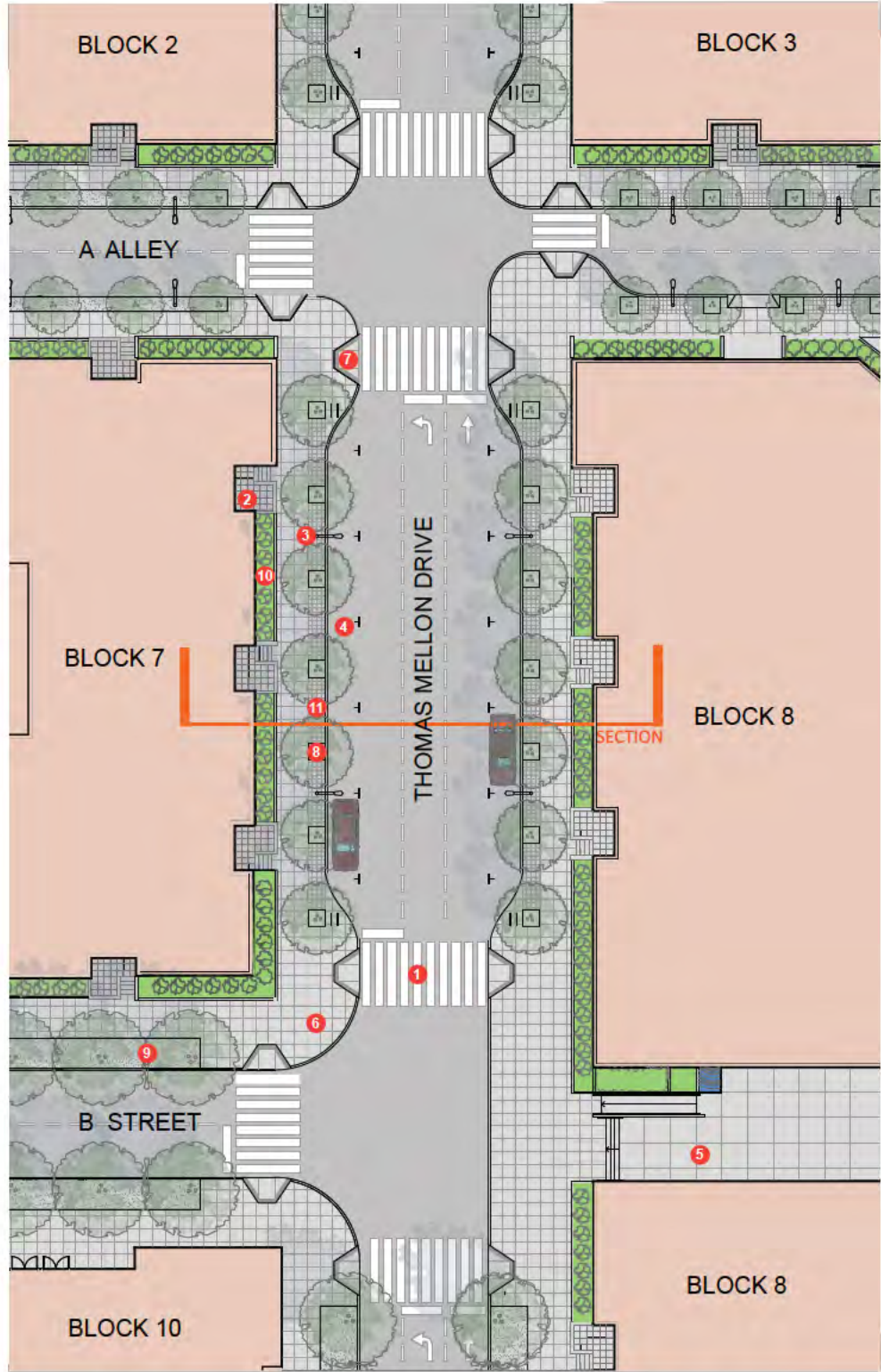
30 feet

3.12 Thomas Mellon Circle (north end)

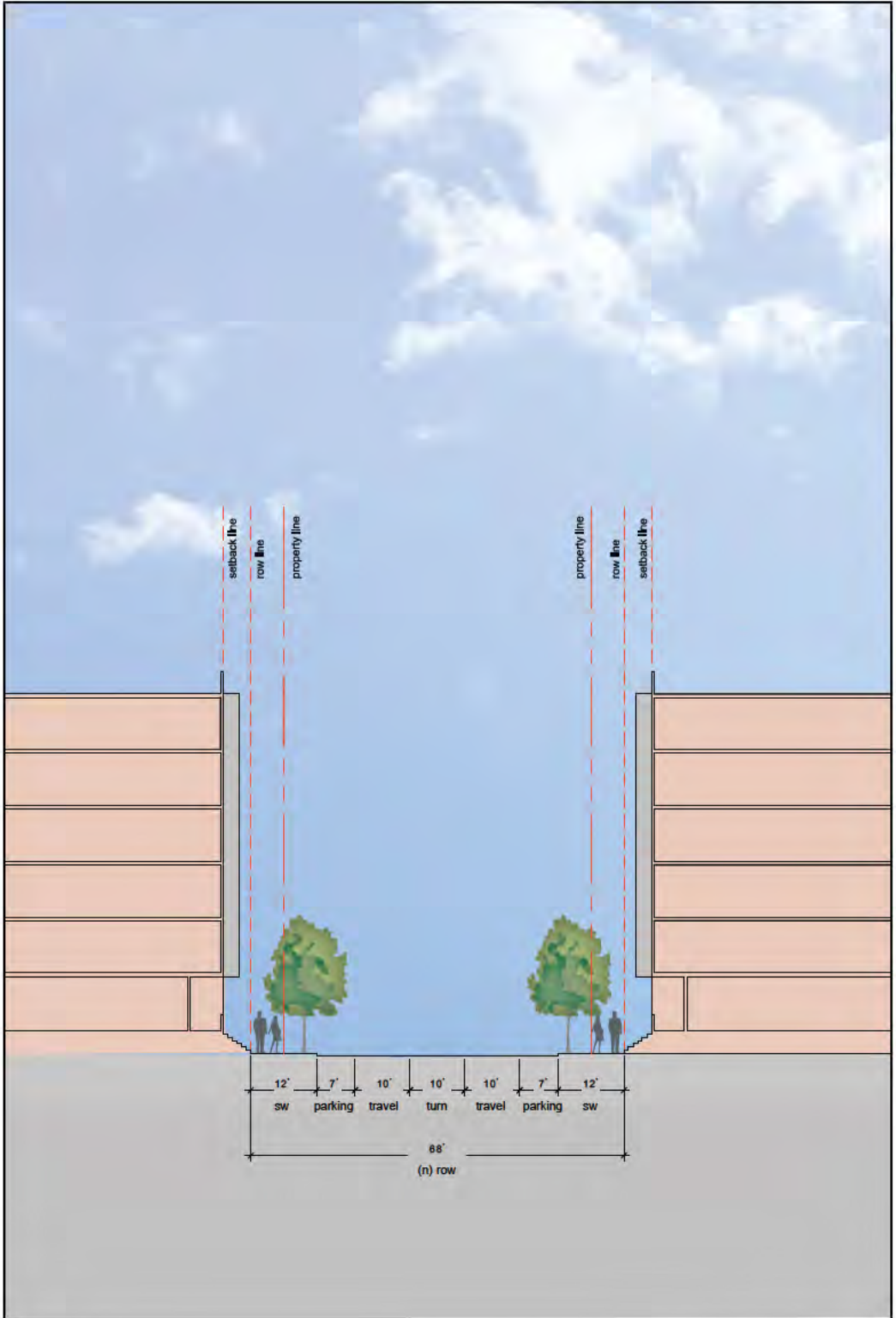


Key Notes

- 1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
- 2. Residential Stoop : 25'-30' on Center
- 3. Pedestrian Street Lamps
- 4. Street Parking - Consider Permeable Paving
- 5. Paseo to Mid-Block
- 6. Traffic Calming : Bulbout, Tight Radii
- 7. Curb Ramp
- 8. Street Trees : 15'-20' on Center
- 9. Understory Landscaping
- Opportunities for Stormwater Management
- 10. Setback : Space for Landscaping
- 11. Permeable Pavers
- Consider Partial Understory Landscaping & Opportunities for Stormwater Management

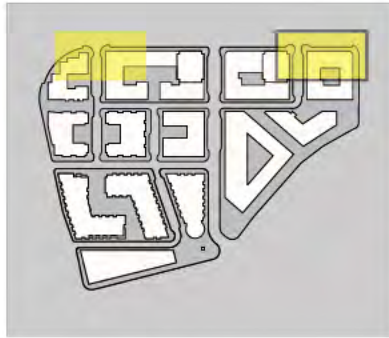


Plan



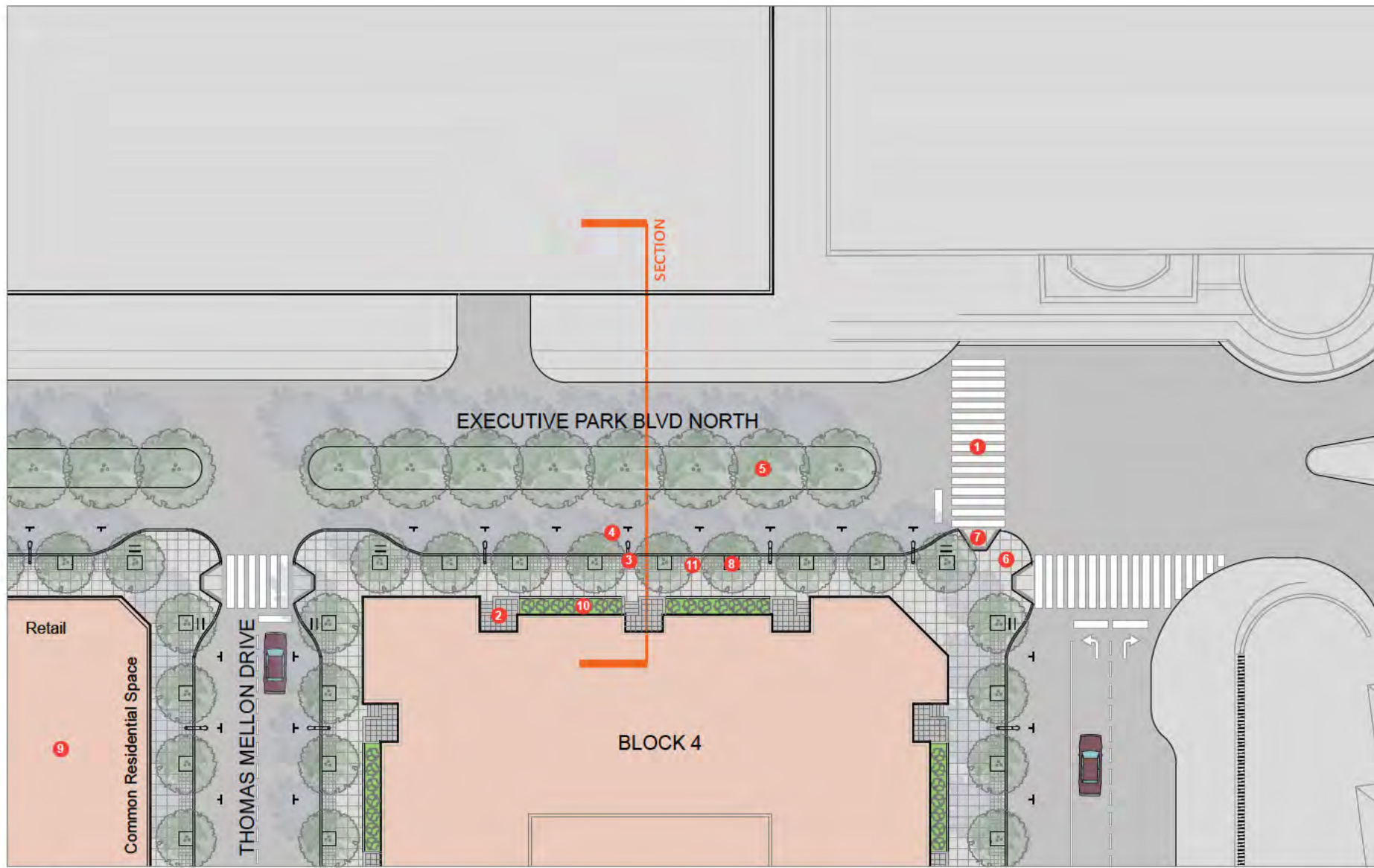
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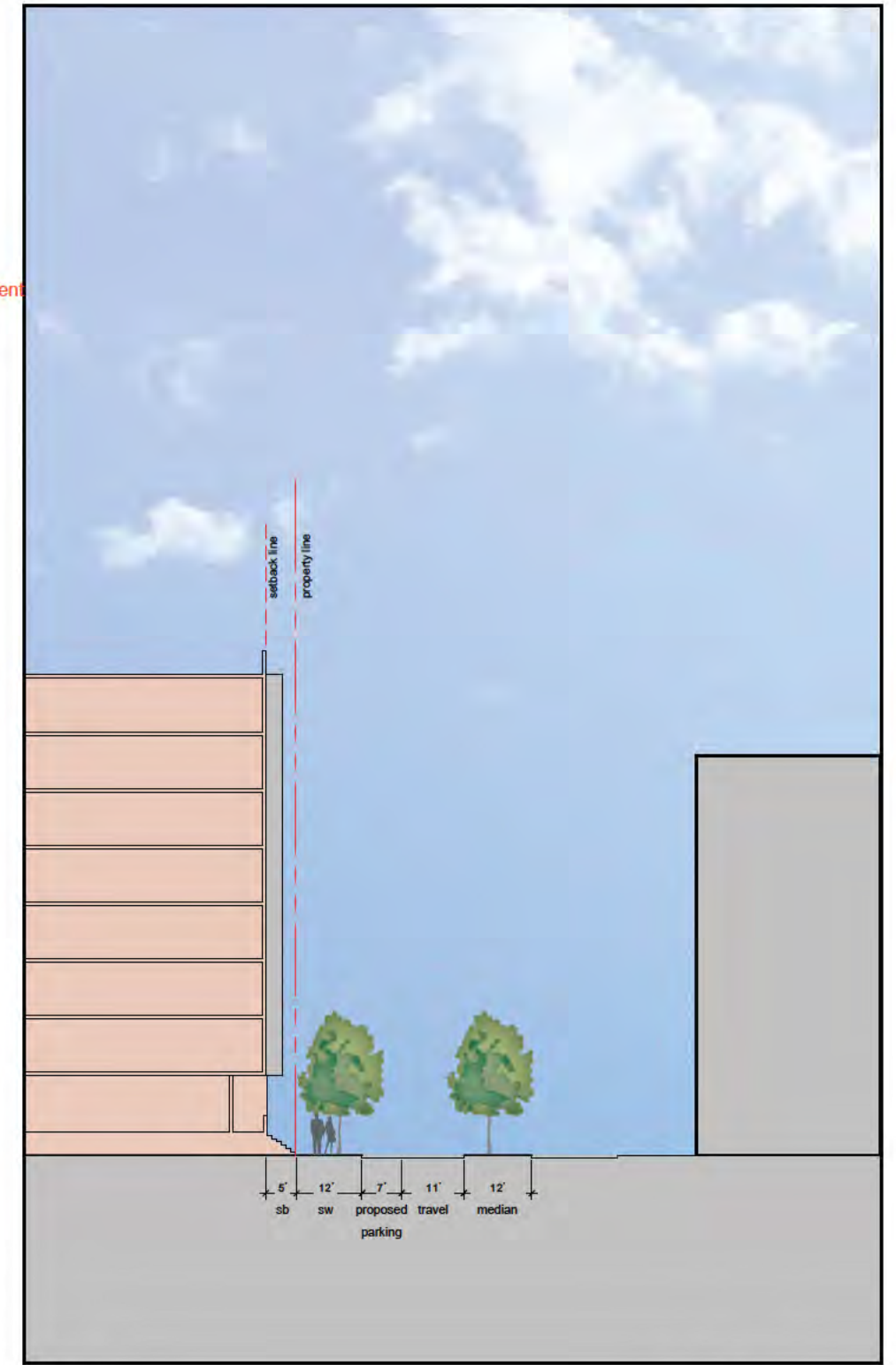


Key Notes

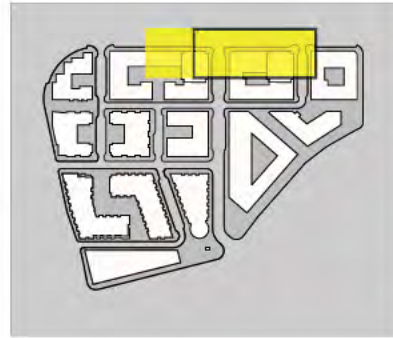
- 1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
- 2. Residential Stoop : 25'-30' on Center
- 3. Pedestrian Street Lamps
- 4. Street Parking - Consider Permeable Paving
- 5. Existing Median Trees To Remain
- 6. Traffic Calming : Bulbouts
- 7. Curb Ramp
- 8. Street Trees : 15'-20' on Center
- 9. Highrise Residential Tower
- 10. Setback : Space for Landscaping
- 11. Permeable Pavers
- Consider Partial Understory Landscaping & Opportunities for Stormwater Management



Plan

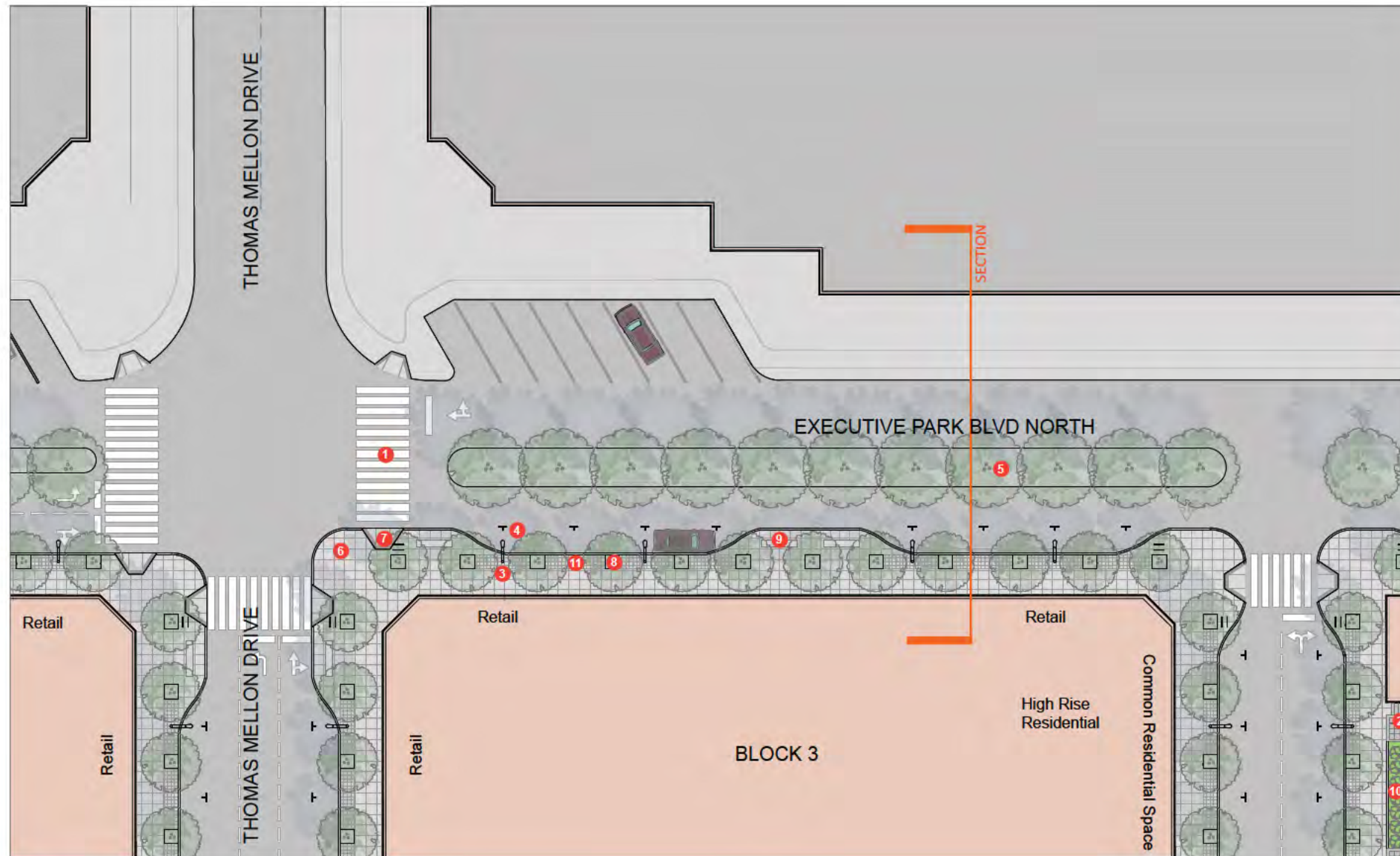


Section

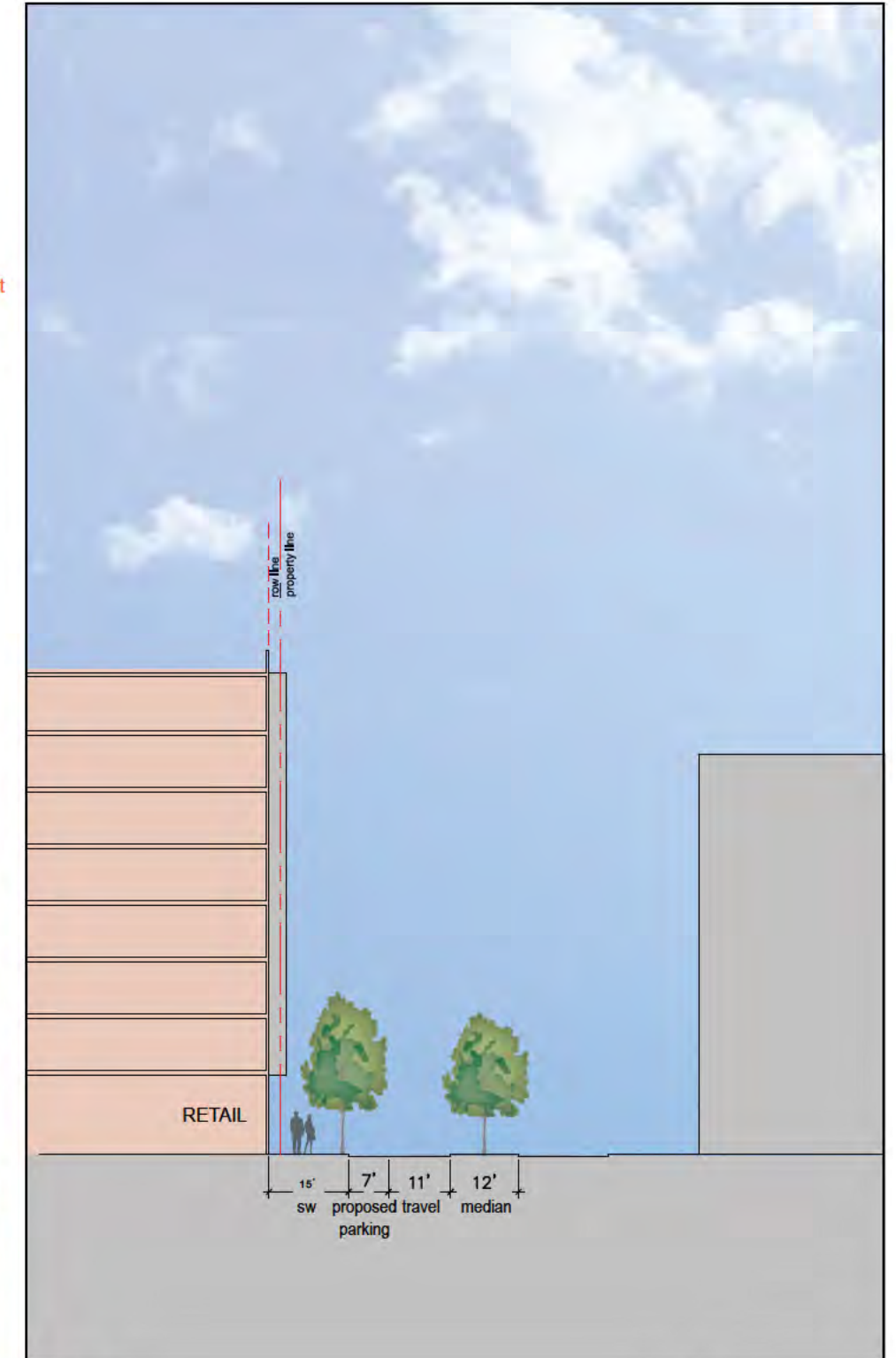


Key Notes

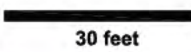
- 1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
- 2. Residential Stoop : 25'-30' on Center
- 3. Pedestrian Street Lamps
- 4. Street Parking - Consider Permeable Paving
- 5. Existing Median Trees To Remain
- 6. Traffic Calming : Bulbouts
- 7. Curb Ramp
- 8. Street Trees : 15'-20' on Center
- 9. Midblock Bulbout : Encourage Active Building/Street Uses
- 10. Setback : Space for Landscaping
- 11. Permeable Pavers
- Consider Partial Understory Landscaping & Opportunities for Stormwater Management

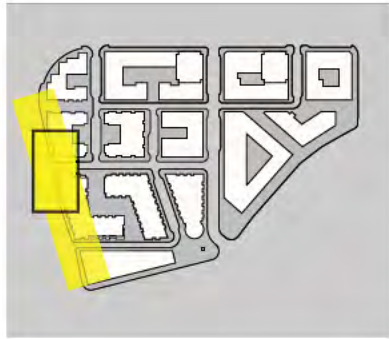


Plan



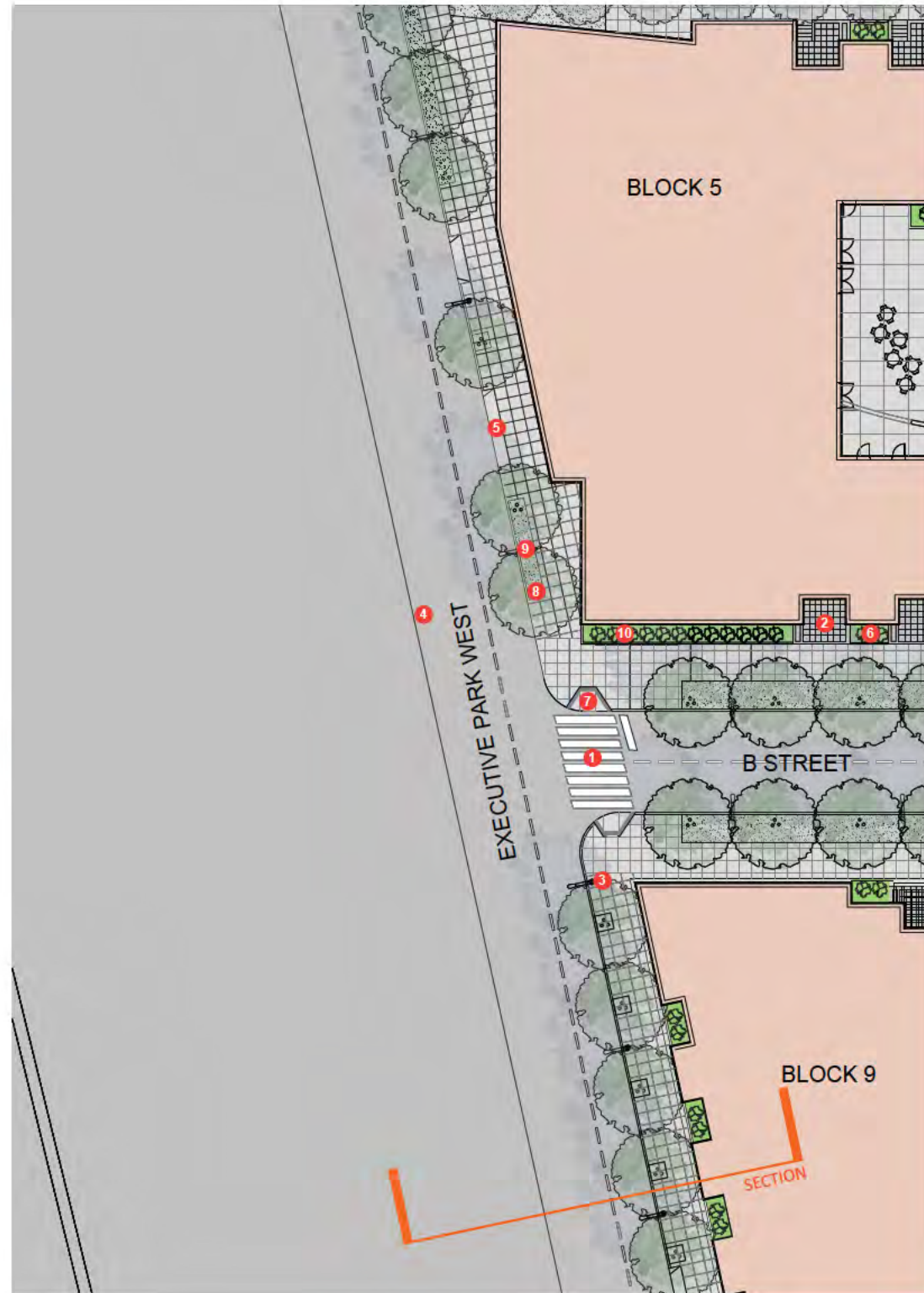
Section



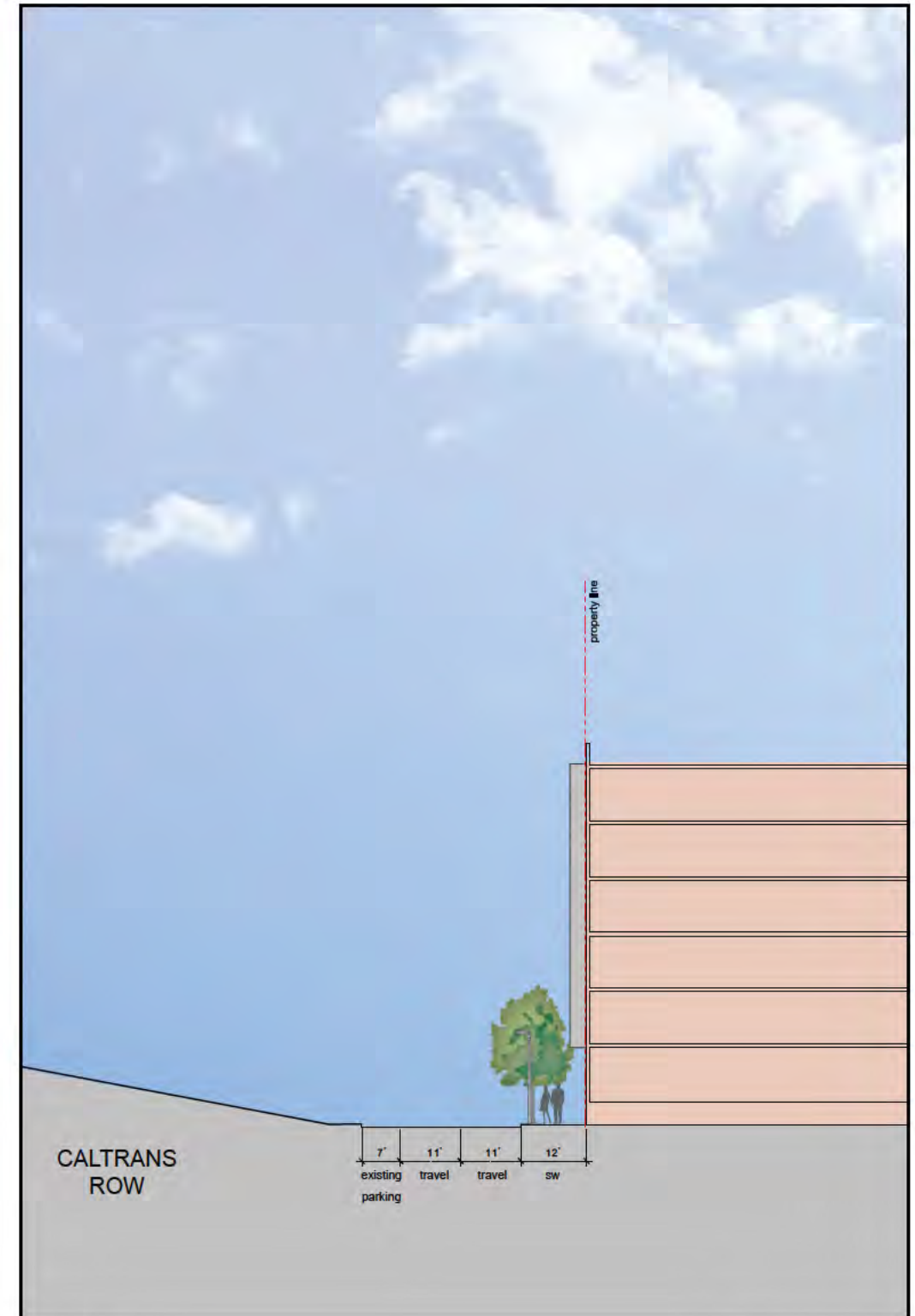


Key Notes

- 1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
- 2. Residential Stoop : 25'-30' on Center
- 3. Pedestrian Street Lamps
- 4. Existing Parking Zone
- 5. Curb Cut for Parking/Loading Entry
- 6. Planter Niche
- 7. Curb Ramp
- 8. Street Trees : 15'-20' on Center
- 9. Understory Landscaping
- Opportunities for Stormwater Management
- 10. Setback : Space for Landscaping

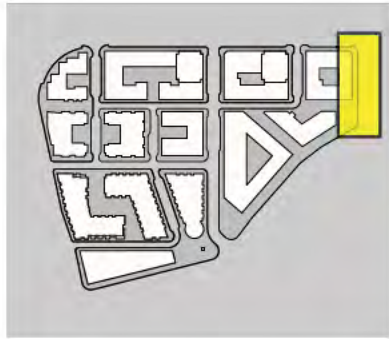


Plan



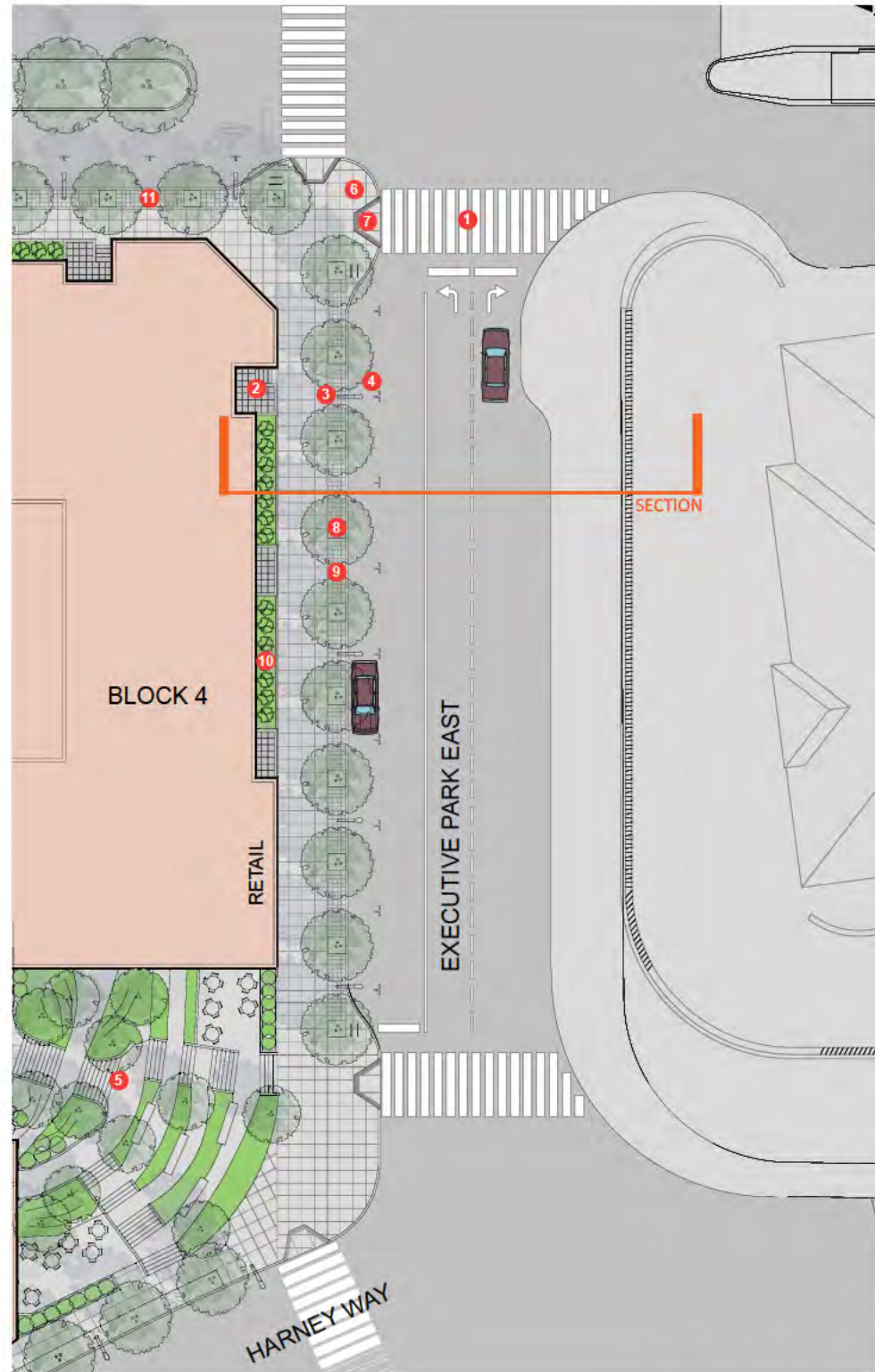
Section



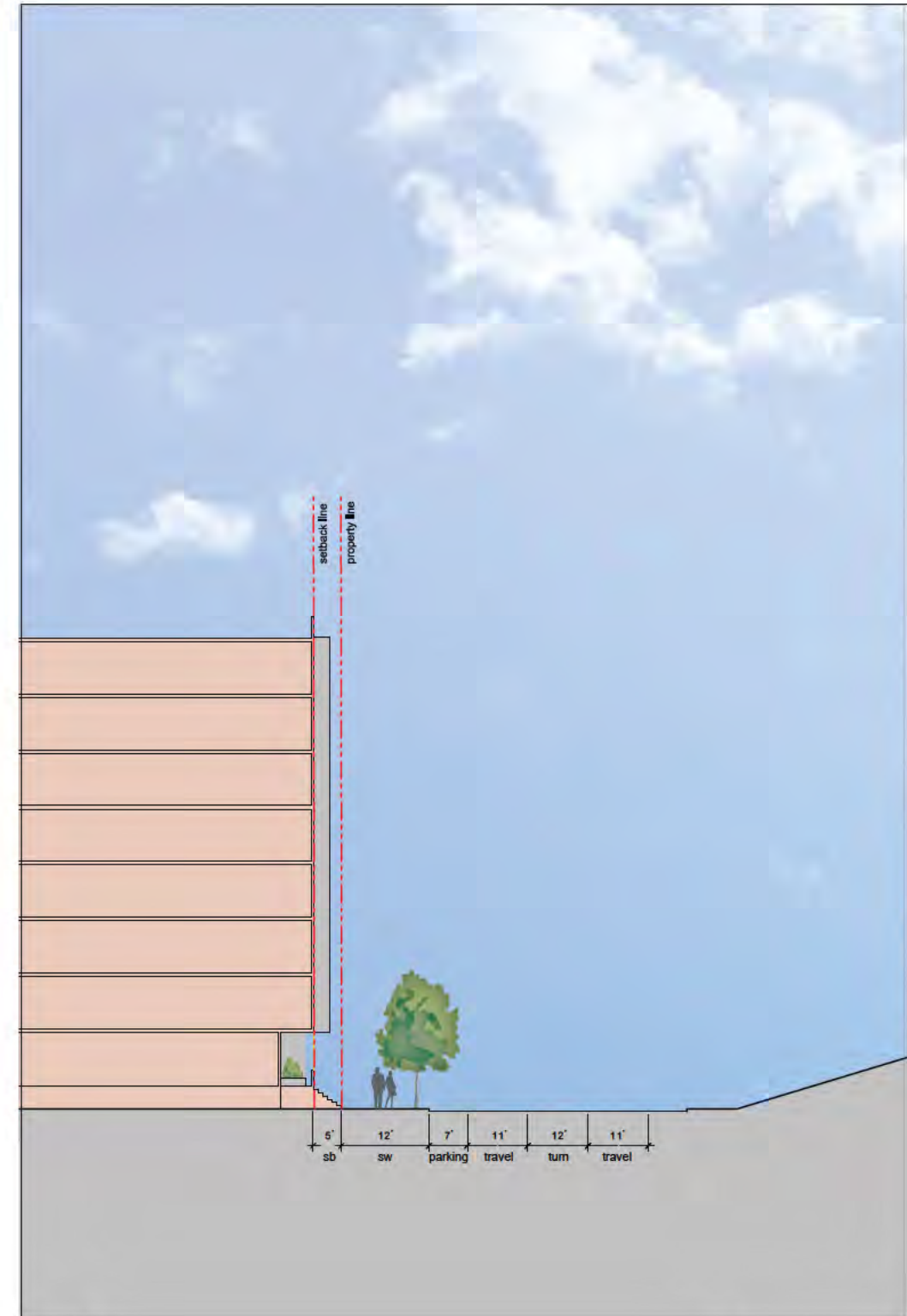


Key Notes

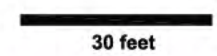
- 1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
- 2. Residential Stoop : 25'-30' on Center
- 3. Pedestrian Street Lamps
- 4. Street Parking - Consider Permeable Paving
- 5. Open Space : See Section 4.4
- 6. Traffic Calming : Bulbouts, Tight Radii
- 7. Curb Ramp
- 8. Street Trees : 15'-20' on Center
- 9. Understory Landscaping
- Opportunities for Stormwater Management
- 10. Setback : Space for Landscaping
- 11. Permeable Pavers
- Consider Partial Understory Landscaping & Opportunities for Stormwater Management

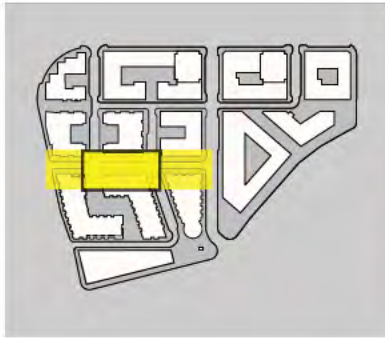


Plan



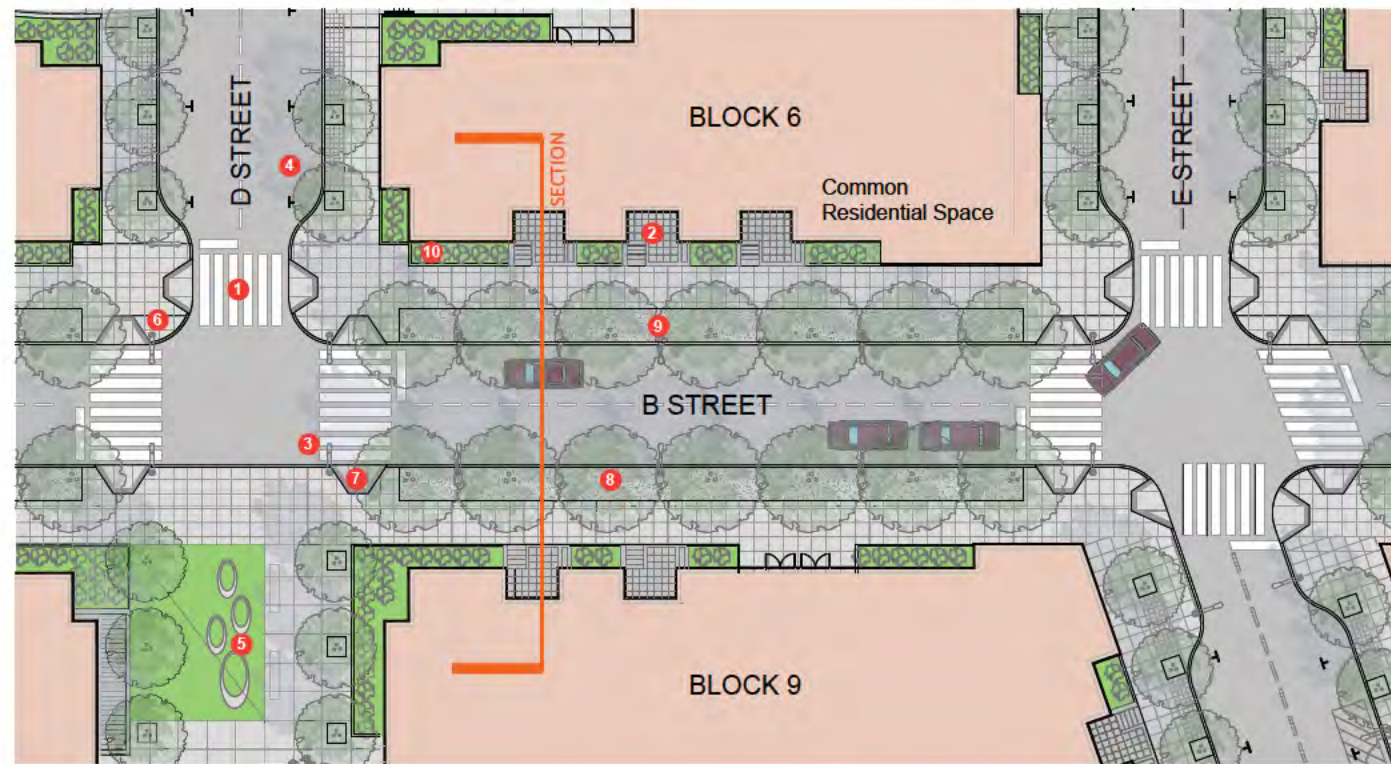
Section



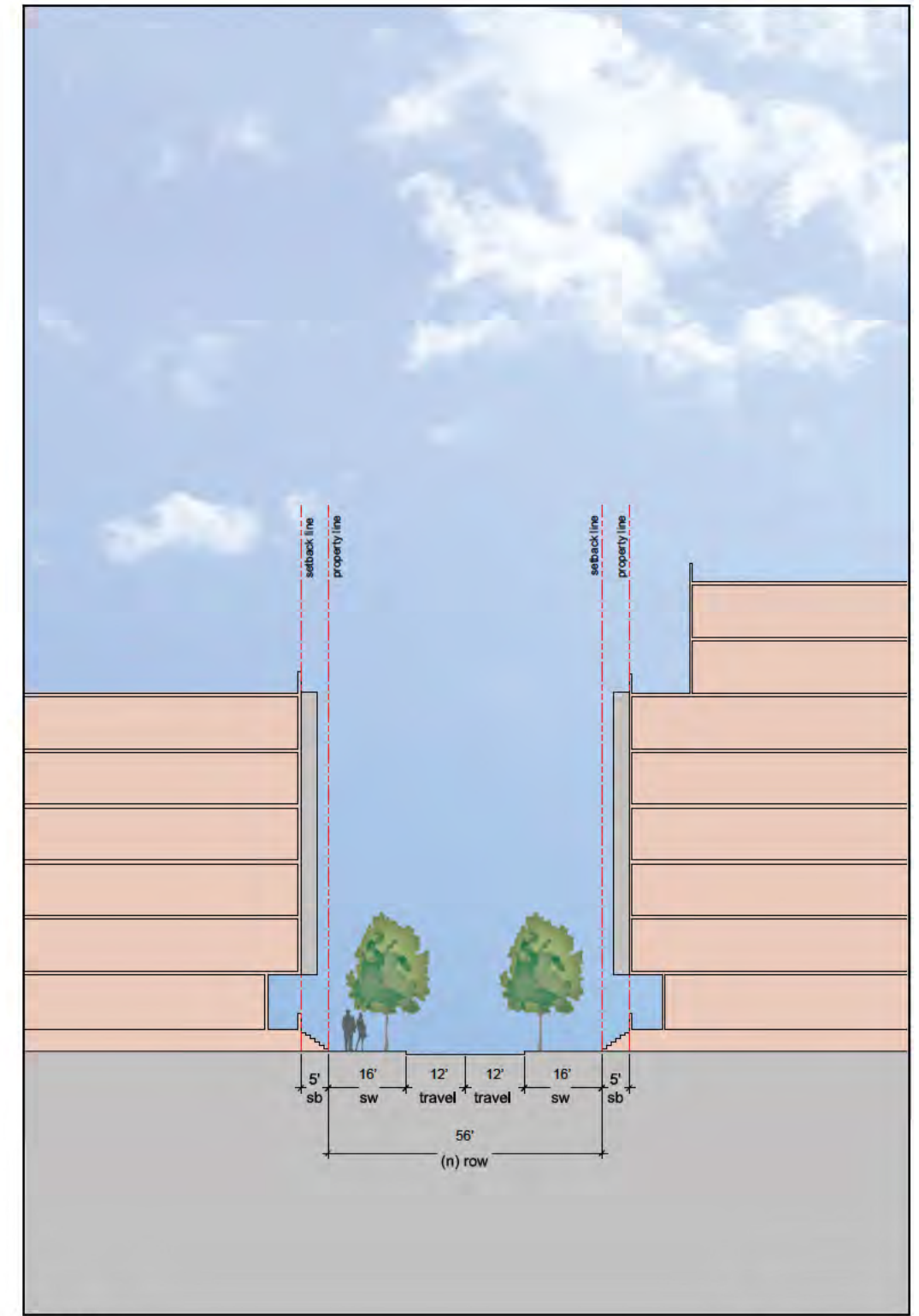


Key Notes

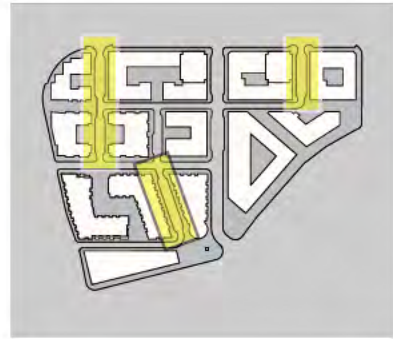
- 1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
- 2. Residential Stoop : 25'-30' on Center
- 3. Pedestrian Street Lamps
- 4. Street Parking - Consider Permeable Paving
- 5. Paseo to Mid-Block
- 6. Traffic Calming : Bulbouts
- 7. Curb Ramp
- 8. Street Trees : 15'-20' on Center
- 9. Understory Landscaping
- Opportunities for Stormwater Management
- 10. Setback : Space for Landscaping



Plan

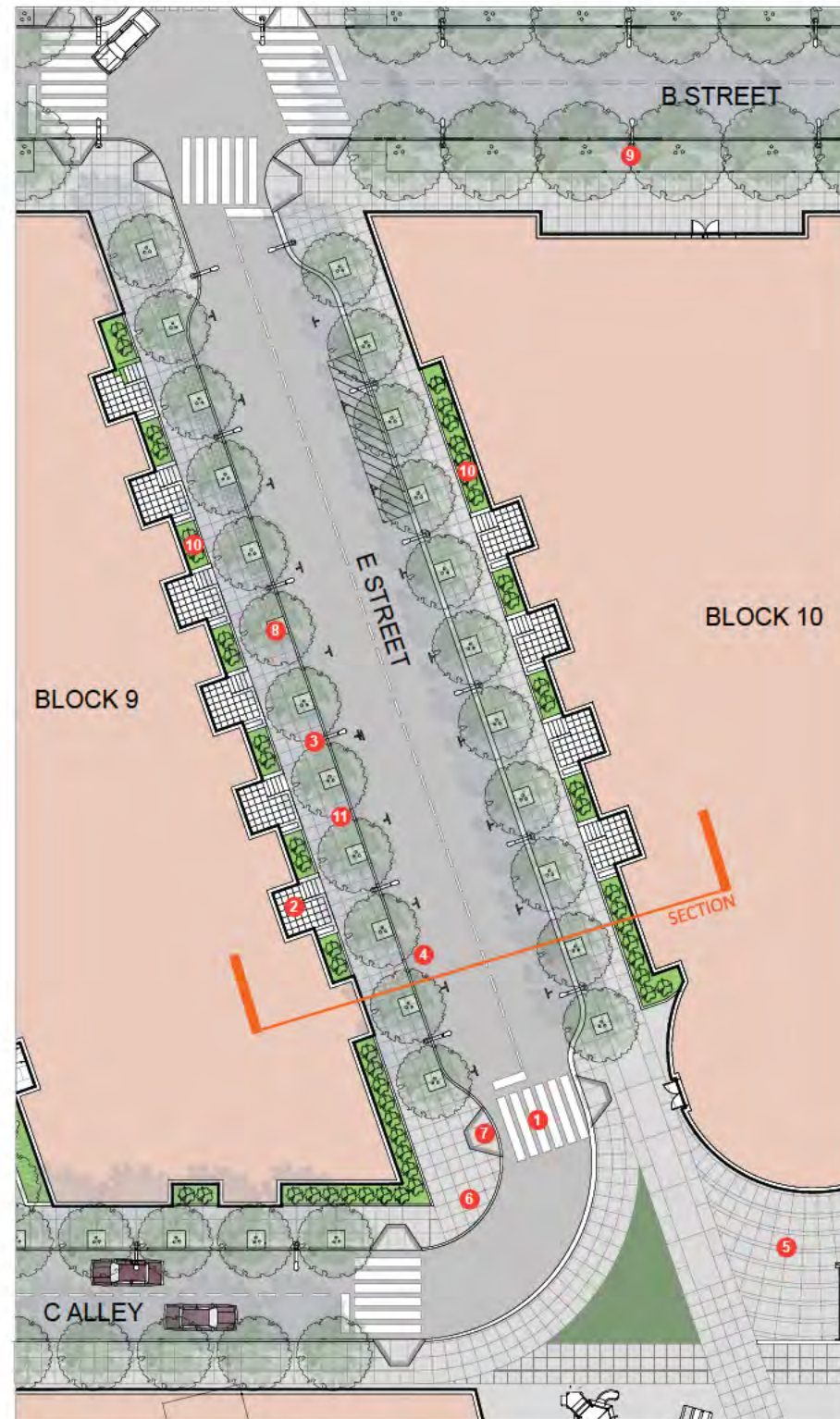


Section

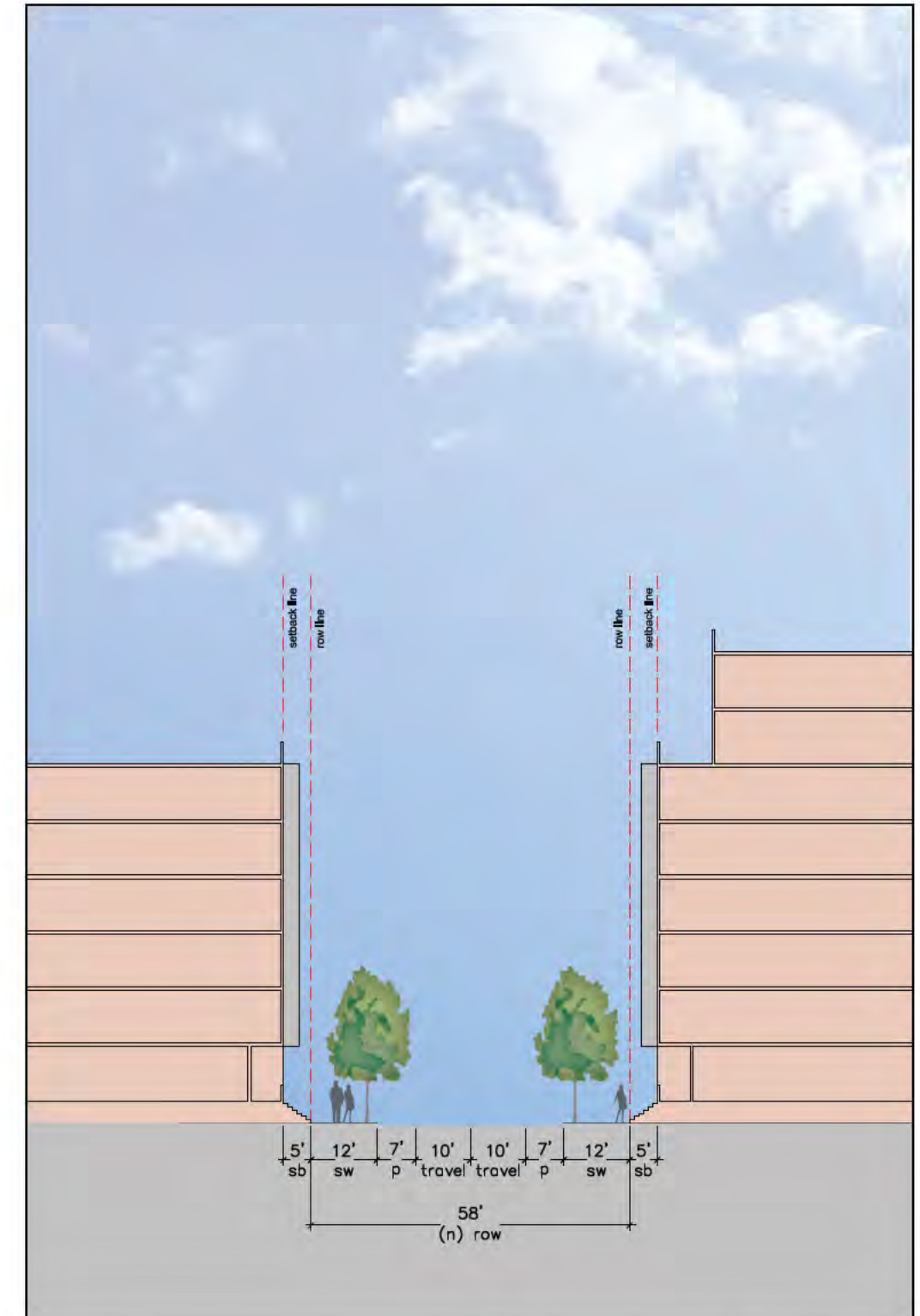


Key Notes

1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
2. Residential Stoop : 25'-30' on Center
3. Pedestrian Street Lamps
4. Street Parking - Consider Permeable Paving
5. Open Space : See Section 4.2
6. Traffic Calming : Bulbout, Tight Radii
7. Curb Ramp
8. Street Trees : 15'-20' on Center
9. Understory Landscaping
- Opportunities for Stormwater Management
10. Setback : Space for Landscaping
11. Permeable Pavers
- Consider Partial Understory Landscaping & Opportunities for Stormwater Management

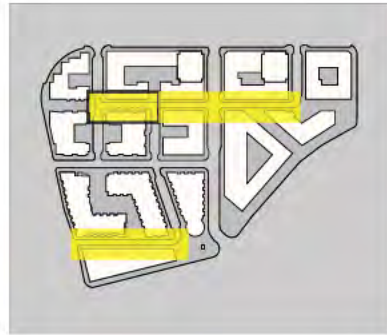


Plan



Section



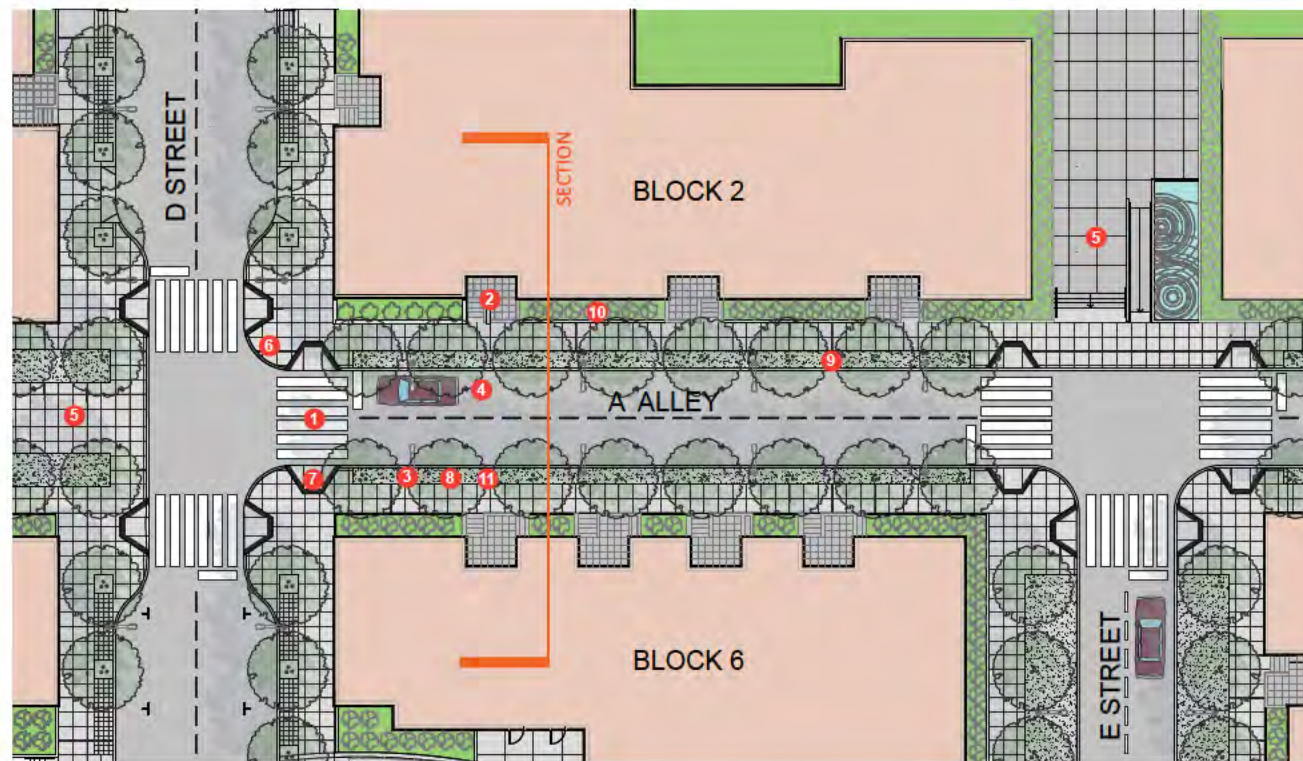


Key Notes

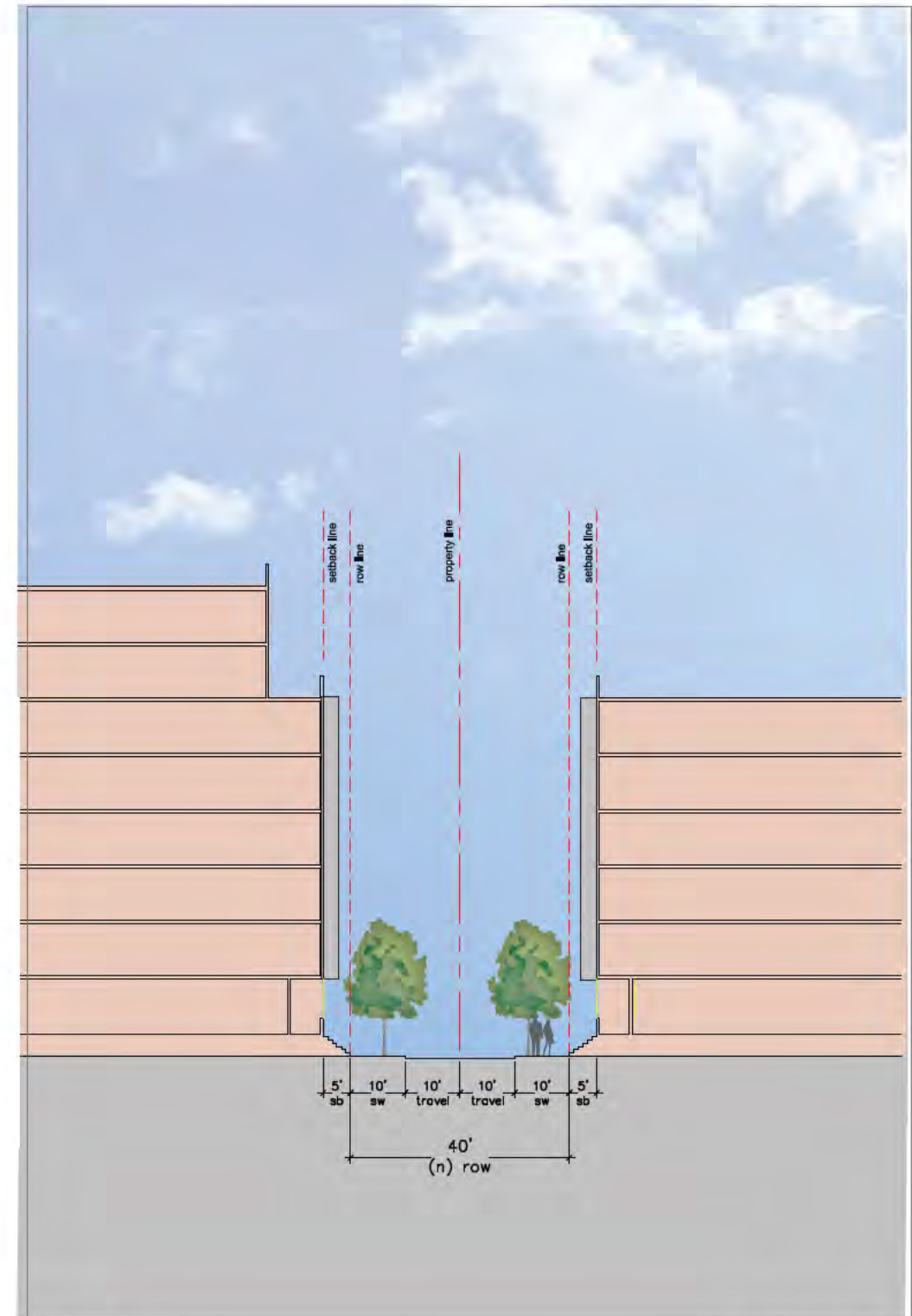
- 1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
- 2. Residential Stoop : 25'-30' on Center
- 3. Pedestrian Street Lamps
- 4. Street Parking - Consider Permeable Paving
- 5. Paseo to Mid-Block
- 6. Traffic Calming : Bulbouts
- 7. Curb Ramp
- 8. Street Trees : 15'-20' on Center
- 9. Understory Landscaping
- Opportunities for Stormwater Management
- 10. Setback : Space for Landscaping
- 11. Permeable Pavers
- Consider Partial Understory Landscaping & Opportunities for Stormwater Management

Provision

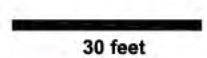
- Consider single surface share alley if appropriate



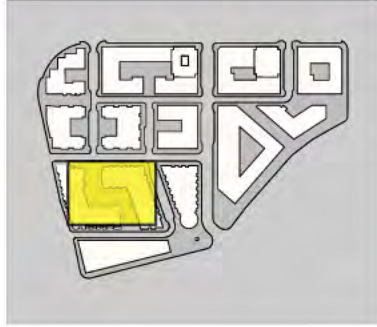
Plan



Section



4.0 OPEN SPACE



Key Notes

1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
2. Residential Stoop : 25'-30' on Center
3. Pedestrian Street Lamps
4. Street Parking - Consider Permeable Paving
5. Landscape Ground Cover
- Consider Storm Water Management
6. Traffic Calming : Bulbouts, Tight Radii
7. Curb Ramp
8. Street Trees : 15'-20' on Center
9. Paved Path
10. Setback : Space for Landscaping
11. Private Balconies
- Consider landscape privacy buffer



4.1 Open Space Between B Street & C Alley



Accent Paving



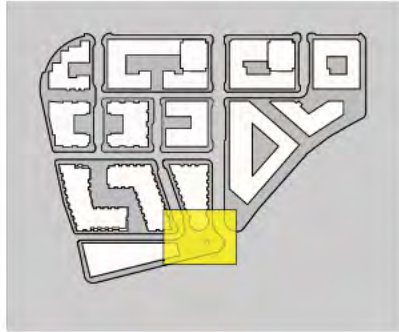
Courtyard



Alternative Paving Materials



Humanscale Outdoor Spaces



Key Notes

- 1. Landscape Ground Cover
- Consider Storm Water Management
- 2. Tot Lot
- 3. Outdoor Terrace
- 4. Stairs
- 5. Elevator
- 6. Traffic Calming : Bulbout, Tight Radii
- 7. Curb Ramp
- 8. Street Trees : 15'-20' on Center
- 9. Understory Landscaping
- Consider Storm Water Management Strategies
- 10. Setback : Space for Landscaping
- 11. Tiered Landscaping

Performance

- Provide Graceful Change of Grade
- Assure Accessible
- Assure Bike Access
- Provide Active Frontages along building edges, most importantly at Block 10
- Provide Specific Space for Public Views



Plan



20 feet



Flatscape and Plazas

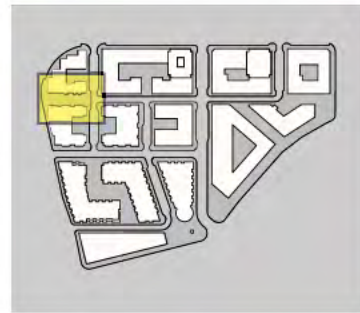


View and Connection to Bayside Trail



Tiered Stairs

4.3 A Alley & Executive Park West Open Space



Key Notes

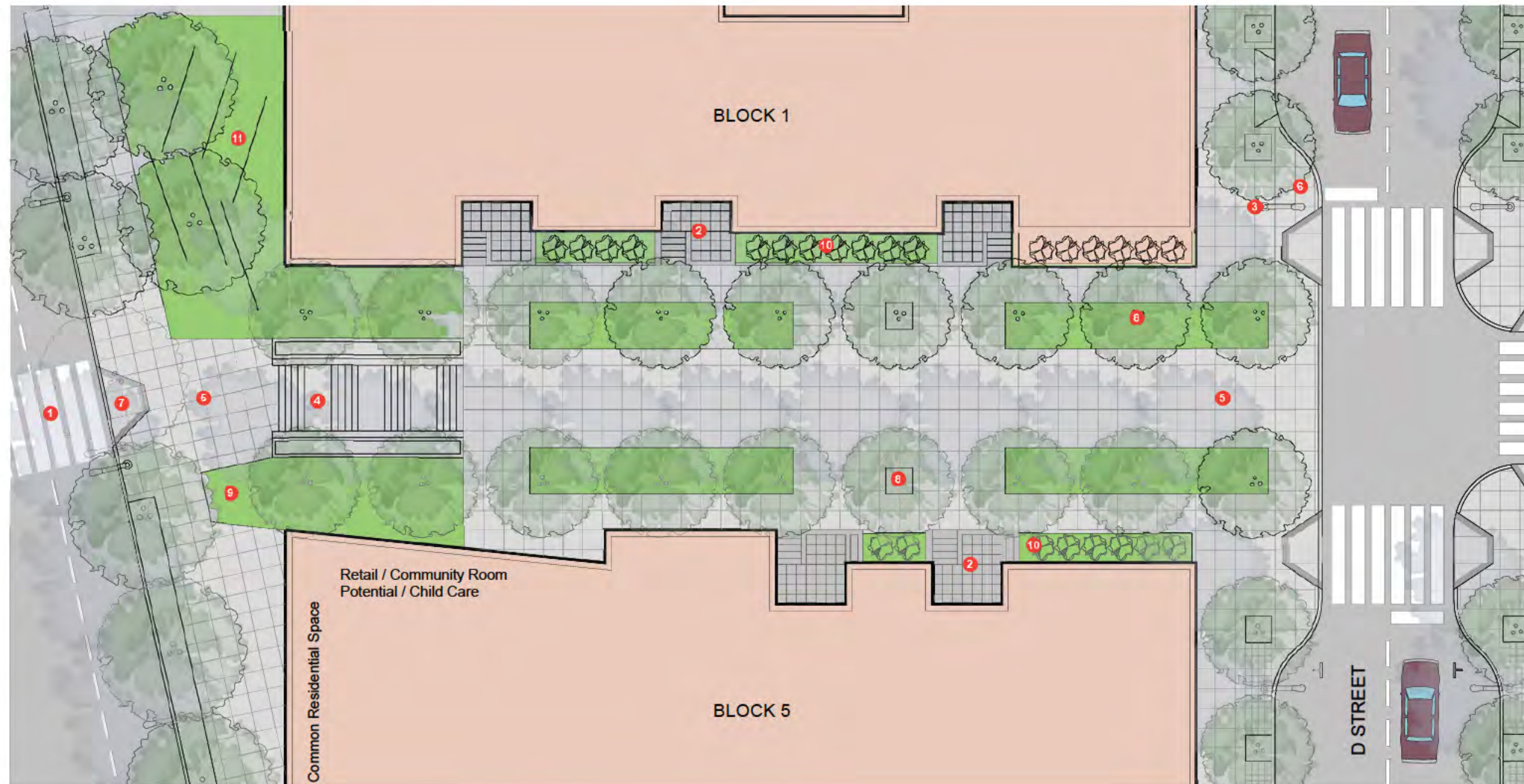
1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
2. Residential Stoop : 25'-30' on Center
3. Pedestrian Street Lamps
4. Stair with Bike Ramps
5. Paseo
6. Traffic Calming : Bulbouts
7. Curb Ramp
8. Street Trees : 15'-20' on Center
9. Landscape Ground Cover
- Consider Storm Water Management Strategies
10. Setback : Space for Landscaping
11. Sloped or Tiered Landscaping
- No Excessive Retaining Wall

Performance

- Provide Graceful Change of Grade
- Assure Accessible
- Assure Bike Access
- Provide Active Frontages along building edges,
- Provide Specific Space for Public Views

Consideration

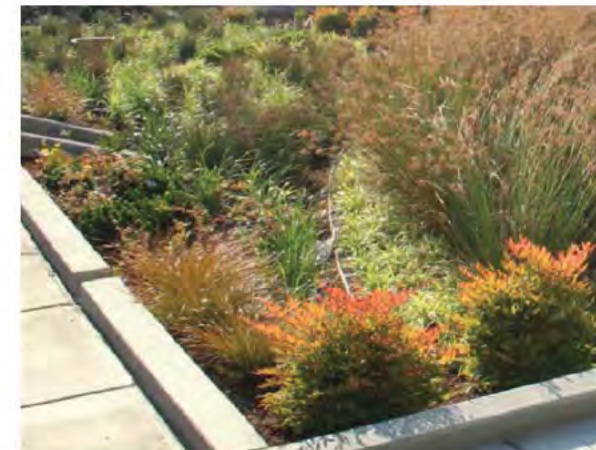
Gateway Treatment in Relation to Blanken Tunnel and Little Hollywood



Plan



Paseo

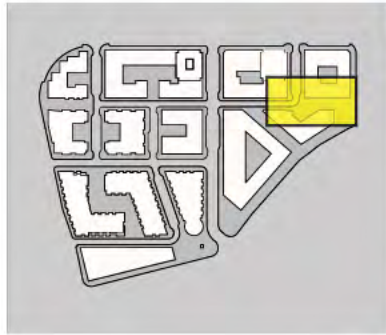


Storm Water Management Strategies



Tiered Landscaping

4.4 Executive Park East Open Space @ A Alley & Harney



Key Notes

1. Crosswalk
- Consider Raised Crosswalks & Other Special Paving
2. Residential Stoop : 25'-30' on Center
3. Pedestrian Street Lamps
4. Street Parking - Consider Permeable Paving
5. Paseo to Mid-Block
6. Traffic Calming : Bulbouts
7. Curb Ramp
8. Street Trees : 15'-20' on Center
9. Understory Landscaping
- Consider Storm Water Management Strategies
10. Setback : Space for Landscaping
11. Opportunities for Tot Lot
12. Outdoor Seating
13. Tiered Landscaping / Seating

Performance

- Provide Graceful Change of Grade
- Assure Accessible
- Assure Bike Access
- Provide Active Frontages along building edges
- Provide Specific Space for Public Views
- Allow Active Use at Each Tier.

Consideration

Gateway Treatment to State Park and Bay Views



Plan



Outdoor Seating



Tiered Landscaping / Seating



Connection to Candlestick State Park

5.0 STREET TREES

Trees will be installed and selected pursuant to the Better Streets Plan. The Better Street plan requires Tree species selection and placement to be consistent with the goals of a particular street.

Ceremonial streets, commercial streets, major thoroughways, and other streets important to the city pattern should use formal, consistent planting palettes chosen for their distinct design qualities to provide a strong aesthetic character and facilitate place recognition.

Neighborhood residential or smaller streets may use a more diverse, less formal planting palette to indicate neighborhood preference and create a rich planting variety.

On DPW maintained streets, the Bureau of Urban Forestry may require specific tree species.

Consistent plantings, flowering species, and accent trees add aesthetic value.

Accent trees, distinguished by their contrasting color, texture, or size, may be used to alert motorists to approaching intersections or mark the entrances of city parks and plazas.

Generally, trees with columnar form are appropriate for narrower planting spaces such as small streets, alleys, and narrow medians.

Trees with overarching canopies and medium density foliage are appropriate on wider streets, such as mixed-use streets, thoroughways, and boulevards.

Medium-sized trees with light to medium density foliage are appropriate on neighborhood residential and commercial streets.

DECIDUOUS TREES



Celtis Occidentalis



Liquidambar Styraciflua



Platanus acerifolia 'Bloodgood'

EVERGREEN TREES



Acacia Melanoxylon



Geijera Parviflora



Olea Europaea 'Swan Hill'

5.1 Palette/Images/Color

SCREEN TREES



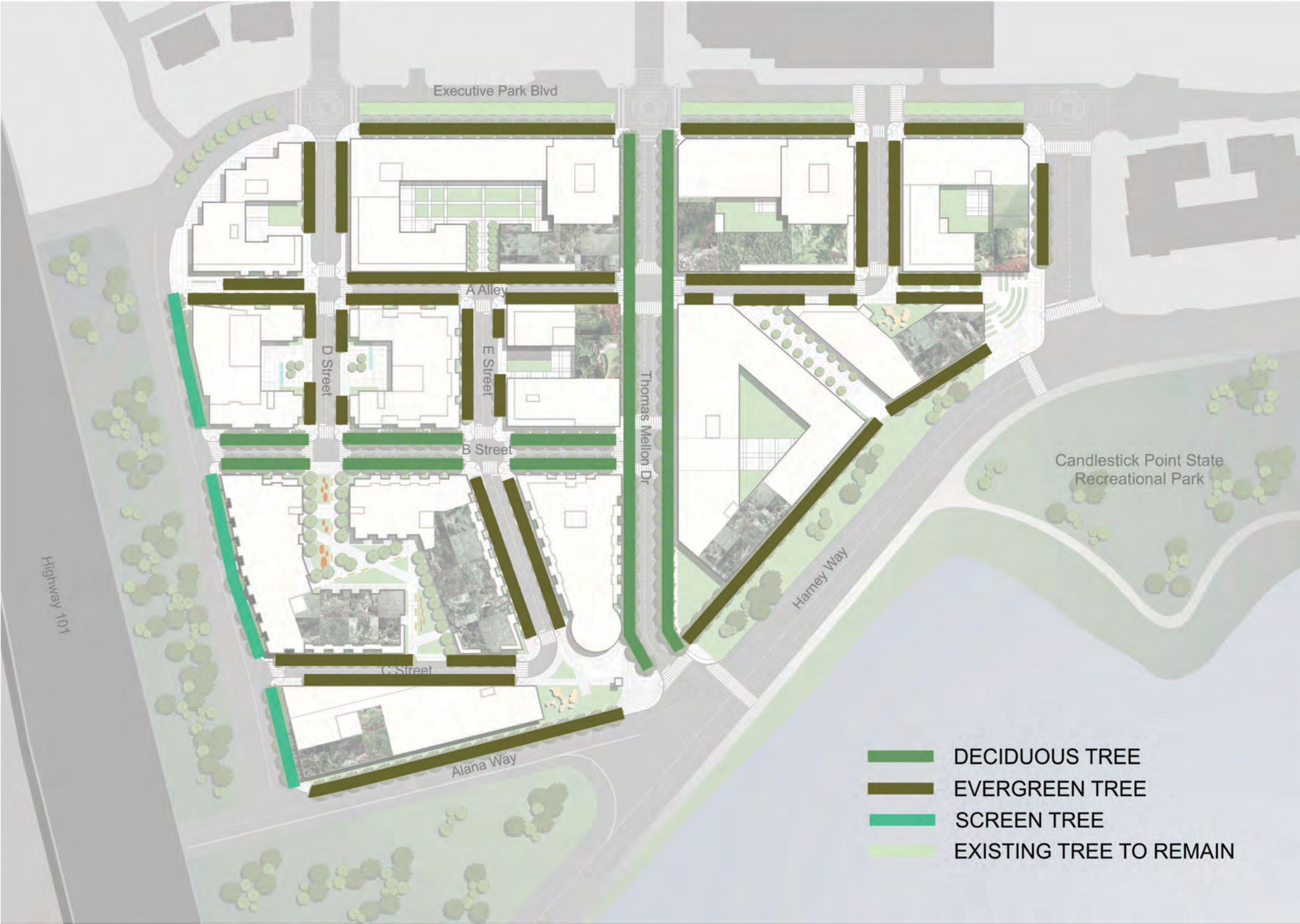
Cedrus Deodara



Cupressus Arizonica



Pinus Nigra



6.0 MATERIALS & FURNISHINGS

Design Aesthetic

Lighting elements will be installed and selected pursuant to the Better Streets Plan. Lighting elements and tree grates all share a contemporary design language of clean lines, simple forms and colors chosen from a natural, earth tone palette.

The Better Street plan requires street lighting poles to be located on the sidewalk close to the curb on the curb side edge, or centered within, the furnishing zone.

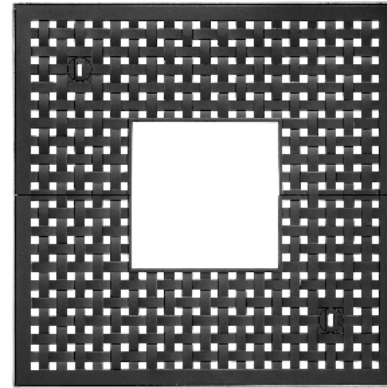
Align pedestrian lighting poles with the street lighting poles. However, on very wide sidewalks pedestrian lighting poles may be farther from the curb than the street lighting poles to light the primary walkway.

Street lighting fixtures illuminate both roadway and sidewalk and are typically 20 to 30 feet high. Typically, the taller the pole height, the larger the area each lighting fixture can illuminate which will allow for wider spacing and fewer fixtures.

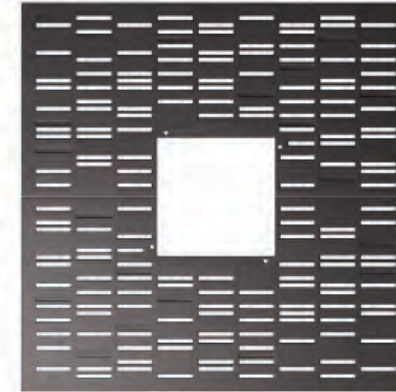
Pedestrian-scale lighting fixtures, typically 12 to 15 feet high, illuminate pedestrian-only walkways and provide supplemental light for the sidewalk. Pedestrian-scale fixtures should be encouraged to improve pedestrian lighting on key streets, and considered in areas with high nighttime pedestrian activity and/or wide sidewalks. They should also be considered for narrow streets, including local access lanes, alleys, shared public ways, and pedestrian pathways, that can be adequately illuminated with these fixtures alone.

Light levels must conform to all applicable Codes. Refer to Chapter 6, Figure 6.9 in the Better Streets Plan for preliminary targets for pedestrian light levels.

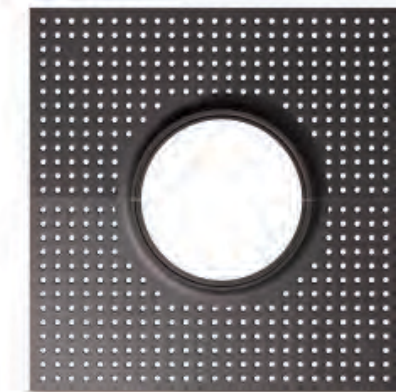
6.1 Street Lighting & Tree Grates



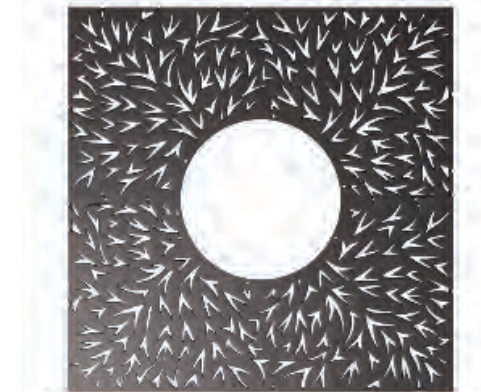
TREE GRATE
TYPE 1



TREE GRATE
TYPE 2



TREE GRATE
TYPE 3



TREE GRATE
TYPE 4



PEDESTRIAN LIGHT
TYPE 1



PEDESTRIAN LIGHT
TYPE 2



PEDESTRIAN LIGHT
TYPE 3



PEDESTRIAN LIGHT
TYPE 4

Design Aesthetic

Seating elements, bicycle racks and trash receptacles will be installed and selected pursuant to the Better Streets Plan. Seating elements, bicycle racks and trash receptacles all share a contemporary design language of clean lines, simple forms and colors chosen from a natural, earth tone palette.

Benches and Seating

Benches and seating are to be located under trees to provide shade and comfort and to integrate multiple elements. Informal seating (low walls, etc.) may also be incorporated into other elements in the site furnishings zone, such as planter edges. Where space allows, benches can be built into planters. Where seating is oriented parallel to the curb, it should face toward buildings when located in the furnishings zone, or away from buildings when located in the frontage zone. Where sidewalk width permits, seating in the furnishing zone should be perpendicular to the curb. On curb extensions, seating should be organized to create social spaces. Seating incorporated into building forms, such as seat walls, may be used as an alternative to free-standing benches.

Bicycle Racks

Bicycle racks should conform to SFMTA's bicycle rack placement criteria. Bicycle racks should be frequent in active commercial districts. Racks should be provided near major destinations such as schools, libraries, transit stops, major shopping and service destinations, and other locations with high pedestrian traffic. Where parking meter consolidation programs (as described later in this section) are implemented, bike racks should be provided to replace meter poles, or meter poles should be retrofitted with rings to allow bike parking. Racks should be located in either the furnishings zone or on curb extensions where possible. Racks should not be placed at accessible parking or passenger loading zones. At transit stops, bike racks should be placed near the back of the transit stop, further from the shelter (where present), or be placed outside of but adjacent to the transit stop. Bike-sharing pods, where provided, should be placed outside of but adjacent to the transit stop. Bike racks placed in the furnishings zone should be perpendicular to the curb where sidewalks are wide enough so that bikes parked at them do not project into the throughway or edge zone. Where this space is not available, bike racks should be placed parallel to the curb. Perpendicular bike racks should be placed at either edge of a tree basin, a minimum of 2 feet from the edge to allow a person to easily pull their bike in and out.

Trash Receptacles

Trash receptacles should be located near as near to corners as is practicable but out of the corner clear zone. They should be located near high activity generators such as major civic and commercial and transit destinations. There should be a maximum of one trash receptacle every 200 feet along commercial streets. A maximum of four trash receptacles should be provided at an intersection (one per corner).



BENCH TYPE 1 A



BENCH TYPE 1 B



BENCH TYPE 2 A



BENCH TYPE 2 B



TRASH RECEPTACLE 1



TRASH RECEPTACLE 2



TRASH RECEPTACLE 3



BIKE RACK TYPE 1



BOLLARD TYPE 1A



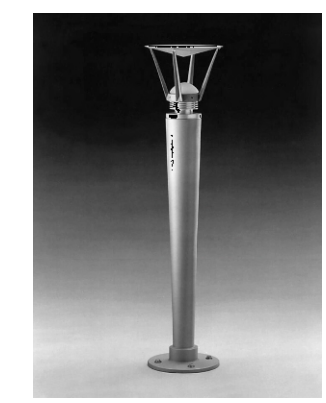
BOLLARD TYPE 1B



BOLLARD TYPE 2



BOLLARD TYPE 3



BOLLARD TYPE 4

Paving Standards

Paving material and surface treatment will be installed and selected pursuant to the Better Streets Plan. Standard sidewalks should use concrete scored in 3' x 3' squares.

Special Paving

Pavers consist of sand set pavers, mortar set pavers, and permeable or porous pavers over clean drain aggregate. Special pavers include natural stone pavers, unit concrete pavers, unit concrete permeable pavers, textured and colored concrete, stamped asphalt, concrete with exposed or special aggregate, and other finish treatments.

Special aggregates, colors, and textures may also be considered.



- 1 Trash Receptacle
- 2 Seating
- 3 Permeable Paving
- 4 Planter
- 5 Parallel Parking
- 6 High Visibility Striped Crosswalk or Cast-in-Place Imprinted Architectural Concrete
- 7 ADA Compliant Access Ramps
- 8 Pedestrian Light
- 9 Bicycle Rack
- 10 Stamped Concrete
- 11 Combination Street / Pedestrian Light

