



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

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Case No.: **2008.0021EPMTZW**
Project Address: **Parkmerced Mixed-Use Development Program**
Project Sponsor: Seth Mallen, Parkmerced Investors, LLC
3711 19th Avenue
San Francisco, California 94132
(415) 584-4561
Staff Contact: Elizabeth Watty – (415) 558-6620
Elizabeth.Watty@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Dear Honorable Commissioners:

Attached in this packet are updated materials related to the Parkmerced Mixed-Use Development Program. These items include:

- Parkmerced Project EIR Errata
- Updated CEQA Findings
- Updated MMRP (Mitigation Monitoring and Reporting Program)
- Updated Development Agreement Exhibit R (Tenant Relocation Plan and related notices) , Exhibit T (Existing garden apartment square footage analysis), corresponding memo from OEWD
- Planning Director's Development Agreement Report (as required by Chapter 56 of the Administrative Code)
- Updated Planning Commission Resolution for approval of Development Agreement

Members of the public can view hardcopies of these documents at 1650 Mission Street, Suite #400 or electronic copies on the Planning Department's website at www.Parkmerced.sfplanning.org.

PARKMERCED PROJECT EIR ERRATA

This section presents additional staff initiated text changes for the *Parkmerced Project Draft Environmental Impact Report*. These EIR text changes reflect revisions that have occurred subsequent the October 28, 2010 publication of the Comments and Responses document. The revisions are organized by EIR section and deleted text is ~~struck through~~ and new text is underlined. The text additions and revisions presented below clarify and expand the information presented in the Draft EIR and Comments and Responses document. The revised text does not provide new information that identifies new significant environmental impacts; the clarified and expanded information does not identify mitigation measures that, if implemented, would result in significant environmental impacts; and considerably different alternatives and/or mitigation measures were not identified that would clearly lessen the significant environmental impacts of the proposed project. In sum, the staff-initiated text changes provided below do not change any of the conclusions reached in the Draft EIR and Comments and Responses documents, but rather clarify, update, and provide additional relevant information.

CHAPTER V, ENVIRONMENTAL SETTING AND IMPACTS

Section V.E, Transportation and Circulation

A text change has been made to Mitigation Measure M-TR-2B, on p. V.E.65 of the Draft EIR:

M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard. ~~Installation of the signal shall be the responsibility of the SFMTA, and shall be implemented prior to completion of the Project or as otherwise specified in the Development Agreement; however, SFMTA is not financially responsible for funding this improvement or the study of its feasibility. The SFMTA shall design and implement the measure as necessary.~~ Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.

A text change has been made to Mitigation Measure M-TR-2C, on p. V.E.65 of the Draft EIR:

M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive. This improvement would provide a dedicated lane for the relatively large number of vehicles expected to execute the northbound right-turn movement. Implementation of the roadway improvement would require roadway widening to the east, which necessitates relocation of the sidewalk, a utility box, a signal mast, and several other elements.

~~Implementation shall be the responsibility of SFMTA, and shall be completed prior to completion of the Project or as otherwise specified in the Development Agreement. SFMTA shall design and implement the measure as necessary; however, SFMTA is not financially responsible for funding this improvement or the study of its feasibility.~~ Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.

A text change has been made to Mitigation Measure M-TR-2D, on p. V.E.66 of the Draft EIR:

M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection. This mitigation measure would require restriping the northbound right-turn lane at the Lake Merced Boulevard/State Drive intersection as a through lane and removing the on-street parking on the north side of the intersection to recreate the dedicated right-turn lane (assuming that it is required for acceptable operations at this intersection).

Additionally, providing a second southbound left-turn lane at this intersection would require removal of on-street parking on the south side of Font Boulevard to create a second receiving lane, as well as the removal of some spaces on the west side of Lake Merced Boulevard and shifting the through travel lanes to the west to make room for the second southbound left-turn lane.

Implementation would require significant roadway restriping and signal optimization and coordination at multiple intersections, as well as the removal of approximately 25 parking spaces. ~~If feasible, implementation of this measure shall be the responsibility of SFMTA, and shall be implemented prior to completion of the Project or as otherwise specified in the Development Agreement; however, SFMTA is not financially responsible for funding this improvement or the study of its feasibility. SFMTA shall design and implement the measure as necessary.~~ Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.

A text change has been made to Mitigation Measure M-TR-2E, on p. V.E.66 of the Draft EIR:

M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements of the intersection at the Lake Merced Boulevard/Brotherhood Way. This would convert the northbound approach of Lake Merced Boulevard into the “minor” approach to the intersection. Although the configuration may be able to fit within the existing right-of-way at the intersection, further study is needed to determine the feasibility of this measure. A conceptual intersection configuration is presented in the Project’s Transportation Study.

~~If implemented, the intersection reconfiguration shall be the responsibility of SFMTA, and shall be implemented prior to completion of the Project or as otherwise specified in the Development Agreement. SFMTA shall design and implement the measure as necessary; however, SFMTA is not financially responsible for funding this improvement or the study of its feasibility.~~ Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.

A text change has been made to Mitigation Measure M-TR-21A, on p. V.E.88 of the Draft EIR:

M-TR-21A: Purchase an additional two-car light rail vehicle for the M Ocean View. Purchase and insert another light-rail vehicle into the system in order to maintain headways. This will allow Muni to maintain proposed headways on the M Ocean View with a slightly longer route. The procurement of the new light rail vehicles shall be completed by SFMTA, and shall be completed prior to operating the rerouted system. However, the new transit vehicles required to serve the Proposed Project shall not be the financial responsibility of SFMTA.

A text change has been made to Mitigation Measure M-TR-22B, on pp. V.E.90-V.E.91 of the Draft EIR:

M-TR-22B: Maintain the proposed headways of the 18 46th Avenue. The Project Sponsor in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Lake Merced Boulevard corridor, generally between Brotherhood Way and Winston Drive. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of transit lines impacted by the Project.

- A transit-only queue-jump lane should be considered on Lake Merced Boulevard at Font Boulevard. This treatment could be constructed within the existing curb-to-curb right of way for the northbound direction.
- Southbound queue-jumps are viable at State Drive and Font Boulevard with removal of on-street parking. However, these treatments may conflict with mitigation measures M-TR-2C, ~~M-TR-2D, and M-TR-2E~~ (collectively summarized in M-TR-22A), which has ~~have~~ been designed to reduce the Project's traffic impacts.

These improvements would collectively benefit not only the 18 46th Avenue prior to the TEP improvements, but also SamTrans Route 122, and the proposed "shopper shuttle."

~~SFMTA shall design and implement the measure as necessary; however, SFMTA is not financially responsible for funding this improvement or the study of its feasibility. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.~~ The Project Sponsor shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include comprehensive replacement of stop-controlled intersections with interconnected traffic signals equipped with transit priority elements.

A text change has been made to Mitigation Measure M-TR-22C, on p. V.E.91 of the Draft EIR:

M-TR-22C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 18 46th Avenue. Should mitigation measures M-TR-22A or M-TR-22B not be feasible or effective, the Project Sponsor shall work with SFMTA to purchase additional transit vehicles and contribute to operating costs and facility improvements as necessary to mitigate the Project impacts to headways for the transit line. ~~While this mitigation measure would allow headways to be maintained, it does not mitigate the transit travel time delay. The procurement of new transit vehicles shall be completed by SFMTA. However, new transit vehicles required to serve the Proposed Project shall not be the financial responsibility of SFMTA.~~ The Project Sponsor shall be responsible for the procurement and financing of the new transit vehicles.

A text change has been made to Mitigation Measure M-TR-25B, on p. V.E.94 of the Draft EIR:

M-TR-25B: Maintain the proposed headways of the 29 Sunset. The Project Sponsor in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of installing transit priority elements along Lake Merced Boulevard, between

Winston Drive and Sunset Boulevard. This may include, but is not limited to, queue-jump lanes and transit-only lanes. ~~SFMTA shall design and implement the measure as necessary; however, SFMTA is not financially responsible for funding this improvement or the study of its feasibility.~~ Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. The Project Sponsor shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program.

A text change has been made to Mitigation Measure M-TR-36C, on p. IV.17 of the Comments and Responses document:

M-TR-36C: Install a traffic signal at Lake Merced Boulevard/John Muir Drive. Installation of a traffic signal at the intersection of Lake Merced Boulevard/John Muir Drive would improve operations to acceptable levels. ~~Implementation of the signal installation shall be the responsibility of SFMTA, and shall be implemented prior to completion of the Project or as otherwise specified in the Development Agreement. The SFMTA shall design and implement the measure as necessary; however, SFMTA is not financially responsible for funding this improvement or evaluating its feasibility.~~ Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.

Section V.G, Air Quality

The BAAQMD recently updated their 1999 CEQA Air Quality Guidelines and adopted new CEQA significance thresholds for air quality. The updated BAAQMD CEQA Guidelines include quantitative CEQA significance thresholds for construction-related and operational criteria pollutant emissions, precursor emissions, and health risks (from emissions of toxic air contaminants [TACs]). According to the BAAQMD, these recently adopted thresholds of significance are only intended to apply to environmental analyses that began on or after June 2, 2010, and thresholds pertaining to the health risks to new sensitive receptors are only intended to apply to environmental analyses that began on or after January 1, 2011. Even though the environmental analysis of the proposed project began well in advance of June 2, 2010, the analysis in this EIR conservatively relies on the recently adopted significance thresholds and mitigation strategies.

Therefore, the following text changes are made to the Air Quality section of the Draft EIR, starting at the first paragraph on p. V.G.33, though the last paragraph on p. V.G.40. These changes reflect the adoption of the new guidelines, but do not change any of the substantive conclusions of the Draft EIR or Comments and Responses documents.

~~Draft~~ BAAQMD CEQA Air Quality Guidelines and ~~Proposed~~ Adopted 2010 Thresholds

BAAQMD recently updated ~~is currently in the process of updating~~ its CEQA Air Quality Guidelines, which ~~will include~~ revised thresholds of significance for criteria air pollutants and precursors, community risk and hazards related to TACs, and greenhouse gases (GHGs) (see Section V.H, Greenhouse Gas Emissions of this EIR for a discussion of proposed thresholds for

GHGs). BAAQMD is ~~considering~~ adopted two sets of thresholds, one that would apply to specific development projects, such as the Proposed Project, and another threshold that would apply to plan-level CEQA analyses. ~~Should the~~ The BAAQMD adopted the new CEQA thresholds on June 2, 2010. It is BAAQMD's policy that the new thresholds apply to projects for which the Notice of Preparation (NOP) was prepared on or after June 2, 2010 for all adopted thresholds except the thresholds for exposing sensitive receptors to health risks and hazards. It is BAAQMD's policy that the health risk and hazard thresholds apply to NOP's published after May 1, 2011. It is be adopted before this EIR is certified, the new thresholds could apply to the Proposed Project. The draft guidelines have yet to be formally adopted by BAAQMD and therefore cannot yet be formally adopted by the City and County of San Francisco should it choose to do so.

Criteria Related to Construction Impacts

Quantification of construction emissions is appropriate for analysis under the ~~2010 proposed Draft-BAAQMD~~ 2010 proposed CEQA Air Quality Guidelines. A project would have a significant air quality impact if it would result in total construction-related emissions of ROG, NO_x, or PM_{2.5} (non-inclusive of fugitive dust) of 10 tons per year or greater or 54 pounds (25 kilograms) per day or greater. The ~~draft~~ draft guidelines have a separate emission threshold for PM₁₀ (non-inclusive of fugitive dust) of 15 tons per year or greater or 82 pounds (37 kilograms) per day.

Under the ~~2010 proposed~~ 2010 proposed BAAQMD guidance, a ~~Plan or~~ Plan or project would also have a significant air quality impact if construction activities would result in an incremental increase in localized annual average concentrations of PM_{2.5} exceeding 0.3 micrograms per cubic meter.

Additionally, construction associated with a ~~Plan or~~ Plan or project would have a significant air quality impact if it would result expose persons to substantial levels of TACs, such that the probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million or if it would expose persons to TAC's such that a non-cancer Hazard Index of 1.0 would be exceeded.

Criteria for Project-Level Operational Impacts

The ~~2010 Draft~~ 2010 proposed BAAQMD CEQA Guidelines recommend lower threshold levels for determining significance of operational emissions of ROG, NO_x, or PM₁₀ including PM_{2.5}. For ROG, NO_x and PM_{2.5}, a net increase of 54 pounds per day is considered significant, while for PM₁₀ a net increase of 82 pounds per day is considered significant.

The ~~proposed~~ proposed guidance expands on the existing health risk thresholds by adding thresholds related to the incremental ambient PM_{2.5} increases associated with a project ~~or and~~ or and by requiring a determination of consistency with a Qualified Risk Reduction Plan, if applicable. A project would ~~also~~ also have a significant air quality impact if it would result in an incremental increase in or exposure of receptors to localized annual average concentrations of PM_{2.5} exceeding 0.3 micrograms per cubic meter (µg/m³), or expose persons to substantial levels of TACs, such that the probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million or if it would expose persons to TAC's such that a non-cancer Hazard Index of 1.0 would be exceeded from project operations.

Criteria for Cumulative Impacts

Cumulative impacts are based on ~~the~~ a project's emissions and the potential for the project to expose sensitive receptors to health risks and the potential for the project to contribute to regional air pollution. As with the existing BAAQMD guidance, if a project results in an increase in ROG, NOx, PM₁₀, or PM_{2.5} of more than their respective daily mass thresholds, then it would ~~also~~ be considered to contribute considerably to a significant cumulative effect.

Characterizing cumulative air quality impacts relative to emissions of PM_{2.5} and TAC relies on cumulative assessment methodologies that are still in development by BAAQMD. Establishing a consistent methodology for cumulative health risk assessment will affect decisions on what sources to consider in a cumulative analysis and how to obtain emission data for sources that are beyond the bounds of a project.

With regard to cumulative impacts (both construction and operations) from PM_{2.5}, the ~~proposed~~ guidance indicates that a significant cumulative air quality impact would occur if localized annual average concentrations of PM_{2.5} would exceed 0.8 micrograms per cubic meter (µg/m³) from project operations in addition to existing emission sources and cumulative emissions sources within 1,000 feet of the project. However, background annual average concentrations of PM_{2.5} currently exceed ten times this level for all previous years, as shown in Table V.G.1.

With regard to cumulative impacts from TACs, a significant cumulative air quality impact would occur if the probability of contracting cancer for the MEI defined above, would exceed 100 in one million or if would expose persons to TACs such that a non-cancer Hazard Index of 10.0 would be exceeded as a result of project operations, in addition to existing emission sources and cumulative emissions sources within a 1,000 foot radius of the project site.

~~Proposed~~ BAAQMD CEQA Adopted Thresholds, Impact Evaluation

Impact AQ-10: The Proposed Project could result in localized construction dust-related air quality impacts under ~~proposed~~ the 2010 guidelines. (*Less than Significant*) (Criteria G.b, G.d)

Under the 2010 ~~Draft~~ BAAQMD CEQA Guidelines, implementation of Best Management Practices for fugitive dust would reduce the impact of construction dust to a less-than-significant level, as required by the San Francisco Construction Dust Control Ordinance (see Impact AQ-1 above).

Impact AQ-11: The Proposed Project could result in construction-related impacts to regional air quality under the 2010 ~~proposed~~ guidelines. (*Significant and Unavoidable*) (Criteria G.b, G.d)

Criteria pollutant emissions from maximum daily use of construction equipment are quantified above (see Table V.G.4). The 2010 ~~Draft~~ BAAQMD CEQA Guidelines specifies that average daily construction emissions greater than 54 pounds per day of ROG, NOx, and PM_{2.5}, or 82 pounds per day PM₁₀, would be a significant increase. To be conservative, this analysis shows maximum daily construction-phase emissions in Table V.G.4. Because of the considerable levels of construction activities, the construction emissions under the 2010 ~~Draft~~ BAAQMD CEQA Guidelines would be significant. Mitigation Measure M-AQ-3 that is identified above would reduce construction exhaust emissions.

Given current technologies, Mitigation Measure M-AQ-3 would achieve a feasible level of NO_x and ROG reductions, but this measure is unlikely to achieve a sufficient reduction in emissions to bring construction activities to a level below the daily thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}. Construction emissions of PM₁₀ and PM_{2.5} would be significant according to the 2010 draft guidelines, after incorporating dust control strategies (see Impact AQ-1) and feasible strategies to reduce emissions in construction equipment exhaust (Mitigation Measure M-AQ-3). Therefore, the ~~potential~~ impacts of the Proposed Project with respect to the 2010 Draft BAAQMD CEQA Guidelines would be significant and unavoidable, even with implementation of mitigation.

Impact AQ-12: The Proposed Project could result in construction-related impacts of toxic air contaminants and adverse health effects under the 2010 proposed guidelines. (*Significant and Unavoidable*) (Criteria G.b, G.d)

The Proposed Project could increase cancer risk from exposure to emissions of DPM and other TACs associated with off-road construction equipment and on-road haul trucks used during construction of the Proposed Project, as these emissions would occur within 1,000 feet of existing residential units and educational facilities within and adjacent to the Project Site. The 2010 Draft BAAQMD CEQA Guidelines thresholds for TACs are similar to the current recommendations, with the addition of PM_{2.5} as a pollutant of health risk concern.

Emissions of PM_{2.5} from construction activities would occur at regionally significant levels, as described above. Additionally, health risks due to PM_{2.5} emissions would be considered significant under 2010 Draft BAAQMD CEQA Guidelines for construction activities causing concentrations of PM_{2.5} over an annualized threshold of 0.3 micrograms per cubic meter (µg/m³). This annualized threshold is applicable during any single year of construction activity, as opposed to the cancer risk threshold, which is based on lifetime exposure. Construction-related exhaust emissions and fugitive dust emissions would contribute to total PM_{2.5} concentrations at nearby receptors. With construction-related annual total PM_{2.5} emissions exceeding the BAAQMD threshold of 10 tons per year, local PM_{2.5} concentrations would likely be above the BAAQMD 2010 proposed threshold of 0.3 µg/m³ on an annualized basis during some years of construction, depending on the intensity of activity and proximity of receptors. Existing residential units and educational facilities within 1,000 feet of construction activities would be most likely to experience this impact.

The 2010 Draft BAAQMD CEQA Guidelines of ~~May 2010~~ include a “Draft Construction Health Risk Screening Table” that provides an approximate minimum offset distance for typical construction projects of various sizes.¹ For the phased and high-density development of the Proposed Project, up to about 40 acres could be under construction at any one time (given four major phases across the 152-acre Project Site). According to the ~~draft construction~~ screening approach tables, the minimum offset distance (buffer distance) to ensure that a sensitive receptor would have a less than significant impact would be 300 meters (984 feet). Existing and planned residential units and educational facilities within this distance would experience a ~~potentially~~ significant impact due to construction-related TAC and PM_{2.5}.

¹ BAAQMD, *Draft CEQA Guidelines, Screening Tables for Air Toxics Evaluation During Construction, Version 1.0*, May 2010.

Reducing this impact could involve reducing construction equipment emissions or providing sufficient offset distances between construction and occupied land uses. Although implementation of the construction emission control measures (including Mitigation Measure M-AQ-3) would reduce TAC, including DPM, exhaust emissions by implementing feasible controls and requiring up-to-date equipment, adverse TAC and PM_{2.5} health effects during construction would remain. Due to the high-density surroundings, individuals would occasionally be essentially adjacent to construction activity. It would be practically impossible to phase construction or restrict public access in such a manner to eliminate the potential risks to individuals occupying and visiting areas within 1,000 feet of the proposed construction activities. Due to uncertainty in quantifying the construction-related incremental cancer risk and non-cancer health impacts, the impact is considered significant and unavoidable under the 2010 Draft BAAQMD Guidelines for existing residential units and educational facilities within the Project Site and within 1,000 feet of the Proposed Project.

Impact AQ-13: The Proposed Project could result in operation-related impacts to regional air quality under the 2010 proposed guidelines. (*Significant and Unavoidable*) (Criteria G.b, G.d)

Table V.G.5 shows that the Proposed Project would result in an increase in criteria pollutant emissions that would be considered significant according to the 2010 proposed BAAQMD significance thresholds of ROG, NO_x, or PM_{2.5} greater than 54 pounds per day or PM₁₀ greater than 82 pounds per day. This impact would occur with the project incorporating feasible emission reduction measures within its extensive TDM program and Sustainability Plan. As such, this impact would be significant and unavoidable.

Impact AQ-14: The Proposed Project could result in operation-related impacts to CO ambient air quality standards under the 2010 proposed guidelines. (*Less than Significant*) (Criterion G.d)

The significance of localized CO emissions from mobile sources is determined via a screening assessment methodology from the ~~proposed~~ 2010 Draft BAAMQD CEQA Guidelines. According to the 2010 proposed approach, a project would result in a less-than-significant impact to localized CO concentrations if the following three criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans. The Draft II Transportation Impact Analysis for the Proposed Project indicates that the proposed Parkmerced Transportation Demand Management (TDM) Plan would be consistent with City and County of San Francisco agency policies (Fehr & Peers, February 2010).
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. The Draft II Transportation Impact Analysis for the Proposed Project indicates that the study intersections with the highest volumes would experience approximately 20,000 vehicles per peak hour under the Proposed Project and cumulative scenarios (Fehr & Peers, February 2010).
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon,

below-grade roadway). The Proposed Project would not introduce or increase traffic to these levels for any of the proposed underground parking garages.

This discussion of the screening criteria analysis indicates that violations of the state and federal one-hour and eight-hour standards for CO would not be expected at any study intersections during worst-case atmospheric conditions (wintertime conditions when CO concentrations are typically greatest). Therefore, the Proposed Project would continue to have a less than significant impact on local CO concentrations.

Impact AQ-15: The Proposed Project could result in operation-related impacts to sensitive receptors and substantial pollutant concentrations of toxic air contaminants under proposed 2010 guidelines. (*Significant and Unavoidable*) (Criterion G.d)

Local community risk and hazard impacts are a focus of the 2010 Draft BAAQMD Guidelines. The proposed 2010 guidelines emphasize a focus on “impacted communities” including Eastern San Francisco, which is not within or adjacent to the Project Site. Existing local air quality is affected by numerous sources of DPM, other TACs, and criteria pollutants, including traffic on roadways and some stationary sources within 1,000 feet that are permitted but not considered major under BAAQMD rules (see Setting). The primary major roadway within 1,000 feet of the Project Site is Highway 1 (Junipero Serra Boulevard and 19th Avenue).

Operation of the Proposed Project operation would cause increases in traffic emitting DPM, other TACs, and PM_{2.5} and would increase the density of residential uses in an area exposed to these emissions. The May 2010 Draft 2010 BAAQMD Thresholds include screening tables (updated October 2010) identifying potential cancer risk and non-cancer health hazards experienced by sensitive receptors along Highway 1 (Junipero Serra Boulevard and 19th Avenue).² According to the new BAAQMD screening tables, sensitive receptors are exposed to potentially significant concentrations of TAC and PM_{2.5} (exceeding 0.3 µg/m³) within 200 feet east or west of Highway 1. The new BAAQMD screening tables also indicate that the estimated incremental

lifetime cancer risk (70-year lifespan) due to traffic on Highway 1 is greater than 10 cases per

million people for locations within 200 ~~400~~ feet east or west of the roadway. Health risks from all roadways are dominated by the effects of DPM, a TAC, and PM_{2.5}.

The Proposed Project would include new residential uses within 1,000 feet of existing stationary sources of TACs and within 200 ~~400~~ feet of Highway 1, which could expose new sensitive receptors to concentrations of DPM, other TACs, and PM_{2.5} considered ~~potentially~~ significant under the proposed 2010 guidelines. To address this issue, ~~potential~~ mitigation could be provided in the form of air filtration for the impacted new residential development near traffic causing elevated DPM and PM_{2.5}. This would reduce the impact of exposing new receptors to elevated concentrations near roadways, but it would not avoid the impact of placing new receptors near Highway 1 and other existing sources of TACs typical of urban environments. Because of

² BAAQMD, *Draft CEQA Guidelines, San Francisco County Screening Tables for Roadways, October 2010* ~~May 2010~~.

uncertain effectiveness and feasibility of implementing this measure, the impact under the 2010 Draft BAAQMD CEQA Guidelines would remain significant and unavoidable.

Mitigation Measure M-AQ-15: Mechanical Ventilation Systems for New Residential Uses.
~~Potential Mitigation Under the Proposed Guidelines for Health Effects from Roadways:~~

New residential uses within 200 ~~400~~ feet from the edge of the Project Site boundary along Junipero Serra Boulevard, including ramps on Brotherhood Way, 19th Avenue, or Brotherhood Way shall incorporate mechanical ventilation systems. If the project anticipates operable windows or other sources of infiltration of ambient air, the residences shall be provided with a central HVAC (heating, ventilation and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher). The system should operate to maintain positive pressure within the building interior to prevent entrainment of outdoor air indoors. Alternatively, if the development limits infiltration through non-operable windows and other techniques, the residences shall be provided with a ventilation and filtration system that meets the following specifications: (1) ASHRAE MERV-13 supply air filters; (2) ≥ 1 air exchanges per hour of fresh outside filtered air; (3) ≥ 4 air exchanges / hour recirculation; and (4) ≤ 0.25 air exchanges per hour in unfiltered infiltration.

Impact AQ-16: The Proposed Project could result in impacts related to odors under ~~proposed~~ the 2010 guidelines. (*Less than Significant*) (*Criterion G.e*)

The 2010 ~~proposed~~ BAAQMD thresholds for odor impacts would not alter this discussion or the conclusion illustrated above that the Proposed Project would result in a less-than-significant impact related to odors.

Impact AQ-17: The Proposed Project could result in conflicts with adopted plans related to air quality under ~~proposed~~ the 2010 guidelines. (*Less than Significant*) (*Criterion G.a*)

The 2010 ~~proposed~~ BAAQMD thresholds of analysis for determining consistency with the most recently adopted Clean Air Plan would not alter this discussion or the conclusion illustrated above that the Proposed Project would not exceed the population or VMT assumptions contained in the CAP and that the project would implement applicable TCMs, resulting in a less-than-significant impact related ~~potential~~ conflicts with regional air quality management plans.

Cumulative air quality impacts under ~~proposed~~ 2010 guidelines. (*Criteria G.b, G.c, G.d*)

Impact AQ-18: The Proposed Project could result in cumulative construction impacts under ~~proposed~~ the 2010 guidelines. (*Significant and Unavoidable*)

Impact AQ-2 identifies the emission increases attributable to construction of the Proposed Project. As indicated in Table V.G.4, p. V.G.20, the Proposed Project would exceed the BAAQMD's adopted ~~proposed~~ significance thresholds for construction-related ROG, NO_x, PM₁₀, and PM_{2.5}. Consequently, under the 2010 ~~Draft~~ BAAQMD CEQA Guidelines, the project construction would result in a significant cumulative impact with regard to these emissions.

Impact AQ-19: The Proposed Project could result in cumulative criteria pollutant impacts under ~~proposed~~ 2010 guidelines. (*Significant and Unavoidable*)

Table V.G.5, p. V.G.28. identifies increases in the regional emission inventory that would be caused by the Proposed Project, with levels exceeding the 2010 proposed BAAQMD significance thresholds. According to the 2010 Draft BAAQMD CEQA Guidelines, the Proposed Project operational emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Additional analysis to assess cumulative impacts is deemed unnecessary by BAAQMD, and the Proposed Project would result in a significant cumulative impact with regard to ROG, NO_x, PM₁₀, and PM_{2.5} emissions.

Impact AQ-20: The Proposed Project could result in cumulative DPM, PM_{2.5}, and TAC impacts under ~~proposed~~ the 2010 guidelines. (*Significant and Unavoidable*)

The Proposed Project would cause DPM, PM_{2.5}, and TAC impacts having adverse health effects due to mobile source activity generated by the existing and proposed land uses, but the Proposed Project does not include any new major stationary sources of DPM, PM_{2.5}, or TACs. Any notable or non-exempt emissions from stationary sources such as the proposed boilers and cogeneration system would be subject to additional review including BAAQMD New Source Review requirements, which requires sources to install the best available control technology and be subject to health risk screening for toxic air contaminants (see Impact AQ-4).

Impact AQ-6 shows that, according to the 2010 Draft BAAQMD CEQA Guidelines, the operational impacts due to exposure of receptors to DPM and TACs would be significant and unavoidable because the Proposed Project would expose planned receptors to substantial concentrations of DPM or other TACs. With no additional foreseeable sources of DPM or TACs identified for the cumulative conditions, the cumulative impact would be similar to that described for the Proposed Project. Roadside PM_{2.5} exposure levels found by the analysis performed by the DPH would not exceed the ~~proposed~~ 2010 BAAQMD significance threshold for a cumulatively considerable contribution of PM_{2.5} at 0.8 µg/m³. No additional PM_{2.5} impacts are identified for the cumulative conditions. Cumulative projects in the area are not anticipated to contribute considerable emissions in addition to the project. However, due to health risks caused by existing sources of TACs including nearby major roadways (Highway 1), the project-related DPM, PM_{2.5}, and TAC exposures would result in a significant and unavoidable cumulative impact.

ATTACHMENT A

PARKMERCED PROJECT
CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS:
FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND
ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS
SAN FRANCISCO PLANNING COMMISSION
(Revised: February 3, 2011)

In determining to approve the Parkmerced Project (“Project”) described in Section I, Project Description below, the San Francisco Planning Commission makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the 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 Administration Code.

This document is organized as follows:

Section I provides a description of the Project proposed for adoption, and, in the alternative, the No Muni Realignment Alternative, 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;

Section III identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation and describes the disposition of the mitigation measures;

Section IV identifies significant impacts that cannot be avoided or reduced to less-than-significant levels and describes any applicable mitigation measures as well as the disposition of the mitigation measures;

Section V identifies mitigation measures proposed but rejected as infeasible for economic, legal, social, technological, or other considerations;

Section VI 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; and

Section VII 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 to Resolution No.**

_____. 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 Environmental Impact Report for the Project (“Final EIR”) 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 Environmental Impact Report (“Draft EIR” or “DEIR”) or the Comments and Responses document (“C&R”) in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

I. APPROVAL OF THE PROJECT

A. Project Description

By this action, the San Francisco Planning Commission approves the long-term mixed-use development program to comprehensively replan and redesign the Parkmerced Project Site—the "Project" identified in the Final EIR. The Project would increase residential density, provide a neighborhood core with new commercial and retail services, modify transit facilities, and improve utilities within the development site. A new site for a Pre-K-5 school and/or day care facility, a fitness center, and new open space uses, including athletic playing fields, walking and biking paths, an approximately 2-acre farm, and community gardens, would also be provided. About 1,683 of the existing apartments located in 11 tower buildings would be retained. Over an approximately 20-year period of phased construction, the remaining 1,538 existing apartments would be demolished in phases and fully replaced, and an additional 5,679 net new units would be added to the Project Site, resulting at full build-out in a total of about 8,900 units on the Project Site.

The Project includes construction of (or provides financing for construction of) a series of transportation improvements, which include rerouting the existing Muni Metro M Ocean View line from its current alignment along 19th Avenue. The new alignment, as currently envisioned and analyzed in the Final EIR, would leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in Parkmerced. The Muni M line trains would then travel alternately along one of two alignments: trains either would re-enter 19th Avenue south of Felix Avenue and terminate at the existing Balboa Park station, or they would terminate at a new station, with full layover and terminal facilities, constructed on the Project Site at the intersection of Font Boulevard and Chumasero Drive.

The Proposed Project also includes a series of infrastructure improvements, including the installation of a combination of renewable energy sources, such as wind turbines and photovoltaic cells, to meet a portion of the Proposed Project’s energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. The filtered

stormwater would then either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

Amendments to the San Francisco Planning Code and the San Francisco General Plan are also proposed as part of the Proposed Project. The Planning Code amendments would change the Height and Bulk District Zoning Map and would add a Special Use District (SUD) applicable to the entire Project Site, which would include an overlay of density and uses within the SUD. A Development Agreement is also proposed as part of the Project, as well as adoption of the *Parkmerced Design Standards and Guidelines*, which contain specific development guidelines.

The Final EIR also evaluated a Project "sub-variant", which would construct a right-turn ingress along 19th Avenue between Crespi Drive and Junipero Serra Boulevard at Cambon Drive. This new access location would provide ingress for southbound vehicles only and would not provide access out onto 19th Avenue. Although the Final EIR and these Findings refer to this as the "Project sub-variant", the Project approval documents may refer to this as the "Connect Cambon to 19th Avenue Project Variant" or "Project Variant"; both names refer to the same set of transportation improvements.

B. No Muni Realignment Alternative

The Project proposes to reroute the existing Muni Metro M Ocean View line from its current alignment along 19th Avenue, which would require the approval of the California Department of Transportation ("Caltrans") and the California Public Utilities Commission ("CPUC"). In the event that such approval is not granted, the approval granted by the San Francisco Planning Commission would permit the Project to proceed after identifying an alternate transportation improvement of equivalent value to the proposed rerouting of the existing Muni Metro M Ocean View line. In the event that Caltrans and CPUC approval is not granted, the San Francisco Planning Commission also makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and under CEQA, particularly Sections 21081 and 21081.5, the CEQA Guidelines, particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code for the No Muni Realignment Alternative described in Section I.

Under the No Muni Realignment Alternative, the 152-acre site would be replanned and redesigned as it would with the Project, except that the Muni light rail line would not be routed through the Project Site, and no new Muni stops would be constructed. Under this alternative, the M Ocean View line would continue to bypass the Project Site, and would remain in its existing alignment to its terminus at the Balboa Park Station. Traffic and circulation improvements under the No Muni Realignment Alternative would be the same as those in the Project, except that there would be no northbound left-turn at the intersection of 19th Avenue and Crespi Drive, no fourth southbound travel lane would be constructed on 19th Avenue, and the SFSU transit stop would remain in the median of 19th Avenue.

A design variant studied under the No Muni Realignment Alternative is an analysis of the Project without Muni or any of the improvements identified along 19th Avenue. There would be minimal land use changes from the No Muni Realignment Alternative as a result of having no transit improvements implemented along 19th Avenue.

As with the Project, implementation of a sustainability plan would provide for a variety of new infrastructure improvements intended to reduce the alternative's per-unit use of electricity, natural gas, water, and the City's wastewater conveyance and treatment systems. A combination of renewable energy sources, including wind turbines and photovoltaic cells, would be used to meet a portion of this alternative's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. As with the Proposed Project, the filtered stormwater would then either percolate into the groundwater that feeds the Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

The Commission approves the No Muni Realignment Alternative in the alternative to the Project, in the event that any non-City agency (such as Caltrans and the CPUC) disapproves the realignment of the M Ocean View line in the manner proposed by the Project. Although the Project is preferable to the No Muni Realignment Alternative, the Commission makes such approval in the alternative, because, overall, the Muni realignment is not a mitigation measure, the No Muni Realignment Alternative is identical to the Project in all other respects and therefore provides all the other major public benefits of the Project, and the Project Development Agreement requires that an alternate transportation improvement of equivalent economic value be identified and implemented if the Project's proposed realignment of the M Ocean View light rail line is not approved by all necessary non-City agencies.

C. Project Objectives

The Final EIR discusses several Project objectives identified by the Project Sponsor. The objectives are as follows:

- Adopt a land use program for Parkmerced that provides an innovative model of environmentally sustainable design practices, to, among other things maximize walking, bicycling and use of public transportation, and minimize the impacts and use of private automobiles by implementing a land use program with increased residential density and a commercial neighborhood core located within comfortable walking distance of transit service and residences.
- Increase the supply of housing near a new neighborhood core containing new neighborhood-serving retail, office, transit,
- Reconfigure the existing open space at Parkmerced to provide larger and more usable open spaces such as a major new park, athletic playing fields, organic farm, walking and bicycling paths, and community gardens.

- Reconnect Parkmerced to the Lake Merced watershed by restoring the pre-development hydrology.
- Provide high-density, mixed-income housing, including below-market rate units, with a variety of housing types consistent with transit-oriented development to attract a diversity of household types, especially families.
- Protect and enhance the diversity of Parkmerced by protecting existing residents from displacement through a phasing plan designed to ensure that all existing residents will be able to remain at Parkmerced while having to relocate once only and into a new apartment, if necessary, and that this new apartment would be rented at the same rent-controlled rate as the resident's existing apartment prior to demolition (and also subject to the existing protections against rent increases of the San Francisco Rent Control Ordinance).
- Make possible the construction of affordable below market rate units.
- Provide housing in an urban infill location to help alleviate the effects of suburban sprawl and protect the green belt.
- Create a circulation and transportation system designed to reduce the amount of future automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, and that emphasizes transit-oriented development, and promotes the use of public transportation and car-sharing, through an innovative and comprehensive demand management program.
- Construct major infrastructure improvements intended to demonstrate leadership in sustainable engineering and to reduce the neighborhood's per capita use of the City's electrical, natural gas, water, and wastewater infrastructure while demonstrating pioneering leadership in sustainable design and through providing new benchmarks for sustainable development practices in accordance with the Project's Sustainability Plan, such as orienting street grids and open spaces to optimize solar exposure and to reduce winds; installing efficient light and HVAC systems; installing low-flow plumbing; and planting drought-tolerant species to minimize irrigation demands
- Create a development that is financially feasible, that allows for the delivery of the proposed level of infrastructure, public benefits, protections for existing tenants, and affordable housing, and that can fund the Project's capital costs and on-going operation and maintenance costs relating to the redevelopment and long-term operation of the Property.
- Create a level of development sufficient to support the costs of relocating and protecting existing tenants and sufficient to support the costs of the infrastructure improvements.

D. Environmental Review

The Project Sponsor applied for environmental review on January 8, 2008. Pursuant to and in accordance with the requirements of Section 21094 of the Public Resources and in accordance with Sections 15063

and 15082 of the CEQA Guidelines, the San Francisco Planning Department, as lead agency, prepared a Notice of Preparation (“NOP”) on May 20, 2009, and held a Public Scoping Meeting on June 8, 2009.

The NOP was distributed to the State Clearinghouse and mailed to: governmental agencies with potential interest, expertise, and/or authority over the project; interested members of the public; and occupants and owners of real property surrounding the project area. The Public Scoping Meeting was held at the YMCA Annex, 3150 20th Avenue, San Francisco, CA 94132. Twenty-seven individuals spoke at the Public Scoping Meeting. During the public review period, 26 comment letters were submitted to the Planning Department by public agencies and other interested parties. The Public Scoping Summary Report is included as Appendix A of the Draft EIR. Commenters identified the following topics to be evaluated in the Draft EIR: Land Use; Aesthetics; Population and Housing; Historic Resources/Preservation; Transportation; Air Quality; Wind; Recreation and Open Space; Utilities (Water, Stormwater) and Sustainability; Biological Resources; Geology; Hazards; Hydrology and Water Quality; Hazards; and Alternatives.

The San Francisco Planning Department then prepared the Draft EIR, which describes the Project and the environmental setting, 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 EIR considers the impact of the Project and the cumulative impacts associated with the proposed 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 EIR 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 EIR on May 12, 2010. The Draft EIR was circulated to local, state, and federal agencies and to interested organizations and individuals for review and comment beginning on May 12, 2010 for a 61-day public review period, which ended on July 12, 2010. The San Francisco Planning Commission held a public hearing to solicit testimony on the Draft EIR on June 17, 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 EIR, which were sent through mail, fax, or email.

The San Francisco Planning Department then prepared the Comments and Responses (“C&R”). This document, which provides written response to each comment received on the Draft EIR, was published on October 28, 2010 and included copies of all of the comments received on the Draft EIR and individual responses to those comments. The C&R 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 EIR, which includes the Draft EIR, the C&R document and any Errata Sheets, and all of the supporting information and certified the Final EIR on February 10, 2010. In certifying the Final EIR, this Planning Commission determined that the Final EIR does not add

significant new information to the Draft EIR that would require recirculation of the Final EIR under CEQA because the Final EIR 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 EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

D. Approval Actions

1. Planning Commission Actions

The Planning Commission is taking the following actions and approvals:

- Review and recommendation to the Board of Supervisors to approve an ordinance adopting a Development Agreement.
- Review and recommendation to the Board of Supervisors to approve an ordinance adopting a new Parkmerced SUD setting forth heights, bulk, density and uses.
- Review and recommendation to the Board of Supervisors to adopt an ordinance amending the San Francisco Zoning Map Height and Bulk Maps.
- Review and approval of amendments to the *General Plan* Urban Design Element height map for consistency with the proposed SUD.

2. Zoning Administrator Actions

- Determination of consistency with the Local Coastal Program and approval of a Coastal Zone Permit.

3. San Francisco Board of Supervisors Actions

The Planning Commission's certification of the Final EIR may be appealed to the Board of Supervisors. If appealed, the Board of Supervisors will determine whether to uphold the certification or to remand the Final EIR to the Planning Department for further review.

Additional actions to be taken by the Board of Supervisors include:

- Review and approval of an ordinance adopting a Development Agreement.
- Approval of amendments to the Planning Code Height and Bulk Maps and the *General Plan* Urban Design Element height map.
- Approvals to vacate existing streets and accept dedication of new streets.
- Review and approval of an ordinance adopting a new Parkmerced SUD setting forth heights, bulk, density and uses.

- Review of the proposed improvements to Brotherhood Way and other City streets and approval of those improvements.
- Request for amendment of the Local Coastal Program by the California Coastal Commission.

4. Other—Federal, State, and Local Agencies

Implementation of the Project will involve consultation with or required approvals by other local, state and federal regulatory agencies, including, but not limited to, the following:

- Department of Public Works (Approval of a subdivision map).
- Executive Director and Board of Directors of the Municipal Transit Agency (SFMTA) (Approval of the proposed realignment of the Muni M Ocean View light rail line through Parkmerced and other potential changes to the Municipal Railway system).
- California Department of Transportation [Caltrans] District 4, California Public Utilities Commission [CPUC] and San Francisco State University [SFSU] (Approval of the proposed realignment of the Muni M Ocean View light rail tracks across 19th Avenue into and out of the Project Site and other modifications to State Route 1 (Junipero Serra Boulevard), including installation of additional travel and turn lanes and reconfiguration of median landscaping).
- Department of Public Works and Planning Department (Review of the proposed improvements to Brotherhood Way and other City streets and approval of those improvements).
- SFMTA and the Transportation Advisory Staff Committee (TASC) (Coordination of all roadway and transit changes).
- California Department of Fish and Game (Issuance of an incidental take permit, if necessary, pursuant to Section 2081 of the California Endangered Species Act for operation of 51 wind turbines).
- California Coastal Commission approval of Coastal Zone Permits and for amendment of the Local Coastal Program.

U. S. Army Corps of Engineers (Issuance of a Section 404 Permit pursuant to the Clean Water Act for construction of an on-site stormwater filtration system and discharge of the filtered water to Lake Merced, if necessary). To the extent that the identified mitigation measures require consultation with or approval by these other agencies, the Planning Commission urges these agencies to assist in implementing, coordinating, or approving the mitigation measures, as appropriate to the particular measure.

E. Findings About Significant Environmental Impacts And Mitigation Measures

The following Sections II, III and IV set forth the Planning Commission's findings about the Final EIR's determinations regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the Planning Commission regarding the environmental impacts of the Project and the mitigation measures included as part of the Final EIR and adopted by the Planning Commission as part of the Project. To avoid duplication and

redundancy, and because the Planning Commission agrees with, and hereby adopts, the conclusions in the Final EIR, these findings will not repeat the analysis and conclusions in the Final EIR, but instead incorporates them by reference herein and relies upon them as substantial evidence supporting these findings.

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

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

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

In the Sections II, III and IV below, the same findings are 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 EIR or the mitigation measures recommended in the Final EIR for the Project, except as specifically set forth in Section V below.

F. Location and Custodian of Records

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR 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 NOT TO BE SIGNIFICANT AND THUS DO NOT REQUIRE MITIGATION

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

Land Use

- Physically divide an established community or have a substantial adverse impact on the character of the vicinity.
- Create incompatible cumulative land use impacts on established communities.

Aesthetics

- Transform the visual character of the Project Site.
- Affect scenic vistas from publicly accessible areas.
- Be a prominent new visual feature at the western perimeter of the Project Site (wind turbines).
- Increase the lighting requirements within the Project Site and the potential for glare.
- Contribute to cumulative impacts on visual quality and scenic vistas.

Population and Housing

- Induce substantial direct temporary population growth during project construction.
- Induce substantial employment growth in an area either directly or indirectly.
- Displace substantial numbers of people and/or existing housing units or create demand for additional housing, necessitating the construction the construction of replacement housing.
- Induce substantial project-level or cumulative population growth in the area either directly or indirectly.

Transportation and Circulation

- Create significant traffic impacts at four study intersections (*19th Avenue/Juniper Serra Boulevard; 19th Avenue/Ocean Avenue; Brotherhood Way/West Driveway Holy Trinity Greek Orthodox and Open Bible Churches; John Muir Drive/Lake Merced Boulevard*) that operate at LOS E or LOS F under Existing Conditions.
- Add transit trips to the Downtown Screenlines in excess of available capacity.

- Add transit trips to the Downtown Screenlines, but would not increase demands in excess of available capacity (Project sub-variant).
- Add transit trips to the Regional Screenlines in excess of available capacity and contribute significantly to Regional Screenlines where overall ridership is projected to exceed available capacity.
- Add transit trips to the Regional Screenlines, but would not increase demands in excess of available capacity (Project sub-variant).
- Create a significant impact due to the construction of bicycle facilities within the Project Site to serve additional users.
- Create a significant impact due to the construction of pedestrian facilities within the Project Site to serve additional users.
- Create a significant impact due to an increase the need for loading spaces.
- Affect air traffic.
- Create hazards due to any proposed design features.
- Result in significant emergency access impacts.
- Significantly contribute traffic at six study intersections (*Junipero Serra Boulevard/Ocean Avenue/Eucalyptus Drive; 19th Avenue/Junipero Serra Boulevard; 19th Avenue/Ocean Avenue; 19th Avenue/Eucalyptus Drive; Brotherhood Way/West Driveway Holy Trinity Greek Orthodox and Open Bible Churches; and Holloway Avenue/Varela Avenue*) that would operate at LOS E or F under 2030 cumulative conditions.
- Contribute to cumulative increases in transit ridership at the Downtown Screenlines so as to exceed available capacity.
- Contribute to cumulative increases in transit ridership at the Downtown Screenlines so as to exceed available capacity (Project sub-variant).
- Contribute to cumulative increases in transit ridership at the Regional Screenlines so as to increase demand in excess of available capacity or contribute significantly to Regional Screenlines where overall cumulative ridership is projected to exceed available capacity.
- Contribute to cumulative increases in transit trips to the Regional Screenlines so as to increase demand in excess of available capacity or contribute significantly to Regional Screenlines where overall cumulative ridership is projected to exceed available capacity (Project sub-variant).

Air Quality

- Result in localized construction dust-related air quality impacts.
- Affect regional air quality due to Project construction (*But see Impact AQ-11, regarding 2010 BAAQMD Guidelines, Significant and Unavoidable Impact*).
- Result in a substantial amount of vehicle trips that could cause or contribute to an exceedance of the CO ambient air quality standards due to Project operation.
- Expose sensitive receptors to substantial concentrations of toxic air contaminants due to Project operation (*But see Impact AQ-12 and Impact AQ-15, regarding 2010 BAAQMD Guidelines, Significant and Unavoidable Impact*).

- Result in operation-related impact to CO ambient air quality standards under 2010 BAAQMD Guidelines.
- Generate significant odors.
- Conflict with adopted plans related to air quality.

Greenhouse Gas Emissions

- 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).
- 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.

Wind and Shadow

- Result in an increase in the number of hours that the 26-mph wind hazard criterion is exceeded or an increase in the area that is subjected to winds greater than 26 mph (Representative project only, not the proposed SUD).
- Would not result in a cumulative increase in the number of hours that the 26-mph wind hazard criterion is exceeded or an increase in the area that is subjected to winds greater than 26 mph (Representative project only, not the proposed SUD).
- Adversely affect the use of any park or open space under the jurisdiction of the Recreation and Park Commission.
- Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.
- Cumulatively adversely affect the use of any park or open space under the jurisdiction of the Recreation and Park Commission or create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.

Recreation

- Increase the use of existing park and recreational facilities to such an extent that there would be a significant adverse effect on these facilities.
- Significantly contribute to cumulative impacts on recreational use to existing public parks or recreational facilities.

Utilities and Services Systems

- Increase the demand for water to such an extent that there would be a significant adverse impact.
- Contribute considerably to significant cumulative impacts on water supply.
- Require new water delivery infrastructure to adequately serve the Project Site.
- Cumulatively result in for a need for new water delivery infrastructure.
- Require new or expansion of wastewater collection or treatment facilities to adequately serve the Project Site.

- Contribute considerably to cumulative impacts on wastewater conveyance and treatment due to Project operation.
- Exceed the solid waste disposal capacity of the Project-serving landfill.
- Contribute considerably to cumulative impacts on solid waste disposal facilities.

Public Services

- Result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.
- Cumulatively result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.
- Result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency medical services.
- Cumulatively result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency medical services.
- Result in additional demand for educational facilities, either at the project-level or cumulatively.
- Cumulatively result in the additional demand for educational facilities.

Biological Resources

- Conflict with local policies or ordinances protecting biological resources.
- Result in substantial adverse cumulative effects to biological resources.

Geology and Soils

- Expose people or structures to potential adverse effects due to ground shaking, ground failure, or liquefaction.
- Be located on unstable soil, or could become unstable as a result of the Proposed Project, and potentially result in soil instability or soil corrosivity.
- Be located on corrosive soils.
- Result in significant cumulative impacts with respect to geology, soils or seismicity.

Hydrology and Water Quality

- Result in an increase of combined sewer overflows from the City's combined sewer system.
- Result in depletion of groundwater or reduction of groundwater levels.
- Contribute runoff water due to Project operation that would exceed the capacity of the existing stormwater drainage system or create substantial additional sources of polluted runoff due to Project operation.
- Place housing or structures within a 100-year flood hazard area or expose people or structures to a significant risk involving flooding.
- Be susceptible to inundation by seiche, tsunami, or mudflow.

- Contribute significantly to cumulative impacts on hydrology and water quality due to Project construction.

Hazards and Hazardous Materials

- Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Result in hazardous emissions or use of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a risk of loss, injury or death involving fires.
- Result in cumulative hazardous materials impacts.

Mineral and Energy Resources

- Result in the loss of availability of a known mineral resource and/or a locally important mineral resource recovery.
- Encourage activities that could result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner.

Agricultural Resources and Forest Lane

- Result in the conversion of farmland, or involve other changes that would result in conversion of farmland to non-agricultural use.
- Result in conflicts with existing zoning for agricultural use or Williamson Act contracts.
- Negatively affect forests or timberland.

III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION AND THE DISPOSITION OF THE MITIGATION MEASURES

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 in Section IV concern mitigation measures set forth in the EIR. These findings discuss mitigation measures and improvement measures as identified in the Final EIR for the Proposed Project. The full text of the mitigation measures and improvement measures is contained in the Final EIR and in Attachment B, the Mitigation Monitoring and Reporting Program. The Planning Commission finds that the impacts identified in this Section III would be reduced to a less-than-significant level through implementation of the mitigation measures contained in the Final EIR, included in the Proposed Project, or imposed as conditions of approval and set forth in Attachment B.

This Commission recognizes that some of the mitigation measures are partially within the jurisdiction of other agencies. 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.

Impact CR-3: Project construction activities could disturb significant archaeological resources, if such resources are present within the Project Site.

There is a reasonable presumption that significant subsurface archaeological features are present within the Project Site. For example, Lake Merced would have provided resources for native Ohlone people, resulting in the possibility of subsurface artifacts. Historical accounts indicate that the Mission San Francisco de Asis used the Lake Merced area as a corral for mission-owned livestock. Following Mission ownership, a Spanish cattle rancher may have had a corral in the vicinity of the Project Site. The Spring Valley Water company operated a pump station at Lake Merced, and two dwellings associated with this pump station were reported to be located on the Project Site. If subsurface artifacts encountered during construction of the Proposed Project were not appropriately handled, it could be a significant impact.

Mitigation Measure M-CR-3a: Archaeological Testing, Monitoring, Data Recovery, and Reporting for Phase I

Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases

Impact CR-4: Project construction activities could disturb human remains, if such resources are present within the Project Site.

Prehistoric human burials could be encountered if Native Americans used the area near Lake Merced. Loss of these materials during construction would be a significant impact.

Mitigation Measure M-CR-3a: Archaeological Testing, Monitoring, Data Recovery, and Reporting for Phase I

Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases

Impact CR-5: Project construction activities could disturb paleontological resources.

Project construction activities could disturb significant paleontological resources, if such resources are present within the site in the sedimentary Colma Formation, which has yielded vertebrate fossils in other locations on the San Francisco peninsula. This would be a significant impact.

Mitigation Measure M-CR-5: Paleontological Resources Monitoring and Mitigation Program

Impact CR-6: Disturbance of archaeological and paleontological resources within the Project Site could contribute to a cumulative loss in the ability of the site to yield significant historic and scientific information.

When considered with other past and proposed development projects along and near the San Francisco shoreline, the disturbance of archaeological and paleontological resources within the Project Site could contribute to this cumulative loss.

Mitigation Measure M-CR-3a: Archaeological Testing, Monitoring, Data Recovery, and Reporting for Phase I

Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases

Mitigation Measure M-CR-5: Paleontological Resources Monitoring and Mitigation Program

Impact TR-2: Implementation of the Proposed Project would result in significant traffic impacts at study intersections (Less-Than-Significant with Mitigation for the intersection at 19th Avenue/Crespi Drive only)

The project's impacts at the intersection of 19th Avenue/Crespi Drive would be due primarily to the new northbound left-turn lane from 19th Avenue to Crespi Drive, proposed as part of the Project.

Mitigation Measure M-TR-2A: Do not construct the proposed northbound left-turn lane from 19th Avenue onto Crespi Drive

Impact TR-3b: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at 14 study intersections (Less-Than-Significant with Mitigation for the intersection at 19th Avenue/Crespi Drive only)

The project's contribution to a cumulative impact at the intersection of 19th Avenue/Crespi Drive would be due primarily to the new northbound left-turn lane from 19th Avenue to Crespi Drive, proposed as part of the Project.

Mitigation Measure M-TR-2A: Do not construct the proposed northbound left-turn lane from 19th Avenue onto Crespi Drive

Impact TR-21: The Proposed Project would reroute the M Ocean View light rail line into the Project Site, extending its route and imparting an additional five minutes of travel time to complete each run. Without additional light rail vehicles, Muni could not operate this longer route at current headways.

The Proposed Project's extension of the light rail route into Parkmerced would make the route longer, reducing transit capacity. This would be a significant impact. Although this impact was identified in the Draft EIR as significant and unavoidable due to uncertainty with regard to whether the proposed mitigation measures were feasible, (see DEIR p. V.E.88) the SFMTA has subsequently determined that Mitigation Measure M-TR-21A is feasible.

M-TR-21A: Purchase an additional two-car light rail vehicle for the M Ocean View.

Or

M-TR-21B: Install Transit Signal Priority (TSP) treatments to improve transit travel times on the M Ocean View such that M-TR-21A (an additional vehicle) is not required.

Implementing either mitigation measure would maintain transit headways and reduce the impact to less-than-significant levels. Although implementation of M-TR-21A is feasible, implementation of measure M-TR-21B is preferred because it would maintain transit headways and improve travel times for riders. Implementation of measure M-TR-21B would require feasibility studies and discretionary actions by SFMTA and Caltrans and is therefore uncertain at this time. Because either mitigation measure would reduce the impact to a less-than-significant level, and because it is known at this time that M-TR-21A is feasible, this impact can be mitigated to a less-than-significant level. Because M-TR-21B appears preferable, the Commission urges SFMTA and Caltrans to perform feasibility studies and implement measure M-TR-21B if feasible, and if not feasible, requires implementation of M-TR-21A.

Impact NO-1: Project-related construction activities would increase noise levels above existing ambient conditions.

Construction noise would be substantially greater than existing ambient noise levels and would have the potential to result in significant impacts to existing sensitive receptors. Although proposed construction activities would occur over a period of approximately 20 years, the activities that would impact sensitive receptors in any one location would be temporary. Construction contractors would be required to comply with the San Francisco Noise Ordinance. Additional mitigation would be needed to reduce noise levels to a less than significant level.

Mitigation Measure M-NO 1a: Reduce Noise Levels During Construction

Mitigation Measure M-NO 1b: Pile Driving Noise-Reducing Techniques and Muffling Devices

Impact NO-2: Construction activities could expose persons and structures to excessive ground-borne vibration or ground-borne noise levels.

Impact activities such as pile driving could produce detectable vibration within nearby buildings during construction, and could be detectable by sensitive receptors. This could be a significant impact.

Mitigation Measure M-NO-2: Pre-construction Assessment to Minimize Vibration Levels Associated with Impact Activities.

Impact NO-6: Proposed residences and other sensitive uses would be located in incompatible noise environments.

Existing noise levels exceed 65 dBA (Ldn) in some locations. The Land Use Compatibility Guidelines for Community Noise (see Figure V.F.2) indicate that any new residential construction in areas with noise levels above 65 dBA (Ldn) must have a detailed analysis of noise reduction requirements is made and

needed noise insulation features are included in the design. The Land Use Compatibility Guidelines indicate that analysis of noise reduction features should occur for the proposed Pre-K-5 school and day care facility. Without adequate design, these uses could be subject to significant impacts due to traffic-generated noise.

Mitigation Measure M-NO-6: Residential Use Plan Review by Qualified Acoustical Consultant

Impact NO-8: Garbage collection would occur at different locations and could increase associated noise levels at elevated receivers.

When garbage is collected, the residences nearest and overlooking refuse containers would experience higher noise levels than the more distant units. In some locations this would be a significant noise impact unless it is accounted for in building design.

Mitigation Measure M-NO-8: Residential Building Plan Review by Qualified Acoustical Consultant

Impact BI-1: Construction of an outfall for discharge of stormwater runoff into the willow basin could affect the habitat of San Francisco gumplant and other special-status plant species.

Construction activities in the willow basin south of Brotherhood Way where stormwater from the Project Site may flow prior to discharge to Lake Merced could impact an existing population of San Francisco gumplant, which is considered rare or endangered in California and elsewhere. Impacting the designated gumplant would be significant.

Mitigation Measure M-BI-1a: Pre-construction Survey for Gumplant

Mitigation Measure M-BI-1b: Avoidance During Construction

Mitigation Measure M-BI-1c: Restoration and Expansion of Gumplant Population That Is Not Avoided in Measure M-BI-1b

Impact BI-2: Construction of an outfall for stormwater runoff into Lake Merced could affect habitats of special-status animal species.

If discharge of treated stormwater to Lake Merced is implemented, construction of a new outfall or restoration of an existing outfall into the Lake could impact the habitat of the salt marsh common yellowthroat or the western pond turtle, both California Species of Special concern, which would be a significant impact.

Mitigation Measure M-BI-2a: Pre-construction Survey for Common Yellowthroat Nesting Activities and Buffer Area

Mitigation Measure M-BI-2b: Monitoring for Western Pond Turtles During Construction

Mitigation Measure M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area

Impact BI-3: Construction of a new stormwater outfall, or restoration of an existing one, would affect freshwater marsh and other riparian habitat along the shore of Lake Merced and in the willow basin.

To repair the existing stormwater outfall(s) at the shoreline of Lake Merced, or to install a new one(s), marsh and riparian vegetation, such as willow and wax myrtle trees, would be removed from the construction zone. This is a potentially significant impact.

Mitigation Measure M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area

Mitigation Measure M-BI-3a: Restrict Vegetation Removal Activities in Wetland and Riparian Areas During Outfall Construction

Mitigation Measure M-BI-3b: Vegetation Restoration in Outfall Construction Area

Impact BI-4: Removing trees and shrubs could remove migratory bird habitat and impede the use of nesting (nursery) sites.

Vegetation removal and/or building demolition during the breeding season (approximately March through August) could remove trees, shrubs, and/or buildings that support active nests. This is a potentially significant impact.

Mitigation Measure M-BI-4: Breeding Bird Pre-construction Surveys and Buffer Areas

Impact BI-5: The Proposed Project could have an adverse effect on wetlands as defined by Section 404 of the Clean Water Act.

To repair the existing stormwater outfall(s) at the shoreline of Lake Merced or to install a new one(s), marsh and riparian vegetation would be removed from a construction zone and directing stormwater from the Project Site to the willow basin prior to discharge to Lake Merced could affect riparian vegetation, including wetlands, which would be a significant impact.

Mitigation Measure M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area

Mitigation Measure M-BI-3a: Restrict Vegetation Removal Activities in Wetland and Riparian Areas During Outfall Construction

Mitigation Measure M-BI-3b: Vegetation Restoration in Outfall Construction Area

Impact BI-7: Maintenance of the proposed stormwater treatment system (bioswales, constructed stream, wetlands, and ponds) could affect special-status animal species.

The proposed on-site stormwater treatment bioswales, stream, wetlands, and ponds would be planted with native wetland and riparian vegetation that would support native wildlife, including special-status species such as western pond turtle, and protected nesting birds. Although this would be considered a beneficial impact and an enhancement of habitat values, periodic vegetation or sediment removal for maintenance of the treatment system could adversely impact those species, which is a potentially significant impact.

Mitigation Measure M-BI-7a: Pre-maintenance Surveys for Active Bird Nests and Buffer Areas

Mitigation Measure M-BI-7b: Monitoring During Maintenance Activities

Impact BI-9: Construction of new building towers could adversely impact bird or bat movement and migration.

The proposed new high-rise towers could result in bird injuries and death from collisions with glass panels or windows. This would be a significant impact.

Mitigation Measure M-BI-9: Bird-Safe Design Practices

Impact BI-10: Changes in duration and depth of inundation in the willow basin from stormwater runoff could impact riparian vegetation.

The large specimens of wax myrtle growing in the bottom of the willow basin may not be able to withstand an increase in inundation depth or duration. Although wax myrtle is not a special-status plant species, these trees provide a locally unique component of the sensitive riparian habitat in the willow basin and an increase in inundation depth and duration may adversely affect them, which could be a significant impact.

Mitigation Measure M-BI-10: Study and Modification to Willow Basin To Control Water Level and Duration of Inundation

Impact GE-1: The Proposed Project could result in substantial soil erosion or loss of topsoil during construction.

Existing ground coverings would be removed during construction, exposing soil to wind and rainwater runoff erosion. This is a potentially significant impact.

Mitigation Measure HY-1: Best Management Practices for SWPPP

Impact HY-1: The Proposed Project could violate a water quality standard or a waste discharge requirement, or otherwise substantially degrade water quality.

During construction of the Proposed Project, existing vegetation and pavements would be temporarily removed and surface soils would be disturbed due to excavation and grading activities on the Project Site.

Stormwater runoff could cause erosion and entrainment of sediments from the exposed soils. If not managed properly, the sediments would be carried in watercourses and cause sediments to be discharged to the sewer system where they would reduce the capacity of the sewer lines, potentially causing sewer overflows. The potential for releases of fuels, oils, paints, and solvents is present at most construction sites. Once released, these chemicals would flow or be carried by stormwater runoff, wash water, and dust control water to the sewer, potentially reducing the quality of the receiving waters. This would be a significant impact.

Mitigation Measure M-HY-1: Best Management Practices for SWPPP

Impact HY-4: The Proposed Project could alter the existing drainage patterns on the Project Site, resulting in substantial erosion or siltation or localized flooding.

Excavation and grading of the Project Site during the construction phases of the Proposed Project would remove existing vegetation and pavements, thus exposing the sandy soil of the Project Site to erosion by runoff, which could be a significant impact.

Mitigation Measure M-HY-1: Best Management Practices for SWPPP

Impact HZ-2: The Proposed Project could create a hazard to the public or the environment through the accidental release of hazardous materials into the environment.

A limited Phase II Environmental Site Assessment investigation was conducted, and soil samples showed minimal evidence of chemical releases from the former maintenance activities in the vicinity of the Maintenance Building and the fan room at the Higuera parking garage. The concentrations of chemicals detected do not pose a threat to human health or the environment based on U.S. Environmental Protection Agency Region IX health-based screening values. Further, the concentrations are below levels that typically may lead to a requirement for cleanup by regulatory agencies, and thus are not considered significant environmental concerns. Although soil contamination in significant amounts is not expected, if previously unidentified soil contaminants exist, hazardous materials could be released into the environment, resulting in a significant impact.

Mitigation Measure M-HZ-2A: Hazardous Materials – Testing for and Handling of Contaminated Soil

Mitigation Measure M-HZ-2B: Hazards – Decontamination of Vehicles

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

Based on substantial evidence in the whole record of these proceedings, the Planning Commissions finds that, where feasible, changes or alterations have been required, or incorporated into, the Proposed Project to reduce the significant environmental impacts as identified in the Final EIR and listed below. The

Commission finds that the mitigation measures in the Final EIR and described below are appropriate, and that changes have been required in, or incorporated into, the Proposed Project that, pursuant to 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 environmental effects associated with implementation of the Proposed Project that are described below. The Commission adopts all of the mitigation measures and improvement measures set forth in the Mitigation Monitoring and Reporting Plan (MMRP), attached as Attachment B. The Commission further finds, however, for some of the impacts listed below, despite the implementation of feasible mitigation measures and improvement measures, the effects remain significant and unavoidable.

Based on the analysis contained within the Final EIR, other considerations in the record, and the significance criteria identified in the Final EIR, the Planning Commission finds that because some aspects of the Proposed Project could cause potentially significant impacts for which feasible mitigation measures are not available to reduce the impact to a less-than-significant level, those impacts are significant and unavoidable. The Planning Commission recognizes that although mitigation measures are identified in the Final EIR that would reduce some significant impacts, the measures are uncertain or infeasible for reasons set forth below, and therefore those impacts remain significant and unavoidable or potentially significant and unavoidable.

The Planning Commission determines that the following significant impacts on the environment, as reflected in the Final EIR, 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 VII below. This finding is supported by substantial evidence in the record of this proceeding.

Impact AE-1: The proposed demolition of the existing garden apartment buildings and the proposed removal of the existing landscaping would eliminate a visual/scenic resource of the built environment.

To implement the Proposed Project, all of the two-story garden apartment buildings within the Project Site (170 buildings) would be demolished, along with existing landscaping and mature trees throughout most of the Project Site, thereby eliminating a visual/scenic resource of the built environment. Due to extensive reconstruction and regrading on the Project Site, about 82 percent of trees would be removed from the Project Site or relocated throughout the planned 20-year phased construction period. These changes are significant impacts.

No feasible mitigation is available that would preserve most of the existing visual character of the Project Site yet allow the Proposed Project to be substantially implemented. Demolition of most of this visual/scenic resource is necessary to implement the Proposed Project and realize its objectives, which include provision of high-density housing and implementation of environmentally sustainable design practices. The Proposed Project could not be implemented without demolition of most of the existing

visual/scenic resource. Therefore, this impact remains significant and unavoidable and no mitigation measures are available.

Impact CR-1: The proposed demolition of the existing garden apartment buildings and removal of existing landscape features on the Project Site would impair the historical significance of the Parkmerced historic district historical resource.

The Parkmerced residential complex is eligible for inclusion in the California Register of Historical Resources as a historic district. Demolition of all of the two-story garden apartment buildings and removal of all of the interior landscaping on the Project Site would be a significant impact.

Mitigation Measure M-CR-1: Documentation and Interpretation

Implementation of this mitigation measure would not be sufficient to reduce the significant impact to less-than-significant levels. The impact remains significant and unavoidable. No feasible mitigation is available that would preserve the essential integrity of the Parkmerced complex and still allow the Proposed Project to be implemented, as demolition of most of the historical resource is necessary for implementation.

Impact CR-2: The proposed demolition of the existing garden apartment buildings and removal of existing landscape features on the Project Site would contribute to a cumulative impact on the historic significance of the Parkmerced historic district historical resource.

The Parkmerced historic district resource encompasses the entire original Parkmerced complex, including the Project Site and three properties owned by others. The owners of the other three properties are planning for future redevelopment of their respective parcels, which, in combination with the Proposed Project, would result in a significant cumulative impact.

Mitigation Measure M-CR-1: Documentation and Interpretation

Implementation of this mitigation measure would reduce the contribution of the Proposed Project to significant cumulative impacts on historical resources, but not to a less-than-significant level. No feasible mitigation is available that would preserve the integrity of the Parkmerced complex. Therefore, the impact remains significant and unavoidable.

Impact TR-1: Construction of the Proposed Project (with or without the proposed sub-variant) would result in transportation impacts in the Proposed Project vicinity due to construction vehicle traffic and road construction associated with the realignment of the existing light rail tracks.

The primary construction truck routes in the Project Study Area would be Lake Merced Boulevard, Brotherhood Way, 19th Avenue, and Junipero Serra Boulevard. During the construction period, temporary and intermittent disruption to existing and proposed transit routes and bus stops may occur, and some bus routes may need to be temporarily rerouted. In addition, temporary and intermittent interference with

transit operations caused by increased truck movements to and from the construction sites may occur. Due to the reduction in travel lanes, the remaining travel lanes would become more congested with automobiles, trucks and buses, which would pose a greater challenge for bicycle travel in the area. Given the magnitude of development proposed for the area, the Proposed Project's prolonged construction period, and the lack of certainty about the timing of other development projects in the area, significant Project-related and significant Project contributions to cumulative traffic and circulation impacts could occur on some roadways, such as Lake Merced Boulevard, Brotherhood Way, 19th Avenue, and Junipero Serra Boulevard. Implementation of individual traffic control plans would minimize impacts associated with each project and reduce each project's contribution to cumulative impacts in the Study Area.

Mitigation Measure M-TR-1: Parkmerced Construction Traffic Management Program

Given the magnitude of the proposed development and the duration of the construction period, some disruptions and increased delays could still occur even with implementation of M-TR-1, and it is possible that significant construction-related transportation impacts on local San Francisco and regional roadways could still occur. Construction-related transportation impacts therefore remain significant and unavoidable.

Impact TR-2: Implementation of the Proposed Project would result in significant traffic impacts at study intersections.

Of the 34 study intersections, 13 are projected to operate at unacceptable levels of service (LOS) under existing conditions with the Proposed Project during at least one peak hour. At 6 of the 13 study intersections with unacceptable operations, the Proposed Project would result in project-specific impacts:

- 19th Avenue/Sloat Boulevard – LOS E to LOS F in the AM peak hour;
- 19th Avenue/Winston Drive – LOS D to LOS E in the weekend midday peak hour;
- Sunset Boulevard/Lake Merced Boulevard – LOS C to LOS E in the PM peak hour;
- Lake Merced Boulevard/Winston Drive – LOS C to LOS E in the AM peak hour and LOS D to LOS F in the PM peak hour;
- Lake Merced Boulevard/Font Boulevard – LOS D to LOS F in the AM peak hour and LOS C to LOS F in the PM peak hour; and
- Lake Merced Boulevard/Brotherhood Way – LOS D to LOS E in the AM peak hour, LOS C to LOS F in the PM peak hour, and LOS C to LOS E in the weekend midday peak hour.

Mitigation measures to reduce significant impacts at the intersections of 19th Avenue/Sloat Boulevard and 19th Avenue/Winston Drive are infeasible. Additional travel lanes would be needed along 19th Avenue at both intersection, requiring acquisition of substantial additional right-of-way and demolition of existing occupied structures. In addition, 19th Avenue is under the jurisdiction of the California Department of Transportation (Caltrans) and outside of the jurisdiction or control of the Planning Commission. Widening the 19th Avenue roadway would increase the pedestrian crossing distance at both intersections, which is inconsistent with San Francisco's goal of improving pedestrian circulation and safety in the Parkmerced Study Area. At the 19th Avenue/Winston Drive intersection, restriping the eastbound shared through-left-turn lane as a dedicated left-turn lane would result in a dual left-turn lane configuration; and

would improve LOS to acceptable levels without widening the roadway and would improve LOS. However, it would present a pedestrian safety conflict by providing a dual left-turn lane operating on the same phase as a conflicting crosswalk with high pedestrian volumes at the entrance to a major shopping center. Therefore, implementation of such a measure would be inconsistent with the City's goals of promoting walking and bicycling and is infeasible.

Mitigation measures are available to reduce significant impacts to less-than-significant levels at the remainder of the identified intersections. However, in a number of cases the mitigation measure is infeasible or the feasibility of mitigation is uncertain and requires additional discretionary actions by other agencies and/or additional feasibility studies by other agencies outside of the City's jurisdiction prior to implementation.

Mitigation Measure M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard

Implementation of this mitigation measure would reduce significant impacts at the intersection of Sunset Boulevard/Lake Merced Boulevard to less-than-significant levels; however, the San Francisco Municipal Transportation Agency (SFMTA) has evaluated the feasibility of this measure and has found that it is infeasible due to specific economic, legal, social, technological, and other considerations, as more fully set forth in Section V below. Because this mitigation measure is infeasible, the impact remains significant and unavoidable.

Mitigation Measure M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive

Full implementation of this measure is uncertain due to the adjacent unsignalized intersection, approximately 75 feet south of Winston Drive, which would conflict with the northbound right-turn lane. Further study by SFMTA is required to determine whether full implementation of this mitigation measure is feasible. If feasible, implementation of this measure would reduce significant impacts at the intersection of Lake Merced Boulevard/Winston Drive to less-than-significant levels. Because the efficacy of this measure to fully reduce the impact to less-than-significant levels is currently uncertain, the impact remains significant and unavoidable.

Mitigation Measure M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection

The measure would improve operations at the intersection of Lake Merced Boulevard/Font Boulevard to acceptable levels and the impact would be less than significant. The feasibility of this measure is uncertain, as substantial roadway restriping and signal optimization and coordination at multiple additional intersections would be necessary. In addition, provision of dual left-turn lanes against a pedestrian signal may be considered a safety hazard for pedestrians. Further study by SFMTA is required to determine feasibility of full implementation of this measure. Because the feasibility of this measure is currently uncertain, the impact remains significant and unavoidable.

Mitigation Measure M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements of the intersection at the Lake Merced Boulevard/Brotherhood Way

The SFMTA has determined that this mitigation measure is feasible; however, the intersection would continue to operate at an unacceptable LOS F during both the AM and PM peak hours even with implementation of this measure. Therefore, although operations would be substantially improved, this impact remains significant and unavoidable even with mitigation.

Impact TR-3: Implementation of the Proposed Project would result in considerable traffic contributions at study intersections that operate at LOS E or LOS F under Existing Conditions

Vehicle trips generated by the Proposed Project would contribute significantly to critical movements at two intersections that currently operate at unacceptable LOS E or F. This is a significant traffic impact.

- Junipero Serra Boulevard/Sloat Boulevard/St. Francisco Boulevard/Portola Drive – LOS F during the weekday PM peak hour and weekend midday peak hour.
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp – LOS F during the weekday PM peak hour

No feasible mitigation measures are available to reduce the Proposed Project's contribution to unacceptable levels of service at these intersections. At the Junipero Serra/Sloat/St. Francis/Portola complex intersection, the presence of the M Ocean View and K Ingleside light rail tracks in the center median and the constrained right-of-way makes addition of more travel lanes infeasible. Acquisition of substantial right-of-way and demolition of existing privately-owned and occupied structures, reducing the City's tax base, would be required. In addition, a wider intersection would increase pedestrian crossing distances across Junipero Serra Boulevard, which is inconsistent with the City's goal of improving pedestrian circulation and safety. Therefore, the impact at this intersection is significant and unavoidable.

At the Junipero Serra/I-280 Ramps/SR-1 Ramp intersection, the complex geometry of the intersection and constrained environment make additional lanes infeasible. Considerable additional right-of-way would be necessary, requiring acquisition of private property and demolition of occupied structures. In addition, this location is in Daly City, and the I-280 Ramps are under the jurisdiction of Caltrans; both are outside the jurisdiction of the City and County of San Francisco. Therefore, the impact at this intersection is significant and unavoidable.

Impact TR-6: Implementation of the sub-variant in conjunction with the Proposed Project would result in the same traffic impacts at study intersections as identified in Impacts TR-2, TR-3, and TR-4 for conditions with the Proposed Project.

The sub-variant would include a right-turn ingress from 19th Avenue into the Project Site at Cambon Drive for southbound vehicles; no access from the Project Site to 19th Avenue would be provided. Impact TR-4 would be less-than-significant with the Proposed Project, as listed in Section II above. With the sub-variant, impacts TR-2 and TR-3 remain significant and unavoidable as discussed above.

Impact TR-8: Implementation of the Proposed Project would result in significant traffic impacts on one freeway segment.

The freeway mainline segment on southbound State Route 1 (SR 1, Junipero Serra Boulevard) between the on-ramp from Brotherhood Way and the off-ramp to John Daly Boulevard would deteriorate from

LOS E in the PM peak hour to LOS F with the addition of project-generated traffic. No feasible mitigation is available to reduce this impact to a less-than-significant level. Additional mainline capacity would be necessary, requiring acquisition of considerable additional right-of-way and demolition of existing occupied structures. In addition, a portion of this segment is located in Daly City, and the freeway is under the jurisdiction of Caltrans; therefore, any mitigation would be outside the jurisdiction of the City and County of San Francisco. The impact remains significant and unavoidable.

Impact TR-9: Implementation of the Proposed Project would have significant traffic impacts at two freeway segments that operate at LOS E or LOS F under Existing Conditions.

The Proposed Project would result in a significant increase in traffic volumes in the PM peak hour on the freeway segment of northbound SR 1 (Juniper Serra Boulevard) between the on-ramp from Brotherhood Way and the off-ramp to Brotherhood Way, contributing significantly to an existing LOS F operating condition. The Proposed Project would result in a significant increase in traffic volumes in the AM and PM peak hours on the freeway segment of southbound State Route 1 (Junipero Serra Boulevard) between the on-ramp from Brotherhood Way and the direct off-ramp at John Daly Boulevard.

Mitigation Measure M-TR-9: Eliminate the weaving segment between the loop on-ramp from Brotherhood Way and the loop off-ramp to Brotherhood Way by reconfiguring the interchange

This mitigation measure would affect northbound SR1 ramps, and would improve the weaving section operations to acceptable LOS in the AM and PM peak hours. The feasibility of measure is uncertain because it requires discretionary action Caltrans to approve a design exception, which is outside the jurisdiction of the City. Therefore, because the feasibility of this mitigation measure is uncertain and outside the jurisdiction of the City, the impact remains significant and unavoidable. The Planning Commission urges CalTrans to implement this measure.

Impact TR-11: Implementation of the sub-variant, either in conjunction with the Proposed Project or the Project Variant would have significant traffic impacts at the same freeway segments expected to experience significant traffic impacts associated with the Proposed Project, as identified in Impacts TR-8 and TR-9.

The sub-variant would not change travel demand or traffic volumes generated by the Proposed Project, and the impacts would be the same as those identified for the Proposed Project. See findings for Impacts TR-8 and TR-9, above.

Impact TR-12: Implementation of the Proposed Project would exceed the available transit capacity of transit routes serving the Project Study Area.

Project-related transit trips would cause the Study Area northeast screenline to exceed Muni's capacity utilization standard of 85 percent in the outbound (toward Parkmerced) direction during the PM Peak Hour. This would be a significant Project impact.

Mitigation Measure M-TR-12: Contribute fair share toward purchase of additional transit vehicles (and maintenance and operating costs associated with those additional vehicles) to increase capacity on the M Ocean View

Providing additional capacity by adding additional cars to the M Ocean View line during the PM peak hour would allow the M Ocean View to operate under 85 percent capacity utilization. A potentially feasible means of increasing capacity would be to increase the frequency of service on the M Ocean View by allocating additional trains; however, the subway along Market Street currently operates at capacity and it may not be feasible to increase frequency of service on the M Ocean View without impacting service levels on other transit lines. Such a change would require a revised service plan, which is outside the scope of the impact caused by the Proposed Project. Additionally, even if it were determined to be physically possible to increase service capacity on the M Ocean View, doing so would require a funding commitment in perpetuity from the SFMTA and the Board of Supervisors. Accordingly, full implementation and the effectiveness of this measure are uncertain and this impact remains significant and unavoidable.

Impact TR-14: Implementation of the sub-variant would result in significant impacts on the same Muni Study Area Screenlines as identified in Impact TR-12 for the Proposed Project.

The sub-variant would not change travel demand or transit capacity compared to the Proposed Project. See the findings under Impact TR-12, above.

Impact TR-22: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the Lake Merced Boulevard corridor, which would increase travel times and impact operations of the 18 46th Avenue bus line.

Project-related transit delays due to congestion along Lake Merced Boulevard and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 18 46th Avenue bus line during the AM and PM peak hours. Although the 18 46th Avenue route may change in the future, it would be replaced in part by the 17 Parkmerced, with the same significant impact. Therefore, mitigation measures would apply to whichever bus route is in place at the time.

Mitigation Measure M-TR-22A: Construct intersection mitigations to reduce congestion caused by vehicular delay.

Mitigation measure M-TR-22A would construct the intersection improvements identified in measures M-TR-2C, M-TR-2D, and M-TR-2E, above. This measure alone would improve conditions but would not reduce the impact to less-than-significant levels and the impact would remain significant and unavoidable with mitigation.

Mitigation Measure M-TR-22B: Maintain the proposed headways of the 18 46th Avenue

Feasibility of this measure is uncertain due to the need for further study. In addition, it would conflict with mitigation measure M-TR-2C. Thus, even if the conflict with M-TR-2C were resolved and this measure fully implemented, the its success at reducing the impact to less-than-significant levels remains uncertain and the impact remains significant and unavoidable with mitigation.

Mitigation Measure M-TR-22C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 18 46th Avenue.

Although this measure appears feasible, implementation of this measure alone, without either measure M-TR-2A or M-TR-2B, may not reduce the impact to a less-than-significant level. Accordingly, because implementation of this mitigation measure may not reduce the impact to less-than-significant, the feasibility and efficacy of the other mitigation measures is uncertain at this time, the impact remains significant and unavoidable.

Impact TR-23: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the 19th Avenue corridor, which would increase travel times and affect operations of the 17 Parkmerced.

Project-related transit delays due to congestion on 19th Avenue between Holloway Avenue and Winston Drive and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 17 Parkmerced bus route during the PM peak hour.

Mitigation Measure M-TR-23: Maintain the proposed headways of the 17 Parkmerced, by implementing transit-only lanes along the length of 19th Avenue between Holloway Avenue and Winston Drive if feasible.

Implementation of measure M-TR-23 would require substantial study and public outreach and would result in secondary traffic impacts associated with removal of a traffic lane. For this and other specific economic, legal, social, technological, and other considerations, as more fully set forth in Section V below, the SFMTA has determined that this measure is infeasible. Because this mitigation measure is infeasible, the impact remains significant and unavoidable.

Impact TR-24: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the 19th Avenue corridor, which would increase travel times and affect operations of the 28 19th Avenue and 28L 19th Avenue Limited.

Project-related transit delays due to congestion on 19th Avenue and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 28 19th Avenue and 28L 19th Avenue Limited bus lines.

M-TR-24: Implement the Project Variant (i.e., conversion of the fourth southbound lane to high-occupancy vehicle, toll, and transit-only use).

Implementation of the Project Variant would require substantial additional study and public outreach, and would result in secondary traffic impacts associated with the removal of a mixed-flow traffic lane on 19th Avenue. Additionally, implementation would require discretionary approval by Caltrans. For this and other specific economic, legal, social, technological, and other considerations, as more fully set forth in Section V below, the SFMTA has determined that this measure is infeasible. Because this mitigation measure is infeasible, the impact remains significant and unavoidable.

Impact TR-25: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the Sunset Boulevard, Lake Merced Boulevard, Winston Drive, and 19th Avenue corridors, which would increase travel times and affect operations of the 29 Sunset.

Project-related transit delays due to congestion along sunset Boulevard, Lake Merced Boulevard, Winston Drive, and 19th Avenue, and passenger loading delays associated with increased ridership would result in significant impacts to the operation of the 29 Sunset bus line in the PM peak hour.

Mitigation Measure M-TR-25A: Implement mitigation measure M-TR-23, which addresses transit improvements (i.e. transit-only lanes) along 19th Avenue from Holloway Avenue to Winston Drive

Mitigation Measure M-TR-25B: Maintain the proposed headways of the 29 Sunset

Mitigation Measure M-TR-25C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 29 Sunset.

As noted above, Mitigation Measure M-TR-23, called for in Mitigation Measure M-TR-25A, was found to be infeasible; this finding also applies to M-TR-25A. In addition, implementation of M-TR-25A alone is not expected to eliminate the need for an additional transit vehicle in the PM peak hour. Therefore, the impact remains significant and unavoidable even if Mitigation Measure M-TR-25A were feasible.

Implementation of measure M-TR-25B requires further study by the SFMTA to determine its feasibility, which is not known at this time. Implementation of measure M-TR-25C alone, without M-TR-25A or M-TR-25B, may not be sufficient to reduce impacts to less-than-significant levels. In summary, implementation of measures that together would reduce the impact to a less-than-significant level are infeasible or uncertain at this time. Therefore, impacts on the 29 Sunset bus line remain significant and unavoidable.

Impact TR-26: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the Lake Merced Boulevard corridor, which would increase travel times and affect operations of a SamTrans bus line along this facility.

SamTrans Route 122 would experience substantial delays at key intersections along Lake Merced Boulevard, including at Brotherhood Way, Higuera Avenue, and Font Boulevard. This would be a significant impact in the AM and PM peak hours.

Mitigation Measure M-TR-26: Maintain proposed headways on SamTrans Route 122 by implementing mitigation measures M-TR-22A (land modifications at intersections along Lake Merced Boulevard) and M-TR-22B (implementation of transit priority treatment on Lake Merced Boulevard).

See findings above regarding mitigation measures M-TR-22A and M-TR-22B.

Impact TR-28: Implementation of the sub-variant would contribute traffic to existing traffic volumes at intersections along key transit corridors, which would cause congestion and increase travel times and impact operations of transit lines. With implementation of the sub-variant, the Proposed Project would have the same significant impacts as identified for the Proposed Project in Impacts TR-21 to TR-26.

With implementation of the sub-variant, the impacts on transit travel times would be nearly identical to the Proposed Project and remain significant and unavoidable.

See findings above regarding Impacts TR-21 to TR-26 and related mitigation measures.

Impact TR-36: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at 14 study intersections.

Of the 34 study intersections, 20 intersections would operate at unacceptable LOS E or F in at least one peak hour under 2030 cumulative conditions. Of those intersections, the Proposed Project would contribute considerably to critical congested movements at the following 14 intersections and the Project's contribution to cumulative impacts would be significant:

- Junipero Serra Boulevard/Sloat Boulevard/St. Francis Boulevard/Portola Drive
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp
- 19th Avenue/Sloat Boulevard
- 19th Avenue/Winston Drive
- 19th Avenue/Holloway Avenue
- 19th Avenue/Crespi Drive
- Brotherhood Way/Chumasero Drive
- Sunset Boulevard/Lake Merced Boulevard
- Lake Merced Boulevard/Winston Drive
- Lake Merced Boulevard/Font Boulevard
- Lake Merced Boulevard/Brotherhood Way
- Lake Merced Boulevard/John Muir Drive
- John Daly Boulevard/Lake Merced Boulevard
- Lake Merced Boulevard/Gonzalez Drive

Mitigation measures for the Proposed Project's contribution to significant cumulative impacts at these intersections are infeasible for the reasons set forth here:

- Junipero Serra Boulevard/Sloat Boulevard/St. Francis Boulevard/Portola Drive
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp

Mitigation measures to reduce significant cumulative impacts and the Proposed Project's contribution to the cumulative impacts at these locations are infeasible for the same reasons identified in the finding for Impact TR-3, above. Therefore, the Project's contribution to the cumulative impacts at these intersections is significant and unavoidable.

- 19th Avenue/Sloat Boulevard
- 19th Avenue/Winston Drive

Mitigation measures to reduce the Proposed Project's contribution to significant cumulative impacts at these locations are infeasible for the same reasons identified in the finding for Impact TR-2, above.

Therefore, the Proposed Project's contribution to the cumulative impacts at these intersections is significant and unavoidable.

- 19th Avenue/Holloway Avenue

Mitigation Measure M-TR-36A: Retime signal at 19th Avenue/Holloway Avenue to allocate more green time to the east-west movements.

Implementation of this measure would achieve acceptable operations at the intersection of 19th Avenue / Holloway Avenue. However, 19th Avenue is a coordinated corridor with closely spaced intersections where the traffic signal timing is interconnected. Traffic progression relies on the interconnectivity between each signal. Retiming the signal at this intersection would require evaluation of the entire corridor, and is the responsibility of the SFMTA. The efficacy of this measure is uncertain at this time, and will require SFMTA's evaluation of the entire corridor. Therefore, the ability of this measure to mitigate the impact is uncertain at this time, and the impact remains significant and unavoidable.

- Brotherhood Way/Chumasero Drive

M-TR-36B: Construct a dedicated westbound right-turn lane and convert the shared westbound through/right-turn lane to a dedicated westbound through lane at the Brotherhood Way/Chumasero Drive intersection.

Although implementation of this mitigation measure would reduce the Proposed Project's significant cumulative impact to a less-than-significant level, it may not be feasible. If the existing pedestrian overcrossing across Brotherhood Way at this intersection were to remain, widening the roadway to implement this measure may not be feasible due to conflicts with structural support columns for the overcrossing. Therefore, the ability of this measure to mitigate the impact is uncertain at this time, and the impact remains significant and unavoidable.

- Sunset Boulevard/Lake Merced Boulevard

Mitigation Measure M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard

Implementation of this measure is infeasible for the same reasons as identified in the finding related to Impact TR-2, Mitigation Measure M-TR-2B, above. Therefore, the Proposed Project's contribution to the significant impact at this intersection remains significant and unavoidable.

- Lake Merced Boulevard/Winston Drive

Mitigation Measure M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive

The effectiveness of this measure is uncertain for the same reasons as identified in the finding related to Impact TR-2, Mitigation Measure M-TR-2C, above. In addition, implementation would improve operations but would remain at an unacceptable LOS E in the PM peak hour. Therefore, the Proposed Project's contribution to cumulative impacts at this intersection remains significant and unavoidable.

- Lake Merced Boulevard/Font Boulevard

Mitigation Measure M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection

Implementation of this measure would improve operations at this intersection, but not such that operations would improve to an acceptable LOS D or better under 2030 cumulative conditions. Additional capacity would be necessary, including providing a dual right-turn lane in the westbound direction. However, a dual right-turn lane against a pedestrian signal is considered a safety hazard and would be inconsistent with the City's goals of promoting walking and bicycling. Therefore, in addition to the finding of infeasibility for Mitigation Measure M-TR-2D presented above, other potential mitigation measures to reduce the impact to a less-than-significant level would be infeasible for pedestrian safety reasons, and the impact remains significant and unavoidable.

- Lake Merced Boulevard/Brotherhood Way

Mitigation Measure M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements at the intersection of Lake Merced Boulevard and Brotherhood Way

Implementation of this measure would improve operations at this intersection, but it would continue to operate at LOS F during both the AM and PM peak hours. A second northbound left-turn lane would be needed in addition to this mitigation measure to reduce the Proposed Project's contribution to significant cumulative impacts to a less-than-significant level and provide an acceptable LOS. However, provision of dual northbound left-turn lanes would present a pedestrian safety conflict with the crosswalk on the northern leg of the intersection. Implementation of such a measure would be inconsistent with the City's goals of promoting walking and bicycling. Therefore, because Mitigation Measure M-TR-2E alone would not reduce the impact to less-than-significant levels, and additional mitigation measures to reduce the impacts at this intersection are infeasible for pedestrian safety reasons, the impact remains significant and unavoidable.

- Lake Merced Boulevard/John Muir Drive

Mitigation Measure M-TR-36C: Install a traffic signal at Lake Merced Boulevard/John Muir Drive

Implementation of this measure would improve intersection operations to acceptable levels, reducing significant cumulative impacts to a less-than-significant level. Project Sponsor shall contribute a fair share toward funding this mitigation measure; however, full funding, for this measure is uncertain at this time. Therefore, the feasibility of this mitigation measure to fully mitigate the impact is uncertain, and the impact is considered significant and unavoidable.

- John Daly Boulevard/Lake Merced Boulevard

Mitigation Measure M-TR-36D: Convert the dedicated southbound through lane into a dedicated left-turn lane at John Daly Boulevard/Lake Merced Boulevard

Implementation of this measure would improve intersection operations to acceptable levels, reducing significant cumulative impacts to a less-than-significant level. Project Sponsor shall contribute a fair share toward funding this mitigation measure. Full funding is uncertain, and implementation of this measure is

under the jurisdiction of the City of Daly City. Therefore, the feasibility of this mitigation measure is uncertain and thus currently considered infeasible because it is outside the jurisdiction of the City and County of San Francisco. The impact remains significant and unavoidable.

- Lake Merced Boulevard/Gonzalez Drive

Mitigation Measure M-TR-36E: Install and auxiliary lane from Brotherhood Way through the Lake Merced Boulevard/Gonzalez Drive intersection to provide three northbound through lanes

Implementation of this measure would improve intersection operations to acceptable levels, reducing significant cumulative impacts in the PM peak hour. The SFMTA has determined that further study is required to determine feasibility of this measure, and thus the ability of this measure to fully mitigate the impact is uncertain at this time. The Proposed Project's contribution to cumulatively significant impacts remains significant and unavoidable.

- 19th Avenue/Holloway Avenue

Mitigation Measure M-TR-36A: Retime signal at 19th Avenue/Holloway Avenue to allocate more green time to the east-west movements

The efficacy of this mitigation measure is uncertain for the same reasons as identified in the discuss of M-TR-36A, above. Therefore the impact remains significant and unavoidable.

Impact TR-39: Implementation of the sub-variant in conjunction with the Proposed Project would result in the same significant cumulative traffic impacts at study intersections as identified in Impacts TR-35 and TR-36 for cumulative conditions with the Proposed Project.

The sub-variant would involve constructing a right-turn ingress along 19th Avenue between Crespi Drive and Junipero Serra Boulevard at Cambon Drive. The anticipated impact of this sub-variant in conjunction with the Proposed Project is minor. Mitigation measures identified for Impacts TR-35 and TR-36 would be the same for Impact TR-39 and the findings made above are applicable to this impact and related mitigation measures.

Impact TR-41: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at four freeway segments.

The four freeway segments that would be significantly affected by project-generated traffic in 2030 cumulative conditions are:

- Southbound SR 1 (Junipero Serra Boulevard): Weaving Segment Between Direct On-Ramp from Brotherhood Way and Direct Off-ramp to John Daly Boulevard
- Northbound SR 1 (Junipero Serra Boulevard): Basic segment between Off-Ramp to Northbound I-280 and On-Ramp from John Daly Boulevard
- Northbound SR 1 (Junipero Serra Boulevard): Weaving Segment between On-Ramp from John Daly Boulevard and Off-Ramp to Alemany Boulevard

These three freeway segments are located in Daly City and would require creating additional lanes on the freeway. Because they are in Daly City and the freeway is under the jurisdiction of Caltrans, any mitigation measures that would improve service levels to acceptable levels are uncertain and currently considered infeasible as outside the jurisdiction of the City and County of San Francisco. Therefore, the Proposed Project's contribution to significant cumulative impacts would be significant and unavoidable.

- Northbound SR 1 (Junipero Serra Boulevard): Weaving Segment Between Loop On-Ramp from Brotherhood Way and Loop Off-ramp to Brotherhood Way

The Proposed Project would increase volumes on this segment of SR 1 by over 40 percent in the PM peak hour. This is a cumulatively considerable contribution and is a significant impact.

Mitigation Measure M-TR-9: Eliminate the weaving segment between the loop on-ramp from Brotherhood Way and the loop off-ramp to Brotherhood Way by reconfiguring the interchange

Although this mitigation measure would reduce the Proposed Project's contribution to significant cumulative impacts to less-than-significant levels, it is infeasible for the same reasons provided in the discussion of Impact TR-9, above, and the impact remains significant and unavoidable.

Impact TR-43: Implementation of the sub-variant would contribute to significant cumulative traffic impacts at four freeway segments expected to experience significant cumulative traffic impacts under future conditions with the Proposed Project, as identified in Impact TR-41.

The sub-variant would not affect travel demand or roadway configurations at Study Area freeway facilities. Therefore, the findings presented for Impact TR-41 are applicable to Impact TR-43.

Impact TR-44: The Proposed Project would contribute transit ridership to Study Area screenlines expected to exceed available capacity under 2030 cumulative conditions.

For the northeast screenline, the Proposed Project would contribute considerably to ridership demand that would exceed the capacity utilization threshold of 85 percent in both the AM peak hour (inbound, toward downtown) and the PM peak hour (outbound, toward Parkmerced). Mitigation that would reduce this contribution to a significant cumulative impact is infeasible for the same reasons as discussed in Impact TR-12, above. Therefore, the contribution to cumulatively significant impacts on this screenline is significant and unavoidable.

For the south and north screenlines, the Proposed Project would contribute to capacity utilization greater than 85 percent in the PM peak hour; the Proposed Project would also contribute to capacity utilization greater than 85 percent in the AM peak hour on the 28 19th Avenue bus line at the south screenline. This would be a significant cumulative impact.

Mitigation Measure M-TR-44: Provide additional capacity on the south and north screenlines by adding additional buses to the 28 19th Avenue and 28L 19th Avenue Limited lines.

Implementation of this mitigation measure would reduce cumulative impacts on the south and north screenlines to less-than-significant levels. Although San Francisco has a transit impact fee funding mechanism, it does not apply to residential projects. Therefore, while the project sponsor would be

responsible for a fair share contribution toward the measure, full funding is not available to implement the measure, and the measure is infeasible. In addition, further feasibility and capacity studies by SFMTA would be required prior to implementation. Therefore, the mitigation measure is outside the jurisdiction of the Planning Commission. The impacts remain significant and unavoidable.

Impact TR-46: Implementation of the sub-variant would result in significant impacts on the same Muni Study Area Screenlines as identified in Impact TR-44 for the Proposed Project.

The Project sub-variant would not affect cumulative travel demand or transit capacity at Study Area screenlines, compared to the Proposed Project. Therefore, mitigation for this impact is infeasible for the same reasons as provided in Impact TR-44 and the impact remains significant and unavoidable.

Impact NO-3: Project-related traffic would increase noise levels above existing ambient conditions.

The Parkmerced Project would contribute to significant weekday traffic noise level increases along Gonzalez Drive, on the new roadway segment connecting Lake Merced Boulevard to the interior of the Project Site, in existing residences that remain unchanged and occupied when the new road is placed into service. The impact would occur until these residences were demolished and replaced with new, high-density residential buildings in a later phase of development

No feasible mitigation is available that would reduce traffic noise level increases along the affected portion of Gonzalez Drive. Relocating all tenants in existing buildings that remain along this new portion of Gonzalez Drive would reduce the impact to less-than-significant levels; however, relocation opportunities for these existing residents are not assured at this time. Therefore, while temporary, this impact is significant and unavoidable.

Impact NO-4: Increases in traffic from the project in combination with other development would result in cumulative noise increases.

Based on baseline and future traffic projections developed as part of the transportation analysis for the Proposed Project, the Proposed Project would contribute to significant cumulative roadside noise levels along Gonzalez Drive along the new roadway segment connecting Lake Merced Boulevard to the interior of the Project Site in existing residential units that remain occupied when the new roadway is in use. The significant cumulative noise impact would continue until these residences were demolished and replaced with new, high-density residential buildings in a later phase of development.

No feasible mitigation is available that would reduce cumulative traffic noise level increases along the affected portion of Gonzalez Drive. Relocating all tenants in existing buildings that remain along this new portion of Gonzalez Drive would reduce the impact to less-than-significant levels; however, relocation opportunities for these existing residents are not assured at this time. Therefore, this impact is significant and unavoidable.

Impact NO-5: Project-related light rail noise and vibration levels would increase above existing ambient conditions.

Light rail noise and vibration would have the potential to result in a significant increase in ambient noise and vibration conditions at the nearest sensitive receptor locations.

Mitigation Measure M-NO-5: Light Rail Noise and Vibration Reduction Plan

Implementation of Mitigation Measure M-NO-5 would ensure that the proposed realignment of the light rail line and its operations would be designed in a manner that would reduce the potentially significant noise and vibration impacts to a less-than-significant level. However implementation requires discretionary approval actions by the SFMTA, is outside the jurisdiction of the Planning Commission, and is therefore considered uncertain. Therefore, this mitigation measure is currently considered infeasible and thus impact remains significant and unavoidable. The Planning Commission urges the SFMTA to implement this measure.

Impact NO-7: Operation of stationary noise sources (e.g., district energy system, wind, turbines, fire station and police and fire substation(s), etc.) would increase existing noise levels, potentially exceeding noise level standards.

Operation of these noise sources would cause potentially significant impacts to the adjacent land uses including residences and other noise sensitive uses within the Project Site and near the Project Site boundaries.

Mitigation Measure M-NO-7: Stationary Operational Noise Sources

Implementation of Mitigation Measure M-NO-7 would achieve compliance with the noise level limits of the San Francisco Noise Ordinance and achieve acceptable levels at the property lines of nearby residences or other noise sensitive uses, as determined by the San Francisco Land Use Compatibility Guidelines for Community Noise standards. However, shielding the wind turbines and other stationary noise sources from noise sensitive land uses may diminish the utility or efficiency of the systems. In addition, specific information about the design of the stationary noise sources is not available and the feasibility and effectiveness of the noise attenuation that could be featured with the final designs are not known at this time. Therefore, this impact remains significant and unavoidable.

Impact AQ-3: Construction of the Proposed Project could expose persons to substantial levels of toxic air contaminants, which may lead to adverse health effects.

The Proposed Project could increase cancer risk from exposure to emissions of DPM and other TACs associated with off-road construction equipment and on-road haul trucks used during construction of the Proposed Project. Although most residents would have limited exposure either because construction would be occurring at substantial distances from their units or because construction activities would occur for about five years or less in any one location, there is potential for some residents to remain and relocate in such a way that their exposure could result in significant health risks.

Mitigation Measure M-AQ-3: Construction Exhaust Emissions

Implementation of construction emission control measures would reduce DPM exhaust emissions by implementing feasible controls and requiring up-to-date equipment, but the potential remains for receptors closest to the construction to be exposed. Therefore this impact remains significant and unavoidable.

Impact AQ-4: The Proposed Project's operations could affect regional air quality.

The Proposed Project would result in an increase in criteria pollutant emissions that would be considered significant under BAAQMD significance thresholds.

No feasible mitigation measures are available beyond the extensive transportation demand management (TDM) program and other features of the proposed Sustainability Plan minimizing energy use that would reduce emissions below the BAAQMD significance thresholds. Therefore, this impact is significant and unavoidable.

Impact AQ-9: The Proposed Project could result in cumulative air quality impacts.

The Proposed Project would exceed BAAQMD significance thresholds for criteria pollutants, resulting in significant contributions to air quality impacts in the region.

No feasible mitigation is available that would reduce cumulative air quality impacts, as discussed above under Impact AQ-4 regarding the Proposed Projects effects on regional air quality. Therefore, this impact is significant and unavoidable.

Impact AQ-11: The Proposed Project could result in construction-related impacts to regional air quality under the 2010 guidelines.

The 2010 BAAQMD CEQA Guidelines specifies that average daily construction emissions greater than 54 pounds per day of ROG, NO_x, and PM_{2.5}, or 82 pounds per day PM₁₀, would be a significant increase. Because of the considerable levels of construction activities, the construction emissions under the 2010 BAAQMD CEQA Guidelines would be significant and unavoidable and no additional mitigation measures are available.

Mitigation Measure M-AQ-3: Construction Exhaust Emissions

Given current technologies, Mitigation Measure M-AQ-3 would achieve a feasible level of NO_x and ROG reductions, but this measure is unlikely to achieve a sufficient reduction in emissions to bring construction activities to a level below the daily thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}. Construction emissions of PM₁₀ and PM_{2.5} would be significant according to the 2010 Guidelines, after incorporating dust control strategies (see Impact AQ-1) and feasible strategies to reduce emissions in construction equipment exhaust (Mitigation Measure M-AQ-3). Therefore, the impacts of the Proposed Project with respect to the 2010 BAAQMD CEQA Guidelines would be significant and unavoidable, even with implementation of mitigation.

Impact AQ-12: The Proposed Project could result in construction-related impacts of toxic air contaminants and adverse health effects under the 2010 guidelines.

The Proposed Project could increase cancer risk from exposure to emissions of DPM and other TACs associated with off-road construction equipment and on-road haul trucks used during construction of the Proposed Project, as these emissions would occur within 1,000 feet of existing residential units and educational facilities within and adjacent to the Project Site. The 2010 BAAQMD CEQA Guidelines thresholds for TACs are similar to the current recommendations, with the addition of PM_{2.5} as a pollutant of health risk concern.

Emissions of PM_{2.5} from construction activities would occur at regionally significant levels. Additionally, health risks due to PM_{2.5} emissions would be considered significant under 2010 BAAQMD CEQA Guidelines for construction activities causing concentrations of PM_{2.5} over an annualized threshold of 0.3 micrograms per cubic meter (µg/m³). Existing residential units and educational facilities within 1,000 feet of construction activities would be most likely to experience this impact.

According to the 2010 BAAQMD CEQA Guidelines' "Draft Construction Health Risk Screening Table", the minimum offset distance (buffer distance) to ensure that a sensitive receptor would have a less than significant impact would be 300 meters (984 feet). Existing and planned residential units and educational facilities within this distance would experience a significant impact due to construction-related TAC and PM_{2.5}.

Mitigation Measure M-AQ-3: Construction Exhaust Emissions

Although implementation of the construction emission control measures (including Mitigation Measure M-AQ-3) would reduce TAC, including DPM, exhaust emissions by implementing feasible controls and requiring up-to-date equipment, adverse TAC and PM_{2.5} health effects during construction would remain. Due to the high-density surroundings, individuals would occasionally be essentially adjacent to construction activity. It would be practically impossible to phase construction or restrict public access in such a manner to eliminate the potential risks to individuals occupying and visiting areas within 1,000 feet of the proposed construction activities. Due to uncertainty in quantifying the construction-related incremental cancer risk and non-cancer health impacts, the impact is considered significant and unavoidable.

Impact AQ-13: The Proposed Project could result in operation-related impacts to regional air quality under the 2010 guidelines.

The Proposed Project would result in an increase in criteria pollutant emissions that would be considered significant according to the 2010 BAAQMD significance thresholds of ROG, NO_x, or PM_{2.5} greater than 54 pounds per day or PM₁₀ greater than 82 pounds per day. This impact would occur with the project incorporating feasible emission reduction measures within its extensive TDM program and Sustainability Plan. As such, this impact would be significant and unavoidable and no further mitigation is available.

Impact AQ-15: The Proposed Project could result in operation-related impacts to sensitive receptors and substantial pollutant concentrations of toxic air contaminants under 2010 guidelines.

Operation of the Proposed Project operation would cause increases in traffic emitting DPM, other TACs, and PM_{2.5} and would increase the density of residential uses in an area exposed to these emissions. The 2010 BAAQMD Thresholds include screening tables identifying potential cancer risk and non-cancer health hazards experienced by sensitive receptors along Highway 1 (Junipero Serra Boulevard and 19th Avenue). According to the new BAAQMD screening tables, sensitive receptors are exposed to potentially significant concentrations of TAC and PM_{2.5} (exceeding 0.3 µg/m³) within 200 feet east or west of Highway 1. The new BAAQMD screening tables also indicate that the estimated incremental lifetime cancer risk (70-year lifespan) due to traffic on Highway 1 is greater than 10 cases per million people for

locations within 192 feet east or west of the roadway. Health risks from all roadways are dominated by the effects of DPM, a TAC, and PM_{2.5}.

The Proposed Project would include new residential uses within 1,000 feet of existing stationary sources of TACs and within 200 feet of Highway 1, which could expose new sensitive receptors to concentrations of DPM, other TACs, and PM_{2.5} considered significant under the 2010 guidelines.

Mitigation Measure M-AQ-15: Mechanical Ventilation Systems for New Residential Uses

Mitigation Measure M-AQ-15 requires that new residential uses within 200 feet from the edge of the Project Site boundary along Junipero Serra Boulevard, including ramps on Brotherhood Way, 19th Avenue, or Brotherhood Way incorporate mechanical ventilation systems. Although this would reduce the impact of exposing new receptors to elevated concentrations near roadways, it would not avoid the impact of placing new receptors near Highway 1 and other existing sources of TACs typical of urban environments. Because of uncertain effectiveness and feasibility of implementing this measure, the impact under the 2010 BAAQMD CEQA Guidelines would remain significant and unavoidable.

Impact AQ-18: The Proposed Project could result in cumulative construction impacts under the 2010 guidelines.

Impact AQ-2 identifies the emission increases attributable to construction of the Proposed Project. The Proposed Project would exceed the BAAQMD's adopted significance thresholds for construction-related ROG, NO_x, PM₁₀, and PM_{2.5}. Consequently, under the 2010 BAAQMD CEQA Guidelines, the project construction would result in a significant cumulative impact with regard to these emissions. This impact is significant and unavoidable.

Impact AQ-19: The Proposed Project could result in cumulative criteria pollutant impacts under 2010 guidelines.

According to the 2010 BAAQMD CEQA Guidelines, the Proposed Project operational emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Additional analysis to assess cumulative impacts is deemed unnecessary by

BAAQMD, and the Proposed Project would result in a significant cumulative impact with regard to ROG, NO_x, PM₁₀, and PM_{2.5} emissions. This impact is significant and unavoidable.

Impact AQ-20: The Proposed Project could result in cumulative DPM, PM_{2.5}, and TAC impacts under the 2010 guidelines.

Impact AQ-6 shows that, according to the 2010 BAAQMD CEQA Guidelines, the operational impacts due to exposure of receptors to DPM and TACs would be significant and unavoidable because the Proposed Project would expose planned receptors to substantial concentrations of DPM or other TACs. With no additional foreseeable sources of DPM or TACs identified for the cumulative conditions, the cumulative impact would be similar to that described for the Proposed Project. Roadside PM_{2.5} exposure levels found by the analysis performed by the DPH would not exceed the 2010 BAAQMD significance threshold for a cumulatively considerable contribution of PM_{2.5}. No additional PM_{2.5} impacts are identified for the cumulative conditions. Cumulative projects in the area are not anticipated to contribute considerable emissions in addition to the project. However, due to health risks caused by existing sources of TACs including nearby major roadways (Highway 1), the project-related DPM, PM_{2.5}, and TAC exposures would result in a significant and unavoidable cumulative impact. This impact is significant and unavoidable.

Impact WS-1: The phased construction of the Proposed Project could result in a temporary increase in the number of hours that the 26-mph wind hazard criterion is exceeded or an increase in the area that is subjected to winds greater than 26 mph.

Although the Proposed Project, in its entirety, would not result in significant wind impacts and would in fact improve wind conditions on the Project Site, some potentially significant interim wind impacts may occur prior to the completion of construction.

Mitigation Measure M-WI-1A: Wind Impact Analysis for Proposed Buildings Over 100 feet in Height.

Mitigation Measure M-WI-1B: Wind Tunnel Testing for Proposed Buildings Over 50 feet in Height.

Implementation of Mitigation Measures M-WS-1a and M-WS-1b would reduce some, but possibly not all, potentially significant wind impacts to less-than-significant levels during the interior period prior to project build-out. No other mitigation measures have been identified that would feasibly reduce the potentially significant impact to less-than-significant levels during the construction period. Therefore this impact remains potentially significant and unavoidable.

Impact WS-3: The proposed Special Use District could result in increases in the number of hours that the 26-mph wind hazard criterion is exceeded or increases in the area that is subjected to winds greater than 26 mph.

Maximizing building heights and/or building footprints in certain locations on the Project Site would have the potential to change the wind impacts that were predicted by the wind tunnel.

Mitigation Measure M-WI-1A: Wind Impact Analysis for Proposed Buildings Over 100 feet in Height.

Mitigation Measure M-WI-1B: Wind Tunnel Testing for Proposed Buildings Over 50 feet in Height.

Implementation of Mitigation Measures M-WS-1a and M-WS-1b, would reduce some, but possibly not all, potentially significant hazardous wind impacts to less-than-significant levels. No other feasible measures have been identified that would reduce potential hazardous wind conditions to less-than-significant levels. Therefore this impact remains potentially significant and unavoidable.

Impact BI-8: Operation of the 51 proposed wind turbines on the western periphery of the Project Site could have a substantial adverse effect on special-status species, interfere substantially with bird or bat movement and migration corridors, and interfere substantially with raptor nest sites.

The wind turbine site meets two of the four criteria for a high or uncertain potential for wildlife impacts (for both birds and bats). Bi-weekly pre-permitting surveys of a turbine site for at least two years before project approval may be necessary in such cases to determine the level of impacts because of considerable seasonal and annual variation in bird populations.

Mitigation Measure M-BI-8a: Pre-permitting Surveys for Birds and Bats.

Mitigation Measure M-BI-8b: Operations Monitoring Program.

Mitigation Measure M-BI-8c: Implementation of Management Strategies.

Mitigation Measure M-BI-8d: Design Elements to Minimize Bird and/or Bat Strikes.

Mitigation Measure M-BI-8e: Incidental Take Permit.

Implementation of Mitigation Measures M-BI-8a through M-BI-8e may reduce the significant impacts. However, without data from pre-permitting studies, it is not feasible to design a mitigation program that can be demonstrated to reduce impacts to less-than-significant levels. Incidental Take Permits are issued by the California Department of Fish and Game and are outside the jurisdiction of the Planning Commission. Therefore, the impact remains significant and unavoidable.

Impacts Associated with the No Muni Realignment Alternative

The No Muni Realignment Alternative would remove the significant impact at the intersection of 19th Avenue and Crespi Drive, because the northbound left-turn lane would not be added. However, the alternative would result in a new significant impact at the intersection of 19th Avenue and Junipero Serra Boulevard during the weekend midday peak hour and a new cumulative impact at this intersection during the weekday PM peak hour. These impacts would be significant and unavoidable. Thus, the total number

of intersections impacted would remain the same with this alternative. The alternative would reduce significant impacts on Muni in that it would have significant impacts due to travel time delays on two fewer transit routes than the Proposed Project. The SFSU light rail station would remain in the 19th Avenue median and would experience substantial overcrowding compared to the proposed new station in the Proposed Project; thus this alternative would result in a significant and unavoidable impact on pedestrians and transit patrons at this location.

Although significant noise and vibration impacts from operation of the Muni M Ocean View line adjacent to new residential and commercial uses would be reduced under the No Muni Alternative, other noise impacts identified under the Proposed Project would essentially be the same. All other impacts identified under the Proposed Project for aesthetics, historic architectural resources, transportation, air quality, wind, and biological resources would remain under this alternative, and all mitigation measures apply to this Alternative.

V. MITIGATION MEASURES REJECTED AS INFEASIBLE

This Section describes the reasons for rejecting certain mitigation measures as infeasible pursuant to CEQA Guidelines Section 150919a)(3). Although CEQA requires that all feasible mitigation measures be imposed to address the significant impacts of a proposed project, mitigation measures may be rejected if they are found to be infeasible for specific economic, legal, social, technological, or other considerations. The following mitigation measures described in the Final EIR are rejected for the reasons set forth below and as supported by substantial evidence in the record.

Mitigation Measure M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard

Implementation of this mitigation measure would reduce certain significant impacts at the intersection of Sunset Boulevard/Lake Merced Boulevard to less-than-significant levels; however, the SFMTA has evaluated the feasibility of this measure and has found that it is infeasible. Specifically, the SFMTA's analysis shows that a signal at this location would increase delay for every "major" movement (Northbound and Southbound Sunset Boulevard) through the intersection, including transit, in order to reduce delays on a "minor" movement (Lake Merced Boulevard to Sunset Boulevard). Thus, creating delays on a major thoroughfare to reduce delays on a less utilized movement is not feasible for social and other policy considerations, including transit-priority. Accordingly, this mitigation measure is rejected as infeasible.

Mitigation Measure M-TR-23: Maintain the proposed headways of the 17 Parkmerced, by implementing transit-only lanes along the length of 19th Avenue between Holloway Avenue and Winston Drive if feasible.

Implementation of measure M-TR-23 would require substantial study and public outreach and would result in secondary traffic impacts associated with removal of a traffic lane. SFMTA has determined that the benefits of implementing this measure (and uncertainty of those benefits) are outweighed by the considerable trade-off for auto traffic in this location. Additionally, SFMTA has determined that implementation of transit-only lanes along this portion of 19th Avenue between Holloway Avenue and

Winston Drive is too short or discontinuous to add value or to effectively enforce. These specific social and policy concerns render Mitigation Measure M-TR-23 infeasible and, accordingly, this mitigation measure is rejected.

M-TR-24: Implement the Project Variant (i.e., conversion of the fourth southbound lane to high-occupancy vehicle, toll, and transit-only use).

Implementation of the Project Variant would require substantial additional study and public outreach, and would result in secondary traffic impacts associated with the removal of a mixed-flow traffic lane on 19th Avenue. As for M-TR-23, discussed above, SFMTA has determined that the benefits of implementing this measure (and uncertainty of those benefits) are outweighed by the considerable trade-off for auto traffic in this location. Additionally, SFMTA has determined that implementation of transit-only lanes along this segment of 19th Avenue is too short or discontinuous to add value or to effectively enforce. These specific social and policy concerns render Mitigation Measure M-TR-23 infeasible and, accordingly, this mitigation measure is rejected.

Mitigation Measure M-TR-25A: Implement mitigation measure M-TR-23, which addresses transit improvements (i.e. transit-only lanes) along 19th Avenue from Holloway Avenue to Winston Drive

Because Mitigation Measure M-TR-25A implements M-TR-23, it is rejected as infeasible for the same reasons set forth for M-TR-23, above.

VI. EVALUATION OF PROJECT ALTERNATIVES

This Section describes the reasons for approving the Proposed Project and the reasons for rejecting the alternatives. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Proposed Project or the project location that substantially reduce or avoid potentially significant impacts of the Proposed Project. CEQA requires that every EIR also evaluate a “No Project” alternative. Alternatives provide the decision maker with a basis of comparison to the Proposed Project in terms of their significant impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonably, potentially feasible options for minimizing environmental consequences of the Proposed Project.

A. Reasons for Approving Proposed Project

The Parkmerced Project will provide the following benefits:

- Add up to approximately 5,679 housing units to the City’s housing stock.
- Provide a range of types of housing units, including market-rate and affordable units.
- One for one replacement of the 1,538 rent-controlled dwelling units currently existing on the Project Site. Although none of the Existing Units have washer or dryers, each Replacement Unit will have a washer and a dryer and a dish washer installed by Developer prior to occupancy.
- Relocation by Developer of Existing Tenants from their Existing Units to the Replacement Units, with, under the terms of the proposed Project Development Agreement, an initial rent and pass

through charges equal to the rent and pass through charges charged to the Existing Tenant for their Existing Unit at the time of relocation to the Replacement Unit.

- Construction of two new transit stations, relocation of an existing transit station, and a new alignment for the MUNI Metro M-Oceanview, integrated into the SFMTA transit system, that will leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in Parkmerced as further described in the Transportation Plan, and the provision of a low emissions shuttle bus from Parkmerced to the Daly City BART station and to the Stonestown retail center;
- Reconfiguration of the street grid within the Project Site to conform with San Francisco's Better Streets design guidelines, including the realignment of existing streets and the creation of new publicly-owned streets and publicly-accessible streets that accommodate bicycles, pedestrians and motor vehicles;
- Improvement and reconfiguration of streets and intersections on the periphery of the Project Site to improve access and safety for all modes of transportation;
- Creation and implementation of a Transportation Demand Management ("TDM") program, including but not limited to transit pass subsidies for residents and employees in the Project Site, to facilitate and encourage the use of transportation modes other than the private automobile, to minimize the amount of automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, as further described in the Transportation Plan
- Reconfiguration of the existing open space at Parkmerced to provide more usable open spaces and related public benefits such as a new park, athletic fields, an organic farm, walking and bicycling paths, and community gardens;
- Construction of a series of bioswales, ponds, and other natural filtration systems to capture and filter stormwater runoff from buildings and streets in accordance with the Infrastructure Plan and the Sustainability Plan. The filtered stormwater will either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced or be released directly into Lake Merced. This feature of the Proposed Project will reduce the amount of stormwater flows directed to the Oceanside Water Pollution Control Plant and reduce combined sewage overflows to the ocean.
- Exclusive zoning of a parcel for the construction of an elementary school.
- Addition of neighborhood-serving retail and office uses within walking distance of residential units where little or no retail exists.
- Provision of infrastructure improvements that will increase sustainability, including use of energy-efficient lighting and HVAC equipment, planting drought-tolerant landscaping, and providing urban infill in an underused area.

- Provision of opportunities to reduce water demand by using recycled water for landscape irrigation.

B. Alternatives Rejected and Reasons for Rejection

The Planning Commission rejects the Alternatives set forth in the Final EIR and listed below because the Commission finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described in this Section in addition to those described in Section VI below under CEQA Guidelines Section 15091(a)(44), that make these alternatives infeasible. 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.

1. No Project Alternative

Under the No Project Alternative, the site would remain in its existing condition, no existing buildings or landscaping would be demolished and no new buildings would be constructed. No on- or off-site infrastructure improvements would be constructed. The physical impacts identified in the Final EIR for the Proposed Project would not occur.

The No Project Alternative would not provide additional density in an underutilized area of the City, would not add up to 5,679 additional residential units to the City’s housing stock, would not help reduce the shortage of affordable housing in the City, would not help the City meet its regional housing needs allocation, would not improve transit service and facilities in the southwest quadrant of the City, would not reduce wet-weather flows in the City’s combined wastewater collection and treatment system, would not provide employment opportunities either during construction or in new retail and office space in the neighborhood core, and would not provide opportunities for renewable energy generation.

Further, this alternative would not improve the City’s revenues by adding new residential and commercial space to the City’s inventories.

For these reasons, the Commission finds that, on balance, the Proposed Project is preferable to the No Project Alternative and that the No Project alternative is rejected as infeasible.

2. Buildout Under Current Zoning Regulations Alternative

Under this alternative, the existing 3,221 residential units would be demolished and 10,500 new residential units would be constructed (7,279 net new units). No retail or commercial uses would be provided. As with the Proposed Project, the Buildout Under Current Zoning Regulations Alternative includes construction of (or provides financing for construction of) a series of traffic and transportation improvements designed to minimize the amount of automobile traffic originating from Parkmerced, and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way. This alternative

would not include a separated stormwater collection and treatment system, unlike the Proposed Project. This alternative would include about 6 fewer acres of open space than in the Proposed Project; however, the open space in this alternative would be located between buildings and would not be as contiguous as that in the Proposed Project. No athletic fields or organic farm would be built. No wind turbines would be constructed on the Project Site.

There would be significant traffic impacts at the same locations as those identified for the Proposed Project under this alternative, although they would be somewhat exacerbated because more vehicle trips would be generated. There would be additional significant impacts at the intersections of Lake Merced Boulevard/Higuera Avenue and Lake Merced Boulevard/Gonzalez Drive. The impacts at the latter intersection would remain significant and unavoidable because mitigation would involve a double westbound left-turn lane and an additional northbound through lane, resulting in pedestrian safety issues. Under 2030 cumulative conditions, this alternative would contribute to significant cumulative impacts at four additional intersections compared to the Proposed Project's impacts.

Stormwater runoff from the site under the Buildout under Current Zoning Regulations Alternative would flow into the City's combined sewer system. Therefore, this alternative would not reduce the average annual number of combined sewer overflows, although it would not result in a significant increase in overflows and therefore would not result in a new significant impact on water quality.

Impacts on birds and bats from installation and operation of wind turbines identified as significant and unavoidable for the Proposed Project would not occur with this alternative, because no wind turbines are included in the alternative.

Other impacts of the Buildout under Current Zoning Regulations Alternative would be nearly the same as or similar to those identified for the Proposed Project, although in most cases the impacts would be slightly greater.

This alternative would provide more housing units than the Proposed Project and, thus, would further add to the City's housing stock and assist in meeting the City's share of the regional housing need. The alternative would reduce a significant impact on birds and bats by removing one of the renewable energy features included in the Proposed Project.

The Commission rejects the Buildout under Current Zoning Regulations Alternative because it would not reduce any of the other significant and unavoidable impacts of the Proposed Project; would not reconfigure the Project Site's streets in accordance with the Better Streets Plan, would not provide new and more usable open spaces such as a park; would not provide a more fine-grained system of streets and pathways and therefore correct the deficiencies of the current site plan; would not provide neighborhood-serving retail and commercial uses in close proximity to residential uses, and therefore would not provide the same opportunities to reduce automobile use; it would increase the severity of traffic impacts on local intersections; it would not reduce stormwater flows in the City's combined sewer collection and treatment

system; and it would not provide open space in such usable configurations as that in the Proposed Project and therefore would not provide high-quality open space to serve the residents within walking distance.

For these reasons, the Commission finds that, on balance, the Proposed Project is preferable to the Buildout under Current Zoning Regulations Alternative, and that alternative is rejected as infeasible.

3. Retention of the Historic District Central Core Alternative

Under the Retention of the Historic District Central Core Alternative, 2,567 existing units located around the inner core of the site and in the 11 existing tower buildings would remain, and approximately 3,000 new units would be constructed primarily around the western and southern portions of the site, for a total of 5,567 units on the site. About 84,900 gross square feet (gsf) of new retail, 55,900 gsf of new office space, and a new 64,000-gsf community center would be constructed in the eastern and southern areas of the site. Under the Historic District Central Core Alternative some, but not all of the traffic and infrastructure improvements planned for the Proposed Project would be constructed. The Muni light rail line would not be rerouted through the site due to site constraints; it would remain in 19th Avenue as at present, and the San Francisco State University station would remain in the 19th Avenue median. There would be 6 more open space acres than with the Proposed Project; the existing Commons and meadow areas would remain, and the private recreational facilities included in the Proposed Project would be constructed in this alternative. Wind turbines and solar photovoltaic cells would not be installed to offset a portion of the development's energy demand. A separate stormwater collection and treatment system would not be installed; stormwater would continue to be collected and treated in the City's combined sewer/stormwater system.

This alternative would result in the addition of about 2,346 new units to the City's housing stock, about 3,300 fewer than in the Proposed Project. This alternative would include about 205,000 sq. ft. of retail, commercial, and community uses, about 100,000 sq. ft. less than in the Proposed Project.

Retention of the historic district under this alternative would retain essential features and characteristics of the Parkmerced historical resource, and therefore there would be no project-level or cumulative historic architectural resources impacts under this alternative. With fewer residential units and less retail/commercial space, this alternative would result in significant traffic impacts at fewer intersections, although impacts at many of the study intersections would remain significant and unavoidable. The alternative would reduce significant impacts on the transit facilities in the northeast screenline to less-than-significant levels. Traffic generated by this alternative would cause impacts on transit travel times, as with the Proposed Project, but on three transit lines rather than six. Impacts on birds and bats from installation and operation of wind turbines identified as significant and unavoidable for the Proposed Project would not occur with this alternative, because no wind turbines are included in the alternative.

The Commission rejects the Retention of the Historic District Central Core Alternative because it would add fewer residential units to the City's housing stock and therefore contribute less to the City and regional housing needs allocation; it would add fewer residential units in a urban infill location; although

it would reduce, it would not eliminate significant transportation impacts; it would not reduce wet-weather flows in the City's combined wastewater collection and treatment system; it would provide fewer employment opportunities both during construction and in new retail and office space; and it would not provide opportunities for renewable energy generation; it would not provide the reconfiguration of the street system in accordance with the Better Streets Plan; would not provide a more fine-grained system of streets and pathways and therefore correct the deficiencies of the current site plan; would not reconfigure the open space at the Project Site to provide more usable open spaces such as a park; and would not re-route the M Ocean View light rail line into the Project Site because doing so would negatively impact the historic resource.

4. Partial Historic District Alternative

Under the Partial Historic District Alternative, development would be similar to the Proposed Project except that a portion of the northwest corner of the Project Site would remain unchanged. Under this alternative, all 11 towers and two blocks of garden apartments would remain, comprising a total of containing 1,849 residential units. Under this alternative, the remainder of the buildings on the site would be demolished and redesigned to accommodate 6,689 new units (5,317 net new units) and a total of 8,538 units on site. The alternative would result in about 360 fewer residential units than the Proposed Project. Like the Proposed Project, a new neighborhood core containing 224,300 gsf of new neighborhood-serving retail and 80,000 gsf of new office space would be constructed within walking distance of the residences at Parkmerced. A new 37,800-gsf leasing office, a new 64,000-gsf community center, and a new 25,000-gsf school and day care facility, as well as about 70 acres of new open space uses, including athletic fields, walking and biking paths, and an approximately 2-acre organic farm, would also be built on the Project Site.

The development around the periphery of the Project Site would require amendments to the Planning Code and General Plan and approval of a Special Use District, similar to the Proposed Project but covering a smaller area.

Under the Partial Historic District Alternative, traffic and transit improvements would be similar to those planned under the Proposed Project. These improvements include rerouting the Metro M Ocean View light rail line from its current alignment along 19th Avenue, and providing modifications along 19th Avenue to accommodate the new route.

Similar to the Proposed Project, implementation of a sustainability plan would provide for a variety of new infrastructure improvements intended to reduce the alternative's per-unit use of electricity, natural gas, water, and the City's wastewater conveyance and treatment systems. A combination of renewable energy sources, including wind turbines and photovoltaic cells, would be used to meet a portion of this alternative's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. As with the Proposed Project, the filtered stormwater would then either percolate into the groundwater that feeds the Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

The Commission rejects the Partial Historic District Alternative because retention of only a portion of the historic district resource would not be sufficient to convey its historic and architectural significance and would not justify its eligibility for inclusion in the CRHR. Thus, although this alternative would somewhat reduce impacts to the Parkmerced historic district historic resource, the impact would remain significant and unavoidable. Although a portion of the Parkmerced visual/scenic resource would be retained as a representative sample of the visual character that once existed on the Project Site, the portion retained would not be sufficient to convey the distinctive visual qualities of the site, and the alternative would not reduce significant visual quality impacts. Additionally, impacts on transportation, noise, air quality, wind, and biological resources would be similar to those of the Proposed Project and would not be substantially reduced with implementation of this alternative. Additionally, this alternative would not include the adoption of a land use program for Parkmerced that, among other things, maximizes walking, bicycling and use of public transportation, and minimizes the impacts and use of private automobiles by implementing a land use program with increased residential density and a commercial neighborhood core located within comfortable walking distance of transit service and residences. This alternative would also not provide sufficient housing to help alleviate the effects of suburban sprawl and protect the green belt.

5. Full Project Buildout With Transit Options Alternative

Under the Full Project Buildout with Transit Options Alternative, the 152-acre site would be replanned and redesigned exactly as it would for the Proposed Project, except for the configuration of the Muni light rail line. The number and location of new and retained residential units would be the same as under the Proposed Project, as would the retail, office, commercial, school and community space facilities, and open space configuration.

Under this alternative, the M Ocean View line would leave 19th Avenue at Holloway Avenue, turn south at Crespi Drive, and continue south through the neighborhood core, as it would with the Proposed Project. However, unlike the Proposed Project, it would not re-enter 19th Avenue south of Felix Avenue. Instead, it would terminate at a new layover station constructed at the intersection of Font Boulevard and Chumasero Drive. The J Church line would be extended from its current terminus at Balboa Park, continue west along the existing M Ocean View alignment, and terminate at a newly-constructed Muni stop on 19th Avenue just south of Holloway Avenue.

Other traffic and infrastructure improvements would be similar to the Proposed Project, except that the northbound left-turn lane at 19th Avenue/Crespi Drive would not be added. Like the Proposed Project, implementation of a sustainability plan would provide for a variety of new infrastructure improvements intended to reduce the per-unit use of electricity, natural gas, water, and the City's wastewater conveyance and treatment systems. A combination of renewable energy sources, including wind turbines and photovoltaic cells, would be used to meet a portion of this alternative's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. As with the Proposed Project, the filtered stormwater would then either percolate into the groundwater that feeds the Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

A design variant studied under the Full Project Buildout with Transit Options Alternative involves dedicating the fourth southbound through lane on 19th Avenue to transit and high-occupancy vehicle use only (a HOT lane), rather than mixed-flow. There would be no change to this alternative's land use configuration or utilities under the variant.

The Full Buildout With Transit Options would not substantially reduce significant environmental impacts compared to the Proposed Project. A new significant impact would result at the intersection of 19th Avenue and Junipero Serra Boulevard during the weekend midday peak hour and a new cumulative impact would be added at this location during the weekday PM peak hour. (The new significant cumulative impact would not occur with the variant.) Thus, the total number of intersections impacted would be greater than the Proposed Project. This alternative would reduce significant impacts on travel time to less-than-significant levels on two transit lines that would be significantly impacted by the Proposed Project, but would continue to cause significant unavoidable impacts on travel times on the other four transit lines affected by the Proposed Project.

All other significant impacts identified under the Proposed Project for aesthetics, historic architectural resources, noise, air quality, wind, and biological resources would remain under this alternative.

Implementation of this alternative to change the routing of two Muni light rail lines is within the jurisdiction of the San Francisco Municipal Transportation Agency and outside the jurisdiction of the Planning Commission. In addition, the alternative does not substantially reduce the significant impacts of the Proposed Project. On these bases the Planning Commission rejects this alternative

6. No Muni Realignment Alternative

As described in Section I above, the Project proposes to reroute the existing Muni Metro M Ocean View line from its current alignment along 19th Avenue, which would require the approval of Caltrans and the CPUC. In the event that such approval is not granted, the approval granted by this Commission would permit the Project to proceed after identifying an alternate transportation improvement of equivalent value to the proposed rerouting of the existing Muni Metro M Ocean View line. In the event that Caltrans and CPUC approval is not granted, the San Francisco Planning Commission approves adoption of the No Muni Realignment Alternative. In the event the Caltrans and CPUC approvals are granted, the Commission presently rejects this Alternative because the Project as proposed is preferable to this Alternative because overall, the alternative would not provide as direct a connection the M Ocean View light rail line for Parkmerced residents and visitors as would the Proposed Project, and would de-emphasize the overall transit-oriented feel of the Project Site. In addition, the alternative continues the overcrowded conditions at the SFSU Muni station. Therefore, the Proposed Project is preferable to the No Muni Realignment Alternative.

E. Alternatives Considered and Rejected in the EIR

1. Infill Development within the Historic District

An infill development within the historic district would retain the majority of the existing buildings and landscape features at Parkmerced, and include new construction of a series of 3- to 14-story infill buildings on the sites of the existing carports between garden apartment buildings, and on sites adjacent to the existing towers. In total, the new infill buildings would consist of 20 three-story buildings; 2 four-story buildings; 1 eight-story building; 2 eleven-story buildings; and 6 fourteen-story towers. Under this scenario, all of the existing 3,221 residential units would remain, and about 1,400 new units would be constructed (a total of 4,621 residential units on site), or about 4,280 fewer units than are included in the Proposed Project. There would be no transit or infrastructure improvements under this scenario, nor would there be any combination of renewable energy sources, such as wind turbines and photovoltaic cells, to offset any portion of energy demand. As under existing conditions, stormwater runoff from buildings and streets would flow into the combined sewer and stormwater lines that lead into the Oceanside Water Pollution Control Plant.

This potential EIR alternative was considered but not selected for detailed analysis in the EIR because it would not achieve most of the Project Sponsor's objectives including those related to maximizing the opportunity to create high-density housing near a commercial core, transportation and infrastructure improvements, and sustainability. Additionally, although this potential EIR alternative would reduce impacts on the Parkmerced historic district resource by retaining most of its existing physical features, it would not retain this resource's essential integrity as it would require demolition of the carports within the garden apartment courtyards and construction of new residential structures within the courtyards. As such, this potential alternative would result in a significant and unavoidable adverse impact on the Parkmerced historic district resource.

The Commission concurs with these findings in the EIR, and rejects this alternative as infeasible because it would not reduce significant impacts on the historic resource at Parkmerced, which would remain significant and unavoidable under this alternative, and would provide substantially fewer residential units. The alternative is also infeasible because it would not provide a neighborhood core of residential and commercial uses with immediate access to transit and therefore would be less likely to encourage use of travel modes other than single-occupant automobile. It would also not reduce the overcrowded conditions at the existing SFSU Muni station in the 19th Avenue median. Therefore the Proposed Project is preferable.

2. West Side Partial Historic District

Preservation of a partial historic district on the west side of Parkmerced would retain about half of the garden courtyard apartment block surrounding Juan Bautista Circle, as well as the blocks surrounding the Meadow and along a portion of Arballo Drive. In addition, all eleven of the tower buildings, the Administration Building, and some of the major landscape features, including the landscaping along Font Boulevard, would be retained. In total, 2,365 existing units would be retained. In the remaining portion of the 152-acre site, about 4,100 new residential units would be constructed (a total of 6,465 units on site), about 2,435 fewer than the Proposed Project. This scenario would include about 120,000 gsf of retail space, 47,500 gsf of office space, a new 64,000-gsf community center, and a 37,800-gsf leasing office, for

a total of about 205,300 gsf, about 105,000 gsf less than the Proposed Project. The new 25,000-gsf school and new open space uses including athletic playing fields would be the same as or similar to the Proposed Project.

Under this scenario, transit and transportation improvements would be similar to those in the Proposed Project, including rerouting of the Metro M Ocean View line from its current alignment along 19th Avenue into the Project Site.

Unlike the Proposed Project, there would be no renewable energy sources, such as wind turbines and photovoltaic cells, to offset any portion of energy demand. As under existing conditions, stormwater runoff from buildings and streets would flow into the combined sewer and stormwater lines that lead to the Oceanside Water Pollution Control Plant.

This potential EIR alternative was considered but not selected for detailed analysis in the EIR because it would not achieve the Project Sponsor's objectives, particularly those related to maximizing the opportunity to create high-density housing near a commercial center, sustainability, and financial feasibility. In addition, this potential EIR alternative would not avoid a significant adverse impact on the significance of the Parkmerced's historic district resource. Although a portion of the existing Parkmerced historic district resource would be retained as a representative sample of the historic and architectural significance of the original Parkmerced historic district resource, the retained portion would not be sufficient to convey its historic and architectural significance to justify its eligibility for inclusion in the CRHR, and thus this impact would remain significant and unavoidable.

The Commission concurs with the findings in the EIR, and rejects this alternative as infeasible because it would not avoid significant impacts on the historic resource, and would provide substantially fewer residential units than the Proposed Project.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA section 21081 and CEQA Guideline 15093, the Commission hereby finds, after consideration of the Final EIR 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 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 Proceedings, as defined in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Commission specially finds that there are significant benefits 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. 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 Project will have the following benefits:

- Addition of approximately 5,679 residential units to the City's housing stock, including affordable housing, and helping the City to meet its regional housing needs allocation;
- Addition of approximately 5,679 residential units to the City's housing stock within an urban infill location at close proximity to transit, which will assist in alleviating the effects of suburban sprawl and development of the greenbelt.
- Development of a innovative land use program that provides an innovative model of environmentally sustainable design practices, to, among other things maximize walking, bicycling and use of public transportation, and minimize the impacts and use of private automobiles by implementing a land use program with increased residential density and a commercial neighborhood core located within comfortable walking distance of transit service and residences.
- One-for-one replacement of 1,538 rent-controlled dwelling units currently existing on the Project Site with, under the terms of the Proposed Development Agreement, new rent-controlled units, each of approximately equal or greater size and with the same or greater number of bedrooms and bathrooms as the Existing Unit being replaced. Although none of the Existing Units have washer or dryers, each Replacement Unit will have a washer and a dryer and a dish washer installed by Developer prior to occupancy;
- Under the terms of the proposed Development Agreement, the City is providing certain benefits to the project that, along with Developer's waiver of all rights under the Costa-Hawkins Rental Housing Act and any similar or successor law, are designed to ensure that (i) each Replacement Unit will be subject to rent control and other provisions and provisions protecting tenants under the San Francisco Rent Ordinance and (ii) each Inclusionary Unit will be subject to the City's Inclusionary Unit requirements as set forth in Planning Code section 315;
- Under the terms of the proposed Development Agreement, relocation by Developer of Existing Tenants from their Existing Units to the Replacement Units, with an initial rent and equal to the rent charged to the Existing Tenant for their Existing Unit at the time of relocation to the Replacement Unit, with the right to remain in the Replacement Unit for an unlimited term subject to the eviction rules, procedures and protections set forth in the San Francisco Rent Ordinance, and no pass throughs added to rent of the Replacement Unit for the capital costs of the Project;
- Construction of two new transit stations, relocation of an existing transit station, and a new alignment for the MUNI Metro M-Oceanview, integrated into the SFMTA transit system, that

- Reconfiguration of the street grid within the Project Site to conform with San Francisco’s Better Streets design guidelines, including the realignment of existing streets and the creation of new publicly-owned streets and publicly-accessible streets that accommodate bicycles, pedestrians and motor vehicles;
- Improvement and reconfiguration of streets and intersections on the periphery of the Project Site to improve access and safety for all modes of transportation;
- Creation and implementation of a Transportation Demand Management (“TDM”) program, including but not limited to transit pass subsidies for residents and employees in the Project Site, to facilitate and encourage the use of transportation modes other than the private automobile, to minimize the amount of automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, as further described in the Transportation Plan;
- Reconfiguration of the existing open space at Parkmerced to provide more usable open spaces and related public benefits such as a new park, athletic fields, an organic farm, walking and bicycling paths, and community gardens;
- Construction of a series of bioswales, ponds, and other natural filtration systems to capture and filter stormwater runoff from buildings and streets in accordance with the Infrastructure Plan and the Sustainability Plan. The filtered stormwater will either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced or be released directly into Lake Merced. This feature of the Proposed Project will reduce the amount of stormwater flows directed to the Oceanside Water Pollution Control Plant and reduce combined sewage overflows to the ocean.
- Zoning of a parcel for the construction of an elementary school.
- Provision of renewable energy sources on site—installation of photovoltaic cells on up to 50 percent of roof areas of new buildings and up to 51 vertical axis wind turbines; and
- Provision of employment opportunities during construction and in newly-constructed retail and commercial space in the neighborhood core during this period of high unemployment in the City and the region.

In the event that any Non-City agency required to approve the realignment of the Muni M Oceanview line as proposed by the Project denies such approval, Pursuant to CEQA section 21081 and CEQA Guideline 15093, the Commission hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of No Muni Realignment Alternative as set forth below independently and collectively outweighs the significant and unavoidable impacts and is an overriding consideration warranting approval of the No Muni Realignment Alternative. Any one of the reasons for approval cited below is sufficient to justify approval of the No Muni Realignment Alternative. 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 Proceedings, as defined in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Commission specially finds that there are significant benefits 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 No Muni Realignment Alternative have been eliminated or substantially lessened where feasible. 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 No Muni Realignment Alternative will have the following benefits:

- Addition of approximately 5,679 residential units to the City's housing stock, including affordable housing, and helping the City to meet its regional housing needs allocation;
- Addition of approximately 5,679 residential units to the City's housing stock within an urban infill location at close proximity to transit, which will assist in alleviating the affects of suburban sprawl and development of the greenbelt.
- Development of a innovative land use program that provides an innovative model of environmentally sustainable design practices, to, among other things maximize walking, bicycling and use of public transportation, and minimize the impacts and use of private automobiles by implementing a land use program with increased residential density and a commercial neighborhood core located within comfortable walking distance of transit service and residences.
- One-for-one replacement of 1,538 rent-controlled dwelling units currently existing on the Project Site with, under the terms of the Proposed Development Agreement, new rent-controlled units, each of approximately equal or greater size and with the same or greater number of bedrooms and bathrooms as the Existing Unit being replaced. Although none of the Existing Units have washer or dryers, each Replacement Unit will have a washer and a dryer and a dish washer installed by Developer prior to occupancy;
- Under the terms of the proposed Development Agreement, the City is providing certain benefits to the project that, along with Developer's waiver of all rights under the Costa-Hawkins Rental Housing Act and any similar or successor law, are designed to ensure that (i) each Replacement Unit will be subject to rent control and other provisions and provisions protecting tenants under the San Francisco Rent Ordinance and (ii) each Inclusionary Unit will be subject to the City's Inclusionary Unit requirements as set forth in Planning Code section 315;
- Under the terms of the proposed Development Agreement, relocation by Developer of Existing Tenants from their Existing Units to the Replacement Units, with an initial rent and equal to the

rent charged to the Existing Tenant for their Existing Unit at the time of relocation to the Replacement Unit, with the right to remain in the Replacement Unit for an unlimited term subject to the eviction rules, procedures and protections set forth in the San Francisco Rent Ordinance, and no pass throughs added to rent of the Replacement Unit for the capital costs of the Project;

- The provision of a low emissions shuttle bus from Parkmerced to the Daly City BART station and to the Stonestown retail center;
- Reconfiguration of the street grid within the Project Site to conform with San Francisco’s Better Streets design guidelines, including the realignment of existing streets and the creation of new publicly-owned streets and publicly-accessible streets that accommodate bicycles, pedestrians and motor vehicles;
- Improvement and reconfiguration of streets and intersections on the periphery of the Project Site to improve access and safety for all modes of transportation;
- Creation and implementation of a Transportation Demand Management (“TDM”) program, including but not limited to transit pass subsidies for residents and employees in the Project Site, to facilitate and encourage the use of transportation modes other than the private automobile, to minimize the amount of automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, as further described in the Transportation Plan;
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EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT (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 PARKMERCED PROJECT				
<i>Cultural Resources and Archeological Paleontological Resources Mitigation Measures</i>				
<p>Mitigation Measure M-CR-1: Documentation and Interpretation</p> <p><u>Documentation</u></p> <p>The Project Sponsor shall retain a professional who meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the Parkmerced complex within the Project Site.</p> <p>The documentation for the property shall be prepared based on the National Park Service’s (NPS) Historic American Building Survey (HABS) / Historic American Engineering Record (HAER) Historical Report Guidelines, and will include a selection of measured drawings based upon NPS Historic American Landscape Survey (HALS) Guidelines. This type of documentation is based on a combination of both HABS/HAER standards (Levels I, II and III) and NPS’s policy for photographic documentation as outlined in the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion.</p> <p>The measured drawings for this documentation shall follow HALS Level I standards. To determine the number of the measured drawings, the professional shall consult with the San Francisco Planning Department’s Preservation Coordinator.</p> <p>The written historical data for this documentation shall follow HABS / HAER Level I standards. The written data shall be accompanied by a sketch plan of the property. Efforts should also be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed, reproduced, and included in the dataset. If construction drawings or plans cannot be located, as-built drawings shall be produced.</p> <p>Either HABS/HAER standard large format or digital photography shall be used. If digital photography is used, the ink and paper combinations for printing photographs must be in compliance with NR-NHL Photo Policy Expansion and have a permanency rating of approximately 115 years. Digital photographs will be taken as uncompressed, TIF file format. The size of each image will be 1600x1200 pixels at 330 ppi (pixels per inch) or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label.</p> <p>Photograph views for the dataset shall include (a) contextual views; (b) views of each side of each building and interior views, where possible; (c) oblique views of buildings; and (d) detail views of character-defining features, including features on the interiors of</p>	<p>Project sponsor to retain qualified professional consultant</p>	<p>Prior to construction submittal of HABS/HAER/HALS guidelines documentation for approval by Planning Department.</p> <p>Prior to construction, transmit documentation to the SF Library, and NWIC.</p>	<p>Consultant to submit report to Planning Department</p>	

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<p>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, Archeological Research Design and Treatment Plan, Parkmerced Project, March 2010) 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. 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><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>A) The proposed project shall be re-designed so as to avoid any adverse effect on</p>	<p align="center">Project sponsor to retain appropriately qualified consultant</p>	<p align="center">Prior to and during construction</p>	<p>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 agreement for the treatment of human remains and/or associated or unassociated funerary objects.</p> <p>Consultant to prepare draft and final Archeological Resources Report reports. The ERO to review and approve the Final Archeological Resources Report</p>	<p>Resources Report by the ERO.</p>

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<p>the significant archaeological resource; or</p> <p>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.</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; • 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 	<p>Project sponsor to retain appropriately qualified consultant</p>	<p>Prior to and during construction</p>		

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<p>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> <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 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"> • 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 	<p>Project sponsor to retain appropriately qualified consultant</p>	<p>Prior to and during construction</p>		

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<p>damaging activities.</p> <ul style="list-style-type: none"> • 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. <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 remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, 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</p>				

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<p>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>				
<p>Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases</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 subsequent project phases the Proposed Project on buried archaeological resources. The Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall prepare an archaeological treatment plan (TP). The archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). 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.</p> <p>Archaeological Treatment Plan. The archaeological consultant shall meet and consult with the ERO on the scope of the TP prior to preparation of the TP. The TP shall be submitted to the ERO for review and approval prior to the Project ground-breaking activities for subsequent project phases. Archaeological field investigations for subsequent project phases shall be conducted in accordance with the approved TP. The TP shall identify project-specific vertical / horizontal areas of archaeological sensitivity and appropriate archaeological identification and evaluation strategies, and archaeological mitigatory protocols applicable to specific project activities / improvements (for example, excavation building foundation installation, grading, etc.) with the potential to affect archaeological properties. Mitigation strategies requiring archaeological testing plans (ATP) and archaeological monitoring plans (AMP) shall conform to the requirements for preparation and implementation including preparation of archaeological investigation and data recovery results reporting of an ATP and AMP in Mitigation Measure M-CR-3a.</p>	<p>Project sponsor to retain appropriate consultant</p>	<p>The project archaeologist to consult with ERO prior to preparation of TP. The TP for each phase to be completed prior to ground-breaking for that phase. ATP and AMPs, where necessary, shall be prepared pursuant to schedule in M-CR-3a.</p>	<p>Project archaeologist to provide draft and final reports. ERO to review and approve</p>	
<p>M-CR-5: Paleontological Resources Monitoring and Mitigation Program</p> <p>The Project Sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program (PRMMP). The PRMMP shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure</p>	<p>Project sponsor to retain appropriately qualified consultant to prepare PRMMP, carry out monitoring, and reporting</p>	<p>Prior to and during construction.</p> <p>The project paleontological consultant to consult with the ERO</p>	<p>ERO to approve final PRMMP.</p> <p>Consultant shall provide brief monthly reports to ERO during monitoring or</p>	

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<p>for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program.</p> <p>The PRMMP shall be consistent with the Society for Vertebrate Paleontology (SVP) Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb previously undisturbed native sediment or sedimentary rocks. Monitoring need not be conducted in areas where the ground has been previously disturbed, in areas of artificial fill, in areas underlain by nonsedimentary rocks, or in areas where exposed sediment would be buried, but otherwise undisturbed.</p> <p>The consultant's work shall be conducted in accordance with this measure and at the direction of the City's Environmental Review officer (ERO). Plans and reports prepared by the consultant 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. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the Proposed Project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce potential effects on a significant paleontological resource as previously defined to a less-than-significant level.</p>		as indicated; completed when ERO accepts final report	<p>as identified in the PRMMP, and notify the ERO immediately if work should stop for data recovery during monitoring.</p> <p>The ERO to review and approve the final documentation as established in the PRMMP</p>	
Transportation and Circulation				
<p>M-TR-1: Parkmerced Construction Traffic Management Program.</p> <p>The Project Sponsor shall develop and implement a Construction Traffic Management Program to minimize impacts of the Project and its contribution to cumulative impacts related to construction activities and construction traffic. The program shall provide necessary information to various contractors and agencies as to how to maximize the opportunities for complementing construction management measures and to minimize the possibility of conflicting impacts on the roadway system, while safely accommodating the traveling public in the area. The program shall supplement and expand, rather than modify or supersede any manual, regulations, or provisions set forth by SFMTA, DPW or other City departments and agencies.</p> <p>Preparation of the Construction Management Program shall be the responsibility of the Project Sponsor, and shall be reviewed and approved by SFMTA and DPW prior to</p>	Project sponsor and sponsor's construction contractor(s)	Prior to construction in each development phase.	Planning Department, SFMTA, and DPW	

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<p>initiation of construction. The program shall:</p> <ul style="list-style-type: none"> • Identify construction traffic management practices in San Francisco, as well as other jurisdictions that could provide useful guidance for a project of this size and characteristic. • Describe procedures required by different departments and/or agencies in the City for implementation of a construction management plan, such as reviewing agencies, approval process, and estimated timelines. • Identify construction traffic management strategies and other elements for the Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable traffic operations during periods of construction activities in the Project area. These could include construction strategies, demand management strategies, alternate route strategies, and public information strategies. • Coordinate with other projects in construction in the immediate vicinity, so that they can take an integrated approach to construction-related traffic impacts. • Present guidelines for selection of construction traffic management strategies. 				
<p>M-TR-2A: Do not construct the proposed northbound left-turn lane from 19th Avenue onto Crespi Drive. The northbound left-turn lane from 19th Avenue to Crespi Drive would require southbound traffic on 19th Avenue to stop to allow northbound left-turning traffic.</p>	<p>Project sponsor and sponsor's construction contractor(s)</p>	<p>No left hand turn lane would be constructed.</p>	<p>Sponsor to provide revised plans to Planning Department as part of Development Agreement; Planning Department to review and acknowledge change in proposed street configurations.</p>	
<p>M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive. This improvement would provide a dedicated lane for the relatively large number of vehicles expected to execute the northbound right-turn movement. Implementation of the roadway improvement would require roadway widening to the east, which necessitates relocation of the sidewalk, a utility box, a signal mast, and several other elements.</p> <p>Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. The feasibility of this measure is uncertain due to the adjacent unsignalized intersection, approximately 75 feet south of Winston Drive, which would</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 930</p>	<p>SFMTA</p>	

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<p>conflict with the northbound right-turn lane. [SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>		<p>trips based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 930, based on the trip generation rates described in M-TR-2B.</p>		
<p>M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection. This mitigation measure would require restriping the northbound right-turn lane at the Lake Merced Boulevard/State Drive intersection as a through lane and removing the on-street parking on the north side of the intersection to recreate the dedicated right-turn lane (assuming that it is required for acceptable operations at this intersection).</p> <p>Additionally, providing a second southbound left-turn lane at this intersection would require removal of on-street parking on the south side of Font Boulevard to create a second receiving lane, as well as the removal of some spaces on the west side of Lake Merced Boulevard and shifting the through travel lanes to the west to make room for the second southbound left-turn lane.</p> <p>Implementation would require significant roadway restriping and signal optimization and coordination at multiple intersections, as well as the removal of approximately 25 parking spaces. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 930, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make</p>	<p>SFMTA</p>	

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		the total number of net new PM peak hour trips at Parkmerced exceed 930, based on the trip generation rates described in M-TR-2B.		
M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements of the intersection of Lake Merced Boulevard/Brotherhood Way. This would convert the northbound approach of Lake Merced Boulevard into the “minor” approach to the intersection. Although the configuration may be able to fit within the existing right-of-way at the intersection, further study is needed to determine the feasibility of this measure. A conceptual intersection configuration is presented in the Project’s Transportation Study. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.	Project sponsor and sponsor’s construction contractor(s) in consultation with SFMTA	A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,128, based on the trip generation rates described in M-TR-2B. If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,128, based on the trip generation rates described in M-TR-2B.	SFMTA	
M-TR-9: Eliminate the weaving segment between the loop on-ramp from Brotherhood Way and the loop off-ramp to Brotherhood Way by reconfiguring the interchange. Specifically, evaluate the feasibility of closing the loop on-ramp from eastbound Brotherhood Way to northbound SR 1 and instead constructing an eastbound left-turn lane from Brotherhood Way on the east side of the structure. The direct on-ramp from	Project sponsor and sponsor’s construction contractor(s) in consultation with	A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after	SFMTA	

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<p>westbound Brotherhood Way to northbound SR 1 should be configured with one access point to serve traffic from westbound Brotherhood Way and those making a left-turn from eastbound Brotherhood Way.</p> <p>The eastbound left turn-lane can and shall be constructed to approximately 150 feet in length. Ultimately, this measure may require a design exception from Caltrans.</p> <p>Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p>	<p>SFMTA and Caltrans</p>	<p>completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 755, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 755, based on the trip generation rates described in M-TR-2B.</p>		
<p>M-TR-12: Contribute fair share toward developing and implementing revised transit service plan that increases capacity on the M Ocean View. Fund a fair-share contribution towards evaluating and implementing a revised operating plan to increase frequencies on the M Ocean View from 10 minute headways (as proposed by the project) to 7.5 minute headways north of Parkmerced. This would increase capacity such that the northeast screenline would operate within SFMTA's capacity utilization threshold in each peak hour. Under this plan, similar to the proposed service plan, every other train would continue east through the Ingleside neighborhood.</p> <p>The Proposed Project's fair-share contribution toward implementing a comprehensive revised operating plan should be proportional to the magnitude of the Proposed Project's impact in relation to additional capacity identified in a revised operating plan.</p>	<p>Project sponsor and SFMTA</p>	<p>A feasibility study must be completed prior to the completion and operation of the proposed Muni realignment and associated service plan updates. The study shall determine whether additional capacity can be provided on the M Ocean View, and if so, what the Proposed Project's fair share contribution to the service plan updates shall be.</p> <p>If the mitigation measure</p>	<p>SFMTA</p>	

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		is deemed feasible, a fair share contribution must be made prior to the re-alignment of the M Ocean View through the Parkmerced site.		
<p>M-TR-21A: Purchase an additional light rail vehicle for the M Ocean View. Purchase and insert another light-rail vehicle into the system in order to maintain headways. This will allow Muni to maintain proposed headways on the M Ocean View with a slightly longer route. The procurement of new light rail vehicles shall be completed by SFMTA, and shall be completed prior to operating the rerouted system. However, new transit vehicles required to serve the Proposed Project shall not be the financial responsibility of SFMTA.</p>	Project sponsor and SFMTA	<p>Either M-TR-21A or M-TR-21B (but not both) shall be implemented upon rerouting the M Ocean View through the Parkmerced site.</p> <p>If both measures are deemed feasible and effective at reducing impacts to less than significant levels, M-TR-21B shall be implemented and M-TR-21A shall not be required.</p>	SFMTA	
<p>M-TR-21B: Install Transit Signal Priority (TSP) treatments to improve transit travel times on the M Ocean View such that M-TR-21A (an additional vehicle) is not required. A study shall be conducted to determine whether TSP treatments could improve transit travel times along the M Ocean View corridor. If feasible, implement Transit Signal Priority (TSP) measures along the M Ocean View corridor between the Project Site and the West Portal Station. To reduce the Proposed Project's impact to the M Ocean View line, the TSP measures would need to improve the travel time by approximately 50 seconds in the AM peak period and 30 seconds in the PM peak period. Achieving these reductions would reduce the Project's impact to travel time to less than half the headway of the current M Ocean View. SFMTA and Caltrans shall design the measure prior to operating the rerouted system; however, funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA and Caltrans to determine if this is feasible, and if SFMTA or Caltrans determines that it is not, this mitigation measure shall not be implemented.]</p>	Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA and Caltrans	<p>Either M-TR-21A or M-TR-21B (but not both) shall be implemented upon rerouting the M Ocean View through the Parkmerced site.</p> <p>If both measures are deemed feasible and effective at reducing impacts to less than significant levels, M-TR-21B shall be implemented and M-TR-21A shall not be required.</p>	SFMTA and Caltrans	
<p>M-TR-22A: Construct intersection mitigations to reduce congestion caused by vehicular delay. To address Project impacts to the 18 46th Avenue, the Project Sponsor</p>	Project sponsor and sponsor's	See below with regard to M-TR-22C	SFMTA	

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<p>in cooperation with SFMTA shall implement the improvements described in mitigation measures M-TR-2C (construct a dedicated northbound right-turn lane at the Lake Merced Boulevard/Winston Drive intersection), M-TR-2D (reconfigure the northbound approach to consist of a third through lane and provide a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection), and M-TR-2E (Reconfigure the westbound right-turn and southbound left-turn as the primary movements of the Lake Merced Boulevard/Brotherhood Way intersection). This involves lane modifications at several intersections along Lake Merced Boulevard to increase vehicular capacity, thus reducing approach delay at those intersections.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>construction contractor(s) in consultation with SFMTA</p>			
<p>M-TR-22B: Maintain the proposed headways of the 18 46th Avenue. The Project Sponsor in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit operations along the Lake Merced Boulevard corridor, generally between Brotherhood Way and Winston Drive. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of transit lines impacted by the Project.</p> <ul style="list-style-type: none"> • A transit-only queue-jump lane should be considered on Lake Merced Boulevard at Font Boulevard. This treatment could be constructed within the existing curb-to-curb right of way for the northbound direction. • Southbound queue-jumps are viable at State Drive and Font Boulevard with removal of on-street parking. However, these treatments may conflict with mitigation measure M-TR-2C collectively summarized in M-TR-22A), which have been designed to reduce the Project’s traffic impacts. <p>These improvements would collectively benefit not only the 18 46th Avenue prior to the TEP improvements, but also SamTrans Route 122, and the proposed “shopper shuttle.”</p> <p>Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. The Project Sponsor shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include comprehensive replacement of stop-controlled intersections with interconnected traffic signals equipped with transit priority elements.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this</p>	<p>Project sponsor and sponsor’s construction contractor(s) in consultation with SFMTA</p>	<p>See below with regard to M-TR-22C</p>	<p>SFMTA</p>	

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mitigation measure shall not be implemented.]				
<p>M-TR-22C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 18 46th Avenue. Should mitigation measures M-TR-22A or M-TR-22B not be feasible or effective, the Project Sponsor shall work with SFMTA to purchase additional transit vehicles and contribute to operating costs and facility improvements as necessary to mitigate the Project impacts to headways for the transit line. The Project Sponsor shall be responsible for the procurement and financing of the new transit vehicles.</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>A feasibility study of M-TR-22A and M-TR-22B must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 465, based on the trip generation rates described in M-TR-2B.</p> <p>To the extent they are deemed either physically feasible or effective at reducing the severity of Impact TR-22, mitigation measures M-TR-22A and M-TR-22B must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 465, based on the trip generation rates described in M-TR-2B.</p> <p>The schedule for implementing M-TR-22C shall be determined by the feasibility study for M-</p>		

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		TR-22A and M-TR-22B.		
<p>M-TR-25B: Maintain the proposed headways of the 29 Sunset. The Project Sponsor in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of installing transit priority elements along Lake Merced Boulevard, between Winston Drive and Sunset Boulevard. This may include, but is not limited to, queue-jump lanes and transit-only lanes. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. The Project Sponsor shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	SFMTA, with funding from Project Sponsor	See discussion of M-TR-25C	SFMTA	
<p>M-TR-25C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 29 Sunset. Should mitigation measures M-TR-25A or M-TR-25B not be feasible or effective, the Project Sponsor shall work with SFMTA to purchase additional transit vehicles and contribute to operating costs and facility improvements as necessary to mitigate the Project impacts to headways for the transit line. The procurement of new transit vehicles shall be completed by SFMTA. However, new transit vehicles required to serve the Proposed Project shall not be the financial responsibility of SFMTA.</p>	SFMTA, with funding from Project Sponsor	<p>. A feasibility study of M-TR-25A and M-TR-25B must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,551, based on the trip generation rates described in M-TR-2B.</p> <p>To the extent they are deemed either physically feasible or effective at reducing the severity of Impact TR-25, mitigation measures M-TR-25A and M-TR-25B must be constructed prior to the</p>	SFMTA	

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		<p>issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,551, based on the trip generation rates described in M-TR-2B.</p> <p>The schedule and/or need for implementing M-TR-25C shall be determined by the feasibility study for M-TR-25A and M-TR-25B.</p>		
<p>M-TR-26: Maintain proposed headways on SamTrans Route 122. To address Project impacts to SamTrans Route 122, implement mitigation measures M-TR-22A (lane modifications at several intersections along Lake Merced Boulevard) and M-TR-22B (implementation of transit priority and queue-jump treatments on Lake Merced Boulevard). Since SamTrans Route 122 shares a route with the 18 46th Avenue, improvements designed to reduce travel time impacts to the 18 46th Avenue would also benefit SamTrans Route 122.</p> <p>As described in the discussion of mitigation measures M-TR-22A and M-TR-22B, feasibility of these measures is uncertain.</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,880, based on the trip generation rates described in M-TR-2B..</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make</p>	<p>SFMTA</p>	

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		the total number of net new PM peak hour trips at Parkmerced exceed 1,880, based on the trip generation rates described in M-TR-2B.		
<p>M-TR-36A: Retime signal at 19th Avenue/Holloway Avenue to allocate more green time to the east-west movements. 19th Avenue is a coordinated corridor with closely spaced intersections. Traffic progression relies on the interconnectivity between each signal. Retiming this particular intersection would require evaluation of the corridor. SFMTA would be responsible for evaluating and implementing a new signal timing plan.</p> <p>[SFMTA and Caltrans to determine if this is feasible, and if SFMTA or Caltrans determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to carry out feasibility study.</p> <p>If feasible, SFMTA to monitor traffic conditions at this intersection to determine when modifications are needed.</p> <p>SFMTA to retime signal if determined feasible and necessary.</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,725, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,725, based on the trip generation rates described in M-TR-2B...</p>	SFMTA	
<p>M-TR-36B: Construct a dedicated westbound right-turn lane and convert the shared westbound through/right-turn lane to a dedicated westbound through lane at the Brotherhood Way/Chumasero Drive intersection.</p>	<p>SFMTA to carry out feasibility study.</p> <p>Project sponsor and</p>	<p>Upon construction of proposed improvements to the Brotherhood Way/Chumasero Drive</p>	<p>Sponsor to provide revised plans to Planning Department as part of Development Agreement;</p>	

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<p>Construction of this mitigation measure would require roadway widening into the Project Site. However, if the existing pedestrian overcrossing across Brotherhood Way at this intersection remains, widening the roadway to implement this measure may not be feasible due to conflicts with structural support columns for the overcrossing. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>sponsor's construction contractor(s) to carry out design and implementation in consultation with SFMTA</p>	<p>intersection, as specified in the Development Agreement.</p>	<p>Planning Department to review and acknowledge change in proposed intersection configurations.</p>	
<p>M-TR-36C: Install a traffic signal at Lake Merced Boulevard/John Muir Drive. The Project Sponsor should contribute a fair-share toward funding this mitigation measure. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to carry out feasibility study. If determined feasible, project sponsor to provide fair-share funding and SFMTA to design and construct.</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,326, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,326, based on the trip generation rates described in M-TR-2B.</p>	<p>SFMTA</p>	

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<p>M-TR-36D: Convert the dedicated southbound through lane into a dedicated left-turn lane at John Daly Boulevard/Lake Merced Boulevard. This would result in the southbound approach consisting of a shared through-right-turn lane and triple left-turn lanes. To achieve adequate lane utilization, John Daly Boulevard would have to be configured to have three eastbound through travel lanes east of the intersection. This would require the removal of some pedestrian elements and converting the existing right-turn lane into the Westlake Shopping Center into a shared through/right-turn lane. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[Project Sponsor to coordinate with City of Daly City to determine if this is feasible, and if Daly City determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>City of Daly City</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p>		
<p>M-TR-36E: Install an auxiliary lane from Brotherhood Way through the Lake Merced Boulevard/Gonzalez Drive intersection to provide three northbound through lanes. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to conduct feasibility study. Project sponsor and sponsor's construction contractor(s) to design and construct in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip</p>	<p>SFMTA</p>	

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		<p>generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p>		
<p>M-TR-36F: Install an auxiliary lane from Brotherhood Way through the Lake Merced Boulevard/Gonzalez Drive intersection to provide three northbound through lanes. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to conduct feasibility study.</p> <p>Project sponsor and sponsor's construction contractor(s) to design and construct in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make</p>	SFMTA	

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		the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.		
M-TR-44: Provide additional capacity on the south and north screenlines by adding additional buses to the 28 19 th Avenue and 28L 19 th Avenue Limited lines. Providing additional service on the bus line would require further feasibility and capacity studies with coordination from SFMTA. The Project sponsor would be responsible to fund a “fair share” contribution towards the implementation of this mitigation measure.	SFMTA to conduct feasibility and capacity study. Project sponsor to make fair-share contribution. If feasible, SFMTA to purchase and operate vehicles.	A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,667, based on the trip generation rates described in M-TR-2B. If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,667 based on the trip generation rates described in M-TR-2B.	SFMTA	
<i>Noise</i>				
M-NO-1a: Reduce Noise Levels During Construction	Project Sponsor and	During Construction of	Planning Department	

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<p>The following practices shall be incorporated into the construction contract agreement documents to be implemented by the construction contractor:</p> <ul style="list-style-type: none"> • Provide enclosures and mufflers for stationary equipment, shroud or shield impact tools, and install barriers around particularly noisy activities at the construction sites so that the line of sight between the construction activities and nearby sensitive receptor locations is blocked to the maximum feasible extent; • Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors; • Provide sound-control devices on equipment no less effective than those provided by the manufacturer; • Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptor locations; • Prohibit unnecessary idling of internal combustion engines; • Require applicable construction-related vehicles and equipment to use designated truck routes to access the project sites; • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Director of Public Works prior to issuance of development permits for construction activities. <p>Designate a Noise Disturbance Coordinator who shall be responsible for responding to complaints about noise during construction. The telephone number of the Noise Disturbance Coordinator shall be conspicuously posted at the construction site and shall be provided to the City. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas</p>	<p>construction contractor(s)</p>	<p>each phase</p>		
<p>M-NO-1b: Pile Driving Noise-Reducing Techniques and Muffling Devices</p> <p>The Project Sponsor shall require its construction contractor to use noise-reducing pile driving techniques if nearby buildings are subject to pile driving noise and vibration. These techniques shall include pre-drilling pile holes (if feasible, based on soils; see Mitigation Measure M-NO-2, pp. V.F.20-V.F.21) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.</p>	<p>Project Sponsor</p>	<p>During Construction of each phase if pile driving is required. At least 48 hours prior to pile driving activities, the Project Sponsor shall notify building owners and occupants within 500 feet</p>	<p>Planning Department</p>	

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<p>Construction contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. In addition, at least 48 hours prior to pile driving activities, the Project Sponsor shall notify building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of such activities.</p>		<p>of the project site of the dates, hours, and expected duration of such activities.</p>		
<p>M-NO-2: Pre-Construction Assessment to Minimize Vibration Levels Associated with Impact Activities</p> <p>The Project Sponsor shall hire a qualified geotechnical engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings subject to pile driving noise and vibration prior to receiving a building permit. If recommended by the geotechnical engineer, for structures or facilities within 50 feet of pile driving activities, the Project Sponsor shall require ground-borne vibration monitoring of nearby structures. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the following:</p> <ul style="list-style-type: none"> • Pre-construction surveying of potentially affected structures; • Underpinning of foundations of potentially affected structures, as necessary; <p>The construction plan shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of impact activities. Monitoring results shall be submitted to the Department of Building Inspection. In the event of unacceptable ground movement, as determined by the Department of Building Inspection, all impact work shall cease and corrective measures shall be implemented. The impact program and ground stabilization measures shall be reevaluated and approved by the Department of Building Inspection.</p>	<p>Project Sponsor and qualified geotechnical engineers</p>	<p>Prior to commencement of construction of each phase.</p>	<p>Geotechnical engineer to provide reports to Department of Building Inspection for review and approval</p>	

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<p>M-NO-5: Light Rail Noise and Vibration Reduction Plan</p> <p>The proposed realignment of the Muni M Ocean View light rail and its operations shall be designed with input from a qualified acoustical consultant so that light rail operation noise levels are attenuated at and in the vicinity of the final alignment so that the San Francisco Land Use Compatibility Guidelines for Community Noise standards are not exceeded. The Light Rail Noise and Vibration Reduction Plan shall be prepared by a qualified acoustical consultant and submitted to the City for review and approval prior to construction of the proposed realignment. The plan shall identify noise attenuation measures that would ensure compliance with the City’s community noise guidelines, including, but not limited to, requiring light rail operators to reduce vehicle speeds when approaching and departing and operating within the Project Site. The following noise and vibration attenuation measures shall be included as part of the plan:</p> <ul style="list-style-type: none"> • Rail Bed Design: The light rail trackwork shall be designed to prevent the production of excessive vibration levels at the nearest sensitive structures. The design should include the installation of high-resilience direct fixation fasteners for embedded track, ballast mat for ballast and tie track, or other measures as determined by a qualified light rail vibration consultant. • Rail Grinding and Replacement: As rails wear, both noise levels from light rail by-passes and vibration levels can increase. By grinding down or replacing worn rail, noise and vibration levels will remain at the initial operating levels. Rail grinding or replacement is normally performed every 3 to 5 years. • Wheel Truing and Replacement: Wheel truing is a method of grinding down flat spots (commonly called “wheel flats”) on the light rail’s wheels. Flat spots occur primarily because of hard braking. When flat spots occur they can cause increases in both the noise and vibration levels produced by the light rail vehicles. • Vehicle Maintenance: Vehicle maintenance includes performing scheduled and general maintenance on items such as air conditioning units, bearings, wheel skirts, and other mechanical units on the light rail vehicles. Keeping the mechanical system on the light rail vehicles in top condition will also help to control noise and vibration levels. • Operator Training: Operators will be trained to maintain light rail travel speeds at those speeds given in the operation plan and to avoid 	<p>Project Sponsor with qualified professional consultant.</p> <p>Project sponsor and sponsor’s construction contractor(s) in consultation with SFMTA</p>	<p>Light Rail Noise and Vibration Reduction Plan shall be prepared by a qualified acoustical consultant and submitted to SFMTA for review and approval prior to construction of the proposed realignment.</p> <p>During final engineering design, vibration propagation testing shall be conducted at the final light rail alignment near Gonzalez Drive and Diaz Avenue.</p>	<p>SFMTA.</p> <p>SFMTA to monitor rail grinding and replacement every other 3 to 5 years.</p> <p>SFMTA shall perform ongoing vehicle maintenance.</p> <p>SFMTA shall perform ongoing operator training.</p>	

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<p>“hard braking” whenever possible. As stated, hard braking can cause wheel flats and may also damage track. Furthermore, by training operators to identify potential wheel flats and other mechanical problems with the trains, proper maintenance can be performed in a timely manner.</p> <p>During final engineering design, vibration propagation testing shall be conducted at the final light rail alignment near Gonzalez Drive and Diaz Avenue to confirm the predicted impact and finalize the mitigation measures. Where vibration impacts are confirmed, they shall be reduced to meet the FTA criteria.</p>				
<p>M-NO-6: Residential Use Plan Review by Qualified Acoustical Consultant</p> <p>To ensure that interior noise levels induced by the light rail station, and by automobile, bus, and light rail traffic at noise sensitive uses do not result in excessive awakenings, or exceed an interior noise level standard of 45 dBA (L_{dn}), a qualified acoustical consultant shall review plans for all new residential uses, the new Pre K-5 school, and new day care facility, and provide recommendations to provide acoustical insulation or other equivalent measures to ensure that interior noise levels would not exceed acceptable limits and a cumulative noise level of 45 dBA (L_{dn}). These studies shall be presented to the Department of Building Inspection at the time that permits for individual buildings are submitted for review.</p>	<p>Project Sponsor to retain qualified acoustical consultant</p>	<p>Prior to issuance of each individual building permit.</p>	<p>Consultant to submit reports to Department of Building Inspection</p> <p>Building designers to follow the recommendations of the acoustical consultant.</p> <p>DBI to review plans to ensure recommendations are included in plans</p>	
<p>M-NO-7: Stationary Operational Noise Sources.</p> <p>All utility and industrial stationary noise sources (e.g., district energy system, wind turbines, etc.) shall be located away from noise sensitive receptors, be enclosed within structures with adequate setback and screening, be installed adjacent to noise reducing shields, or constructed with some other adequate noise attenuating features, to achieve compliance with the noise level limits of the San Francisco Noise Ordinance and to achieve acceptable levels at the property lines of nearby residences or other sensitive uses, as determined by the San Francisco Land Use Compatibility Guidelines for Community Noise standards. Once the stationary noise sources have been installed, the Project Sponsor shall retain a qualified acoustics specialist to monitor noise levels to ensure compliance with local noise standards. Initial noise monitoring shall occur within three months after the installation of the stationary noise source, and a report of the results shall be made available to on-site tenants. Subsequent noise monitoring shall be conducted by the Project Sponsor, within three months of on-site tenants reporting persistent intrusive noise. If project stationary noise sources exceed the applicable noise standards, a qualified acoustical consultant shall be retained by the Sponsor to install additional noise attenuation measures or acoustic insulation in order to meet the applicable noise standards.</p>	<p>Project Sponsor to retain qualified acoustical consultant</p>	<p>Within three months of installation of stationary noise sources.</p> <p>Subsequent noise monitoring within three months of on-site tenants reporting persistent intrusive noise.</p>	<p>Planning Department</p>	

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<p>M-NO-8: Residential Building Plan Review by Qualified Acoustical Consultant</p> <p>To ensure that noise produced during garbage collection is reduced to the maximum practicable extent, a qualified acoustical consultant shall review plans for all new residential buildings and associated garbage collection facilities, and provide recommendations to provide enclosures, acoustical shielding, or other equivalent measures. These studies shall be presented to the Department of Building Inspection at the time that permits for individual buildings are submitted for review.</p>	Project Sponsor to retain qualified acoustical consultant	Prior to issuance of a building permit for each individual building.	Department of Building Inspection	
<i>Air Quality</i>				
<p>M-AQ-3: Construction Exhaust Emissions. The applicant shall implement feasible combustion emission reduction strategies, during construction activities, including the following measures:</p> <ul style="list-style-type: none"> • The project applicant shall keep all off-road equipment well-tuned and regularly serviced to minimize exhaust emissions, and shall establish a regular and frequent check-up and service/maintenance program for equipment. • Off-road diesel equipment operators shall be required to shut down their engines rather than idle for more than five minutes, unless such idling is necessary for proper operation of the equipment. • Clear signage shall be provided for construction workers at all access points. <p>The applicant shall require construction contracts to specify implementation of the following combustion emission reduction strategies, during construction activities:</p> <ul style="list-style-type: none"> • The project should use equipment with engines compliant with USEPA Tier 3 engine standards or better for all off-road equipment, or utilize Retrofit Emission Control Devices which consist of diesel oxidation catalysts, diesel particulate filters or similar retrofit equipment control technology verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/verdev.htm), where feasible. • The project shall use equipment with engines compliant with USEPA Tier 4 engine standards or better for 50 percent of the fleet by 2015, increasing to 100 percent by 2020. <p>The project shall use 2007 or newer model year haul trucks, where feasible.</p>	Project Sponsor and Sponsor's construction contractor(s).	<p>Submit planned emission reduction strategies and copies of applicable construction specification related to off-road equipment for each construction phase prior to issuance of the site permit for that phase.</p> <p>Construction contractor shall submit quarterly reports regarding implementation of emission reduction strategies and use of Tier3 or Tier 4 or equivalent equipment during construction.</p>	Planning Department and Department of Building Inspection	
<p>M-AQ-15: Mechanical Ventilation Systems for New Residential Uses. New residential uses within 200 feet from the edge of the Project Site boundary along Junipero Serra</p>	Project Sponsor and Sponsor's	Prior to issuance of a building permit for each	Planning Department and	

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Boulevard, including ramps on Brotherhood Way, 19th Avenue, or Brotherhood Way shall incorporate mechanical ventilation systems. If the project anticipates operable windows or other sources of infiltration of ambient air, the residences shall be provided with a central HVAC (heating, ventilation and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher). The system should operate to maintain positive pressure within the building interior to prevent entrainment of outdoor air indoors. Alternatively, if the development limits infiltration through non-operable windows and other techniques, the residences shall be provided with a ventilation and filtration system that meets the following specifications: (1) ASHRAE MERV-13 supply air filters; (2) ≥ 1 air exchanges per hour of fresh outside filtered air; (3) ≥ 4 air exchanges / hour recirculation; and (4) ≤ 0.25 air exchanges per hour in unfiltered infiltration.	construction contractor(s).	individual building.	Department of Building Inspection	
<i>Wind and Shadow</i>				
M-WS-1a: Wind Impact Analysis for Proposed Buildings Over 100 feet in Height. A wind impact analysis shall be required for any proposed building over 100 feet in height. Wind tunnel testing shall be required for each building unless, upon review by a qualified wind consultant, it is determined that the exposure, massing, and/or orientation of the building are such that adverse wind impacts would not occur. The analysis shall assess wind conditions for the building in conjunction with the anticipated pattern of development on surrounding blocks. All feasible means (such as relocating or reorienting certain buildings, sculpting buildings to include podiums and roof terraces, or installing landscaping) to eliminate hazardous winds, if predicted, shall be implemented. A significant wind impact would be a substantial increase in the number of hours that the 26 mph wind hazard criterion is exceeded or a substantial increase in the area subjected to winds greater than 26 mph.	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for any proposed building over 100 feet in height.	Planning Department	
M-WS-1b: Wind Tunnel Testing for Proposed Buildings Over 50 feet in Height. Wind tunnel testing shall be required for any proposed building over 50 feet in height that is within 200 feet of any of the existing 13-story buildings on the Project Site. The analysis shall assess wind conditions for the building in conjunction with the anticipated pattern of development one surrounding blocks. All feasible means (such as relocating or reorienting certain buildings, sculpting buildings to include podiums and roof terraces, or installing landscaping) to eliminate hazardous winds, if predicted, shall be implemented. A significant wind impact would be a substantial increase in the number of hours that the 26 mph wind hazard criterion is exceeded or a substantial increase in the area subjected to winds greater than 26 mph.	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for any proposed building over 50 feet in height that is within 200 feet of any of the existing 13-story buildings on the Project Site.	Planning Department and Department of Building Inspection	
<i>Biological Resources</i>				

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M-BI-1a: Pre-construction Survey for Gumplant. A pre-construction survey shall be conducted to locate and fence the boundaries of any gumplant populations with a 25-foot buffer zone. To determine if any previously unknown special-status plant or animal species would be affected, a preconstruction survey shall be conducted within the construction area in the spring (May and June) by a qualified biologist authorized by CDFG to conduct such activities.	Project Sponsor to retain qualified professional consultant	Prior to construction for each phase, a preconstruction survey shall be conducted within the construction area in the spring (May and June) by a qualified biologist authorized by CDFG.	Planning Department	
M-BI-1b: Avoidance of Gumplant During Construction. The configuration of the construction area shall be modified to avoid any special-status species encountered during the pre-construction survey. No construction activities shall occur within the buffer area. The Project Sponsor shall ensure that the construction area is fenced to the minimum size necessary to avoid impacts from the outfall to the willow basin.	Project Sponsor to retain qualified professional consultant	Prior to construction for each phase	Planning Department	
M-BI-1c: Restoration and Expansion of Gumplant Population. If it is not possible to avoid the gumplant population during construction, the Project Sponsor shall implement a restoration and mitigation plan in consultation with the San Francisco Planning Department (City) and CDFG. Impacts to the San Francisco gumplant will be mitigated by restoring the affected area and expanding the size of the population by increasing the area and number of individual gumplant plants. The size and density of the affected gumplant population shall be measured prior to construction. This mitigation plan shall describe methods for planting, monitoring, and maintaining the affected area. Performance standards to determine success of the mitigation shall be attained that show that the cover and density of the population affected has been replaced. An annual report shall be submitted to the City and CDFG that documents maintenance and monitoring methods and results. Such monitoring and maintenance shall continue for at least 5 years beyond the implementation of the mitigation plan.	Project Sponsor to retain qualified professional consultant	If gumplant population cannot be avoided, prior to construction for each phase, mitigation plan shall be submitted. An annual report shall be submitted to the City and CDFG that documents maintenance and monitoring methods and results. Monitoring and maintenance shall continue for at least 5 years beyond the implementation of the mitigation plan.	Planning Department and CDFG	
M-BI-2a: <u>Preconstruction Survey for Common Yellowthroat Nesting Activities and Buffer Area.</u> If outfall repair or construction activities occur along the Lake Merced shoreline during the breeding season of the common yellowthroat (March-	Project Sponsor to retain qualified professional	If outfall repair or construction activities occur during the breeding	CDFG and	

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<p>August), a qualified ornithologist authorized by CDFG to conduct such activities shall conduct a preconstruction survey of the work area to determine if any birds are nesting in or in the vicinity of the outfall. The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active nests are found in the work area, a buffer of 50 feet shall be established between the work area and the nest(s). No work will be allowed within the buffer until the young have successfully fledged. The size of the nest buffer can be reduced as a result of consultation with the CDFG. Such a reduction shall be dependent on a relatively low frequency and intensity of disturbance and the tolerance of the nesting birds to human disturbance.</p>	<p>consultant</p>	<p>season (March-August), a qualified ornithologist authorized by CDFG shall conduct a preconstruction survey. The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May, and within 30 days prior to the start of work from June through August.</p>	<p>Planning Department</p>	
<p>M-BI-2b: <u>Monitoring for Western Pond Turtles During Construction.</u> Stormwater outfall construction activities at the Lake Merced outfall site(s) shall be monitored by a biologist to ensure that no western pond turtles are present and subjected to harm. If turtles are present, the biologist shall capture and relocate them or ensure that they are moved to an area outside of the construction zone and away from harm. Identification, capture and relocation of turtles shall be done by a qualified biologist authorized by CDFG to conduct such activities.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>During construction for each phase</p>	<p>CDFG and Planning Department</p>	
<p>M-BI-2c: <u>SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area.</u> The SWPPP is required and shall include design details and construction specifications for all site drainage control and other water quality control strategies. It shall also detail the implementation schedule, methods and locations of erosion and water quality control features. The California Stormwater Quality Association Construction Handbook provides guidance for selecting and implementing Best Management Practices (BMPs) that would eliminate or reduce the discharge of pollutants from construction sites to waters of the state. Three levels of BMPs are considered for each potential pollutant: source control, management control, and treatment control. BMPs which could be implemented as part of the SWPPP include: hydroseeding, straw mulch, temporary stream bank stabilization, silt fences, sediment traps, temporary stream crossings, stockpile management, and spill prevention and control.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>Prior to and during construction for each phase</p>	<p>SFPUC</p>	
<p>M-BI-3a: <u>Restrict Vegetation Removal Activities in Wetland and Riparian Areas During Outfall Construction.</u> Vegetation removal activities in wetland and riparian habitats in the willow basin and along the shoreline of Lake Merced shall be restricted to as small an area as possible. Construction areas shall be no longer than 40 feet and</p>	<p>Project Sponsor to retain qualified professional</p>	<p>Prior to and during construction for each phase</p>	<p>Planning Department</p>	

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shall be shorter where possible. In addition, construction shall avoid large willow and wax myrtle trees.	consultant			
M-BI-3b: <u>Vegetation Restoration in Outfall Construction Area.</u> The vegetation of any affected riparian or wetland area shall be restored to the same or to a more biologically valuable condition. This shall entail planting of vegetation, if it is not expected to return on its own, and removal of non-native species. A mitigation plan that describes site preparation, planting, performance standards, maintenance (including weed control), and monitoring methods shall be developed for impacts to marsh and riparian vegetation. The performance standards shall include a mitigation ratio of 1:1, standards for cover, plant composition of the restored area, and erosion, at the end of 5 years. Remedial activities shall be outlined in the plan to address any of the restoration areas that are not attaining performance standards at the end of 5 years. The mitigation area shall be monitored and maintained for at least 5 years. Monitoring and maintenance activities shall be summarized in an annual report to be prepared for each of the 5 years the area is monitored. This mitigation plan shall be reviewed and approved by the City prior to the approval of the final map for the project.	Project Sponsor to retain qualified professional consultant	A mitigation plan shall be developed prior to the approval of the final map for Project. The mitigation area shall be monitored and maintained for at least 5 years. Monitoring and maintenance activities shall be summarized in an annual report to be prepared for each of the 5 years the area is monitored.	Planning Department	
M-BI-4: <u>Breeding Bird Pre-construction Surveys and Buffer Areas.</u> Vegetation removal activities for the Proposed Project and stormwater treatment option areas and building demolitions shall be conducted during the non-breeding season (i.e., September through February) to avoid impact to nesting birds or preconstruction surveys shall be conducted for work scheduled during the breeding season (March through August). Preconstruction surveys shall be conducted by a qualified ornithologist, authorized by CDFG to conduct such activities, to determine if any birds are nesting in or in the vicinity of vegetation or buildings to be removed. The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active songbird nests are found in the work area, a buffer of 50 feet between the nest and work area shall be established. If active raptor nests are found in the work area, a buffer of 200 feet shall be established between the nest and the work area. No work will be allowed with the buffer(s) until the young have successfully fledged. In some instances, the size of the nest buffer can be reduced and its size shall therefore be determined by the biologist in consultation with the CDFG, and shall be based to a large extent on the nesting species, its sensitivity to disturbance, and the type and frequency of disturbance.	Project Sponsor to retain qualified professional consultant	Vegetation removal activities shall be conducted during the non-breeding season (i.e., September through February), OR preconstruction surveys shall be conducted for work scheduled during the breeding season (March through August). The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May, and within 30 days prior to the start of work from June through August.	CDFG and Planning Department	

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		If active raptor nests are found in the work area, no work will be allowed within the buffer(s) until the young have successfully fledged.		
<p>M-BI-7a: <u>Pre-maintenance Surveys for Active Bird Nests and Buffer Areas.</u> If maintenance of the stormwater treatment system occurs during the nesting season (March-August), a qualified ornithologist, authorized by CDFG to conduct such activities, shall conduct a survey of the work area to determine if any birds are nesting in the work area or in the vicinity. The survey shall be conducted within 15 days prior to the start of maintenance work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active songbird nests are found in the work area, a buffer of 50 feet between the nest and the work area shall be established. If active raptor nests are found in the work area, a buffer of 200 feet shall be established between the nest and the work area. No work will be allowed within the buffer until the young have successfully fledged. In some instances, the size of the buffer can be reduced and its size shall therefore be determined by the biologist in consultation with the CDFG, and shall be based to a large extent on the nesting species, its sensitivity to disturbance, and the type and frequency of disturbance.</p>	Project Sponsor to retain qualified professional consultant	<p>If maintenance of the stormwater treatment system occurs during the nesting season (March-August), a qualified ornithologist shall conduct a survey of the work area.</p> <p>The survey shall be conducted within 15 days prior to the start of maintenance work from March through May, and within 30 days prior to the start of work from June through August.</p>	CDFG and Planning Department	
<p>M-BI-7b: <u>Monitoring During Maintenance Activities.</u> The on-site stormwater features shall be monitored by a qualified biologist, authorized by CDFG to conduct such activities, during maintenance activities to ensure that no western pond turtles or other special-status amphibians or reptiles are present and subject to harm. If turtles or other special-status reptiles and amphibians are present, the biologist shall capture and relocate them, or ensure that they are moved to an area outside of the construction zone and away from harm.</p>	Project Sponsor to retain qualified professional consultant	Ongoing monitoring after completion of each phase	CDFG and Planning Department (Reporting Only)	
<p>M-BI-8a: <u>Pre-permitting Surveys for Birds and Bats.</u> To obtain baseline information on existing bird use of the proposed wind turbine alignment along Lake Merced Boulevard, the Project Sponsor shall retain a qualified wildlife biologist, authorized by CDFG to conduct such activities, to conduct bi-weekly bird use counts (BUCs) of the area for two years using methods described in Anderson and CEC/CDFG. Three point count stations spaced approximately 500 feet apart in the existing median between Lake Merced Boulevard and Vidal Drive would likely be sufficient to detect all birds using and/or flying through the area, although the final</p>	Project Sponsor to retain qualified professional consultant	<p>Prior to permit issuance for wind turbines, bi-weekly bird use counts (BUCs) shall be conducted for two years.</p> <p>Prior to permit issuance for wind turbines, a</p>	CDFG and Planning Department (Reporting Only)	

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<p>study design shall be subject to review and approval by the CDFG. Methods other than BUCs may be used if improved methods for documenting bird use at proposed wind turbine sites are developed in the interim period between the certification of this EIR and the initiation of the wind turbine program.</p> <p>Obtaining baseline information on existing bat use of the wind turbine alignment is complicated by the fact that bats are much more difficult to detect than birds and available monitoring methods (i.e., acoustic monitoring of echolocation calls) may not be feasible in a dense urban environment. As such, the Project Sponsor shall retain a qualified bat expert to conduct a one-day habitat assessment of the proposed wind turbine alignment. Based on the results of the assessment, the bat expert shall provide recommendations on the appropriate level of monitoring required to establish baseline patterns of seasonal bat activity along the proposed wind turbine alignment. If the bat expert believes that focused bat surveys are not necessary or that the proposed wind turbines do not pose a significant risk to local bat populations, he/she shall explain his/her opinions following standard scientific report format.</p> <p>Similarly, the Project Sponsor shall retain a biologist experienced with nocturnal bird survey methods (e.g., radar, acoustic monitoring, visual surveys using night vision equipment) to conduct an assessment of the proposed wind turbine alignment and assess the feasibility of conducting nocturnal surveys for migrating birds. Given substantial uncertainty and variation over the optimal protocols for detecting nocturnal migrating birds and the viability of such protocols to predict collision risk, it is important to identify species of primary concern and develop site-specific questions that any nocturnal studies should address prior to implementing a nocturnal monitoring program. The biologist retained to conduct the nocturnal bird survey feasibility assessment shall provide such information in their report.</p> <p>Data gathered during the pre-permitting surveys shall be used to develop baseline estimates of bird and bat fatality rates (expressed as fatalities/megawatt/year) from the proposed wind turbines. Given the lack of scientific studies on wind turbine-wildlife interactions in urban areas and vertical-axis wind turbine (VAWT) impacts on wildlife, it will be difficult if not impossible to apply known fatality rates from other studies to the project site (although such information may become available by the time the wind turbine program is implemented). As such, baseline fatality estimates shall be developed with input from scientists experienced with statistical analysis of wind turbine-wildlife interactions.</p>		<p>qualified bat expert shall conduct a one-day habitat assessment of the proposed wind turbine alignment.</p> <p>Prior to permit issuance for wind turbines, a biologist experienced with nocturnal bird survey methods (e.g., radar, acoustic monitoring, visual surveys using night vision equipment) shall conduct an assessment of the proposed wind turbine alignment.</p>		
<p>M-BI-8b: Operations Monitoring Program. The Project Sponsor shall implement a scientifically defensible operations monitoring program to estimate bird and bat fatality rates from the new wind turbines. Operations monitoring typically consists of counts of</p>	<p>Project Sponsor to retain qualified professional</p>	<p>A post-construction monitoring program shall be established for a</p>	<p>CDFG and USFWS and</p>	

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bird and bat carcasses in the vicinity of turbines and ongoing bird use data collection (i.e., continued BUCs) using the most current methods prescribed by the California Energy Commission and CDFG. Given the lack of published information on impacts to birds and bats from urban wind turbines and the site's proximity to a major wildlife habitat feature (i.e., Lake Merced), and the Pacific flyway a minimum of two years of post-construction monitoring shall be conducted. The operations monitoring program shall be developed with input from the CDFG, USFWS, and scientists experienced in the analysis of wind turbine-wildlife interactions.	consultant	minimum of two years after installation of wind turbines.	Planning Department (Reporting Only)	
<p>M-BI-8c: Implementation of Management Strategies (Wind Turbines). If results of operations monitoring indicate that bird and/or bat fatality rates exceed those predicted during the pre-permitting phase, the City shall require implementation of some or all of the following management strategies or compensation measures:</p> <ol style="list-style-type: none"> 1. Seasonal shutdown (e.g., spring or fall migratory period, depending on results of surveys) of a particular turbine or turbines that may be found to be contributing a disproportionate amount to bird and/or bat fatalities. 2. Contribution of funds towards the management, restoration, enhancement, and/or protection of the local habitats used by species affected by wind turbines (e.g., lands managed by San Francisco Recreation and Park Natural Areas Program or the National Park Service Golden Gate National Recreation Area). <p>Contribution of funds towards research programs aimed at wind turbine-wildlife interactions, nocturnal bird study methods, and/or collision risk.</p>	Project Sponsor to retain qualified professional consultant	Upon conclusion of monitoring program, implementation of management strategies or compensation measures.	Planning Department	
<p>M-BI-8d: Design Elements to Minimize Bird and/or Bat Strikes. The following measures shall be incorporated into wind turbine design to minimize the likelihood of bird strikes:</p> <ol style="list-style-type: none"> 1. FAA-mandated obstruction lighting at the turbine tops shall consist of red or white strobe-type lights rather than steady-burning lights, as several studies have demonstrated reduced mortality of night-migrating birds at facilities using strobe-type lights. 2. No guy wires shall be used to support the wind turbines, as they are a known hazard to birds. 3. To prevent bird collisions with overhead power lines, turbines shall be powered via underground electrical connections. 4. Bare soil or manicured grass around turbine bases may provide habitat for small mammals, resulting in increased prey availability for raptors and 	Project Sponsor to retain qualified professional consultant	Prior to wind turbine permit issuance, design measures shall be incorporated.	Planning Department	

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<p>putting them at increased risk of collision. To discourage small mammals from burrowing under or near turbine bases, gravel or artificial turf shall be placed at least 5 feet around each turbine foundation.</p> <p>Additional design elements proven to minimize bird and/or bat strikes shall be implemented as information on such measures becomes available in the scientific literature and/or agency guidance documents.</p>				
<p>M-BI-8e: <u>Incidental Take Permit.</u> As mentioned above, the proposed wind turbines may result in mortality of bank swallows, which is state-listed as threatened under the California Endangered Species Act (CESA) or other species of concern. Given the current uncertainty over the extent and magnitude of potential take of bank swallows or other species of concern, the Project Sponsor shall apply to the CDFG for an incidental take permit pursuant to Section 2081 of CESA and implement all CDFG conditions of that permit, which may include the some or all of the mitigation measures described above. The permit application will comply with the applicable requirements of Section 738.2 of CESA, as it may be amended.</p>	Project Sponsor to retain qualified professional consultant	Prior to wind turbine permit issuance from the San Francisco Department of Building Inspection, a take permit application from CDFG shall be issued..	CDFG and Planning Department (reporting only)	
<p>M-BI-9: <u>Bird-Safe Design Practices.</u> The Project Sponsor shall ensure that the new residential towers should follow bird-safe design practices as much as possible to minimize the potential for increased bird-window collisions. Building facades should create “visual noise” via cladding or other design features that make it easier for birds to identify buildings as such and not mistake windows for open sky or trees. Windows should not be comprised of clear or reflective glass, which is coated with a reflective film to control solar heat gain. Instead, windows should incorporate different glass types such as UV-A or fritted glass. Windows should also incorporate UV-absorbing and UV-reflecting stripe and grid patterns in locations with the highest potential for bird-window collisions (e.g., lower levels near trees).</p>	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for each phase, bird-safe design practices shall be included.	Planning Department	
<p>M-BI-10: <u>Study of Willow Basin to Control Water Level and Duration of Inundation.</u> A hydrological study shall be conducted on the willow basin to determine whether the additional input of storm runoff will affect the duration and depth of ponding. If the level of water will rise to within 3 feet of the base of any wax myrtle and remain at that level for more than 4 days, then the outlet of the willow basin shall be modified to prevent such rise of water level and duration. If the water level already exhibits these characteristics, then no change shall be made to ensure that the existing depth and duration of ponding in the willow basin remains as is.</p>	Project Sponsor to retain qualified professional consultant	Submit a hydrological study prior to permit issuance for each phase. If the level of water will rise to within 3 feet of the base of any wax myrtle and remain at that level for more than 4 days, then the outlet of the willow basin shall be modified to prevent such rise of water	Planning Department	

EXHIBIT 1:

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT
 (Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
		level and duration. If the water level already exhibits these characteristics, then no change shall be made in the willow basin .		
<i>Hydrology and Water Quality</i>				
<p>M-HY-1: Best Management Practices for SWPPP. A pollution prevention plan shall be developed for all construction activities on the Project Site. The applicant shall apply for coverage under the NPDES General Construction Activity Permit from the State Water Quality Control Board by filing a Notice of Intent (NOI), and, as part of the permit and monitoring process, prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include design details and construction specifications for all site drainage control and other water quality control strategies, including Best Management Practices (BMPs) and other measures for stormwater pollution reduction. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Soil stabilization controls, such as hydroseeding and/or placement of straw mulch; • Watering for dust control; • Perimeter silt fences; • Sediment traps/basins; • Minimizing the length of open trenches and stockpile volumes; • Slip prevention and control, such as minimizing grading during the rainy season; and <p>Controlled entry and egress from the excavation area to minimize off-site tracking of sediment, and vehicle and equipment wash-down facilities.</p>	Project Sponsor and construction contractor(s)	Submit copy of NOI and SWPPP prior to permit issuance for each phase. Provide copies of any monitoring documents required in the SWPPP to Planning Department as well as to the requiring agency.	SFPUC	
<i>Hazards and Hazardous Materials</i>				
<p>M-HZ-2A: Hazardous Materials - Testing for and Handling of Contaminated Soil The Proposed Project would be carried out in four major Phases over a 20-year construction period. Within the geographic boundaries to be redeveloped within each Phase, the Project Sponsor shall, if appropriate, identify large, planned areas of redevelopment. For the purpose of this mitigation measure, each such area is referred to as a "Sub-Phase." The steps below shall be taken for each Sub-Phase. If the Project Sponsor</p>	Project Sponsor to retain qualified professional consultant for Steps 1, 2 and 4. Construction	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	Department of Public Health	

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT
 (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>does not identify such areas within a Phase, then each step shall be taken for the geographic boundaries of the entire Phase at once.</p> <p><u>Step 1: Soil Testing</u></p> <p>Soil testing would be done incrementally over the 20-year construction period, including pre-testing of each Sub-Phase, prior to excavation and/or soil disturbance. Prior to obtaining building permits for a particular Sub-Phase, the Project Sponsor shall hire a consultant to collect soil samples (borings) from selected locations in the work area in which soil would be disturbed and/or excavated. (This initial soil sampling and reporting shall be done prior to excavation, but additional soil testing from on-site soil stockpiles may also be required, if there are indications [e.g., odors, visible staining] of contamination in the excavated soil.)</p> <p>The soil samples shall be tested for these Compounds of Concern: total lead, petroleum hydrocarbons, volatile organic compounds (VOCs), and four heavy metals: chromium, nickel, copper, and zinc. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for the Compounds of Concern that includes the laboratory 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 for the Compounds of Concern for the Sub-Phase and a fee of \$501 in the form of a check payable to the San Francisco Department of Public Health (DPH), to the Hazardous Waste Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of \$501 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the Project Sponsor for each additional hour of review over the first three hours, at a rate of \$167 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DHP shall review the soil testing program to determine whether soils on the Project Site are contaminated with any of the Compounds of Concern at or above potentially hazardous levels.</p> <p><u>Step 2: Preparation of Site Mitigation Plans</u></p> <p>Incrementally over the 20-year construction period, for each Sub-Phase, prior to beginning demolition, excavation, and construction work for that area, the Project Sponsor shall prepare a Site Mitigation Plan (SMP). The SMP for the Sub-Phase shall include a discussion of the level of contamination of soils by Compounds of Concern, if any, based on the soils testing in Step 1. The SMP shall set forth mitigation measures for managing contaminated soils on the site, if any, including but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal,</p>	<p>contractor to carry out and report on activities required in Step 3.</p>	<p>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>		

EXHIBIT 1:

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT
 (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>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 for each Sub-Phase shall be submitted to the Department of Public Health (DPH) for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the project site.</p> <p><u>Step 3: Handling, Hauling, and Disposal Contaminated Soils</u></p> <p>(a) Specific work practices: The construction contractor shall be alert for the presence of contaminated 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 project 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 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 lead-contaminated soils have been excavated and removed, up to construction grade.</p> <p>(e) Hauling and disposal: If soils are contaminated such that they must be hauled off-site for treatment and/or 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 the permitted hazardous waste disposal facility registered with the State of California.</p> <p><u>Step 4: Preparation of Closure/Certification Report for Each Sub-Phase</u></p> <p>After excavation and foundation construction activities are completed for a particular Sub-Phase, the Project Sponsor shall prepare and submit a closure/certification report to DPH for review and approval for that area. The closure/certification report shall include the mitigation measures (if any were necessary) in the SMP for handling and removing contaminated soils, if any, from the Project Site, and if applicable, whether the construction contractor modified any of these mitigation measures, and how and</p>				

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
why the construction contractor modified those mitigation measures.				
<p>M-HZ-2B: Hazards (Decontamination of Vehicles) If, for any Sub-Phase, the San Francisco Department of Public Health (DPH) determines that the soils in that area are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment working in that area shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.</p>	Project Sponsor to retain qualified professional consultant	During construction for each phase, if determined by the San Francisco DPH.	Department of Public Health	
IMPROVEMENT MEASURES FOR THE PARKMERCED PROJECT				
<p>Improvement Measure I-TR-7: Provide a southbound right turn deceleration lane at the new access from 19th Avenue at Cambon Drive to avoid interference with HOT lane operations. As an improvement measure, to avoid conflict with the through traffic, a right-turn deceleration lane should be constructed on the west side of the fourth southbound lane, allowing vehicular access from 19th Avenue to Cambon Drive, minimizing disruption to flow in the HOT lane. This would require the removal of on-street parking in the vicinity of the ingress.</p>	Project Sponsor with coordination of SFMTA and Caltrans	Simultaneous with implementation of HOT lane.	Planning Department	
<p>Improvement Measure I-TR-29: Install colored bike lanes to direct cyclists through the Brotherhood Way/Junipero Serra Boulevard interchange and raise auto awareness of bicycles. This improvement measure may not achieve the same level of comfort for a cyclist that exists under current conditions, but it would improve conditions with implementation of the auxiliary lanes. Implementation of this improvement measure would require approval by Caltrans, which operates the facility.</p>	Project Sponsor with coordination of SFMTA and Caltrans	Simultaneous with construction of other project-proposed improvements at Junipero Serra Boulevard / Brotherhood Way interchange		
<p>Improvement Measure I-WS-A: Design Feature Consideration for Proposed Buildings. Building massing can affect wind flow. Podiums or terraced roofs create horizontal “shelves” that can deflect downward wind flow away from streets and sidewalks. These types of design features should be considered for the proposed buildings at the intersection of Chumasero Drive and Brotherhood Way and the intersection of Junipero Serra Boulevard and Brotherhood Way. Like podiums and terraced roofs, canopies can deflect downward wind flow from streets and sidewalks.</p>	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for proposed buildings at the intersection of Chumaero Drive and Brotherhood Way and at the intersection of Junipero Serra Boulevard and Brotherhood Way.	Department of Building Inspection	
<p>Improvement Measure I-WS-B: Incorporation if Landscaping to Reduce Wind</p>	Project Sponsor to	Prior to building permit	Planning Department	

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Speeds. Landscaping can be effective at reducing wind speeds. Porous materials (latticework, screens, vegetation, etc.) offer more effective wind shelter than solid surfaces. Landscaping should be installed in appropriate locations throughout the Project Site to reduce wind speeds. Wind-sheltering elements should be located west of the area being protected and should be of sufficient height.	retain qualified professional consultant	issuance for each phase		
Improvement Measure I-GE.a: <u>Use of Soldier-Pile-and-Lagging Shoring System.</u> The Project Sponsor has agreed to follow the conclusions and recommendations of the 2008 Geologic, Geotechnical and Seismic Findings report to use a soldier-pile-and-lagging shoring system to shore up soils during excavation for building foundations and basements.	Project Sponsor	Prior to building permit issuance for each phase	Department of Building Inspection	
Improvement Measure I-GE.b: <u>Soil Corrosivity Tests.</u> The Project Sponsor has agreed to follow the conclusions and recommendations of the 2008 Geologic, Geotechnical and Seismic Findings report to test the soils for corrosivity and take appropriate measures to protect new construction in contact with the soil from corrosion.	Project Sponsor	Prior to building permit issuance for each phase	Department of Building Inspection	



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. XXXX

Development Agreement
HEARING DATE: FEBRUARY 10, 2011

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: January 27, 2011

Project Name: **Parkmerced Mixed-Use Development Program**
W Case: Development Agreement

Case Number: 2008.0021EPMTZW

Initiated by: Seth Mallen, Parkmerced Investors, LLC
3711 – 19th Avenue
San Francisco, CA 94132

Staff Contact: Elizabeth Watty, Planner
Elizabeth.Watty@sfgov.org, 415-558-6620

Reviewed By: David Alumbaugh, Acting Director Citywide Planning
David.Alumbaugh@sfgov.org, 415-558-6601

90-Day Deadline: N/A – Sponsor Initiated

Recommendation: **Recommend Approval**

RESOLUTION APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO AND PARKMERCED INVESTORS, LLC., A DELAWARE LIMITED LIABILITY CORPORATION, FOR CERTAIN REAL PROPERTY LOCATED AT 3711 19TH AVENUE IN THE LAKE MERCED DISTRICT IN THE SOUTHWEST CORNER OF SAN FRANCISCO AND GENERALLY BOUNDED BY VIDAL DRIVE, FONT BOULEVARD, PINTO AVENUE, AND SERRANCE DRIVE TO THE NORTH, 19TH AVENUE AND JUNIPERO SERRA BOULEVEARD TO THE EAST, BROTHERHOOD WAY TO THE SOUTH, AND LAKE MERCED BOULEVARD TO THE WEST, AND COMPRISED OF ASSESSOR'S BLOCKS AND LOTS 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001, ALTOGETHER CONSISTING OF APPROXIMATELY 152-ACRES AND COMMONLY KNOWN AS PARKMERCED, FOR A TERM OF THIRTY (30) YEARS AND MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, GENERAL PLAN FINDINGS, AND FINDINGS PURSUANT TO PLANNING CODE SECTION 101.1(b).

The Planning Commission (hereinafter "Commission") finds as follows:

1. California Government Code Section 65864 et seq. authorizes any city, county, or city and county to enter into an agreement for the development of real property within the jurisdiction of the city, county, or city and county.
2. Chapter 56 of the San Francisco Administrative Code sets forth the procedure by which any request for a development agreement will be processed and approved in the City and County of San Francisco.
3. Parkmerced Investors, LLC ("Developer") owns the real property located in the City and County of San Francisco, California located at 3711 19th Avenue on Assessor's Blocks and Lots 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001, altogether consisting of approximately 152 acres and commonly known as Parkmerced (the "Project Site").
4. The Developer filed an Application with the City's Department of Planning for approval of a development agreement under Administrative Code Chapter 56. The Developer also filed applications with the Department of Planning to (a) amend the City's Planning Code to create the Parkmerced Special Use District, (b) amend the City's General Plan to change applicable height and bulk classifications, (c) amend applicable zoning maps.
5. The Developer proposes to increase residential density, provide a neighborhood core with new commercial and retail services, reconfigure the street network and public realm, improve and enhance the open space amenities, modify and extend existing neighborhood transit facilities, and improve utilities within the Project Site. The Developer proposes to retain approximately half (1,683) of the existing 3,221 rent-controlled apartments as part of the Project. The remaining half would be demolished over time and replaced with the Replacement Units. Approximately 5,679 net new residential units would be added to the Project Site over time. In total, upon completion of the Project, there will be up to 8,900 residential units on the Project Site (1,683 existing-to-be-retained units + 1,538 newly constructed Replacement Units + 5,679 newly constructed units = 8,900 units). The Project Site would also be developed with a mixed-use residential and commercial development with accessory parking and loading. The Parties wish to ensure appropriate development of the Project Site, to provide for the replacement of the 1,538 rent-controlled units and tenant amenities in the residential structures currently existing on the Project Site and proposed to be demolished, and to protect the tenants of the existing residential structures from displacement due to the proposed development of the Project Site. The Parties acknowledge that this Agreement is entered into in consideration of the respective burdens and benefits of the Parties contained in this Agreement.

Hearing Date: February 10, 2011

Parkmerced Mixed-Use Development Program

6. The Office of Economic and Workforce Development ("OEWD"), in consultation with the Planning Director, has substantially negotiated a development agreement for the Project Site, a copy of which is attached as Exhibit A (the "Development Agreement").
7. While the attached Development Agreement is substantially complete, there are items that OEWD staff and the Developer are still negotiating, which items are highlighted in a separate OEWD memorandum to the Commission. The Development Agreement must also be reviewed and approved separately by the Board of the San Francisco Municipal Transportation Agency, the San Francisco Public Utilities Commission and ultimately the San Francisco Board of Supervisors. These two City commissions and the Board of Supervisors may propose or recommend additional changes to the Development Agreement subsequent to this Commission reviewing and approving the attached Development Agreement.
8. The Planning Department analyzed the Project (Case No. 2008.0021EPMTZW), including the Development Agreement and other actions related to the Project, in a draft Environmental Impact Report published on May 12, 2010. On February 10, 2011, by Motion No. XXXXXX, the Commission made findings and certified the Final Environmental Impact Report ("FEIR") in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq., ("CEQA"), the State CEQA Guidelines (California Code of Regulations Title 14 Sections 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code (Chapter 31).
9. Also on February 10, 2011, the Commission reviewed and considered the information contained in the FEIR and by Motion No. XXXXX adopted CEQA Findings for the proposed Parkmerced Mixed-Use Development Program Project under CEQA, the CEQA Guidelines and Chapter 31, including the adoption of a mitigation monitoring and reporting program (MMRP) and a statement of overriding considerations, ("CEQA Findings"). The CEQA Findings, including the MMRP, for the proposed Project are on file with the Clerk of the Commission and are hereby incorporated into this Motion by reference as though fully set forth and are hereby adopted by the Commission in support of this action.
10. The Commission hereby finds, for the reasons set for in Resolution No. XXXXX, that the Development Agreement and related approval actions are, on balance, consistent with the General Plan including any area plans, and are consistent with the Planning Code Priority Policies of Planning Code Section 101.1(b).
11. The Director accepted the application for filing after it was deemed complete; published notice of acceptance in an official newspaper; and has made the application publicly available under Administrative Code Section 56.4(c).
12. OEWD has prepared an estimated budget of the reasonable costs to be incurred by the City in preparing and adopting the proposed Development Agreement and preparing related documents and that document is available for review by the Commission under Administrative Code Section 56.20. A copy of the estimated budget of the City's costs

Hearing Date: February 10, 2011

Parkmerced Mixed-Use Development Program

associated with this matter recommended is attached as Exhibit B. The Developer is required to pay to the City all of the City's costs in preparing and negotiating the Development Agreement, including all staff time for all City Department's involved in the preparation of the Development Agreement and associated Planning Code and General Plan amendments.

13. The Director has scheduled and the Commission has held a public hearing as required by Administrative Code Section 56.4(c). The Planning Department gave notice as required by Planning Code Section 306.3 and mailed such notice on January 21, 2011, which is at least 10 days before the hearing to local public agencies as required by Administrative Code Section 56.8(b).
14. The Planning Department file on this matter was available for public review at least 20 days before the first public hearing on the development agreement as required by Administrative Code Section 56.10(b). The file continues to be available for review at the Planning Department at 1650 Mission Street, 4th floor, San Francisco.

IT IS HEREBY RESOLVED, that the Commission approves the Development Agreement, in substantially the form attached hereto as Exhibit A; and, be it

FURTHER RESOLVED, that the Commission approves the estimated budget of the City's costs associated with this matter recommended by the Director in Exhibit B; and, be it

FURTHER RESOLVED, that the Commission finds that the application, public notice, Planning Commission hearing, and Planning Director reporting requirements regarding the Development Agreement negotiations contained in Administrative Code Chapter 56 required of the Planning Commission and the Planning Director have been substantially satisfied in light of the over 250 public meetings held for the project and the five public informational hearings provided by Planning Department staff at the Planning Commission and the information contained in the Director's Report Regarding Parkmerced Development Agreement Negotiations; and, be it

FURTHER RESOLVED, that the Commission authorizes the Planning Director to take such actions and make such changes as deemed necessary and appropriate to implement this Commission's recommendation of approval and to incorporate recommendations or changes from the SFMTA Board, the SFPUC and/or the Board of Supervisors, provided that such changes do not materially increase any obligations of the City or materially decrease any benefits to the City contained in the Development Agreement attached as Exhibit A; and be it

FURTHER RESOLVED, that on or before the date the Development Agreement becomes effective, and pursuant to Administrative Code Section 56.20(b), the Developer shall pay the City an amount equal to all of the City's costs in preparing and negotiating the Development Agreement, including all staff time for the Planning Department and the City Attorneys' Office, as invoiced by the Planning Director.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on February 10, 2011.

RESOLUTION NO. XXXXX

Hearing Date: February 10, 2011

CASE NO. 2008.0021EPMTZW

Parkmerced Mixed-Use Development Program

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011

To: Honorable Members of the San Francisco Planning Commissioners
From: John Rahaim, Planning Director
Re: Parkmerced Development Agreement
Date: 01/15/11

Director's Report Regarding Parkmerced Development Agreement Negotiations

1. Introduction.

Chapter 56 of the San Francisco Administrative Code sets forth the procedure by which any request for a development agreement will be processed and approved in the City and County of San Francisco. This report is being written in accordance with S.F. Administrative Code Section 56.10(a).

Parkmerced Investors LLC ("**Developer**") owns the real property located in the City and County of San Francisco, California located at 3711 19th Avenue (Assessor's Blocks and Lots 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-00), altogether consisting of approximately 152 acres and commonly known as Parkmerced (the "**Project Site**").

Developer filed an application with the City's Department of Planning for approval of a development agreement for the Project Site under Administrative Code Chapter 56. Developer also filed applications with the Department of Planning for (1) a Planning Code amendment to create the Parkmerced Special Use District, (2) a General Plan Amendment under Planning Code Section 340, (3) a Zoning Map amendment under Planning Code Section 302, and (4) a Coastal Zone Permit under Planning Code Section 330. All of these items are scheduled for your review and possible approval at the Commission meeting on February 10, 2011.

2. Background; Board of Supervisor Resolution Regarding Parkmerced Development.

In general, the Developer intends to comprehensively re-plan and redesign the Project Site through a long-term mixed-use development program (the "**Project**"). The Project will, upon implementation, increase residential density, provide a neighborhood core with new commercial and retail services, reconfigure the street network and public realm, improve and enhance the open space amenities, modify and extend existing neighborhood transit facilities, and improve utilities within the Project Site. The Developer intends to retain approximately half (1,683 units) of the existing apartments as part of the Project. The remaining half (1,538 units) would be demolished over time and replaced with the new units in newly constructed buildings. In addition, the Project will include the construction of approximately 5,679 net new units on the Project Site. The anticipated development period is 20 to 30 years.

The City wishes to ensure appropriate development of the Project Site in order to maintain the existing number of rent-controlled units (3,221), to promote the City's

Transit First policies by making substantial transit improvements and creating a walkable community with neighborhood-serving retail, and to promote “green” development.

3. Development Agreement Negotiations.

The City's Department of Planning has negotiated a development agreement for the Project. The parties begun negotiations in March 2010 and have continued negotiating through to January 27, 2011, the date the most recent draft of the development agreement was forwarded to the Planning Commission for consideration. A copy of all of the drafts of the development agreement that were exchanged between the parties can be found in the files of the City Department of Planning at 1660 Mission Street. These exchanged drafts reflect the items under negotiation throughout the process. Without limiting the foregoing, we note that the negotiations between the parties included the following meetings and transmittals:

- 1) March 3, 2010: Initial meeting regarding transportation aspects of Project at SFMTA with Michael Yarne (Mayor’s Office of Economic Workforce & Development (“**MOEWD**”)), Peter Albert (SFMTA), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (Gibson Dunn Crutcher (“**GDC**”)), Project Attorney). No agreement to DA terms reached at such meeting.
- 2) March 17, 2010: Meeting at Skidmore Owings and Merrill (“**SOM**”) with Michael Yarne (MOEWD), Peter Albert (SFMTA), D. Alumbaugh (Planning), J. Switsky (Planning), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC, Project Attorney). Discussion regarding affordable housing and transportation components of Project. No agreement to DA terms reached at such meeting.
- 3) March 24, 2010: Meeting at SOM with Michael Yarne (MOEWD), Peter Albert (SFMTA), D. Alumbaugh (Planning), J. Switsky (Planning), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Discussion regarding affordable housing, transportation, and urban design components of Project. No agreement to DA terms reached at such meeting.
- 4) April 7, 2010: Meeting at SOM with Michael Yarne (MOEWD), Peter Albert (SFMTA), D. Alumbaugh (Planning), J. Switsky (Planning), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Discussion regarding affordable housing, transportation, project phasing, and urban design components of Project. No agreement to DA terms reached at such meeting.
- 5) April 21, 2010: Meeting at SOM with Michael Yarne (MOEWD), Peter Albert (SFMTA), D. Alumbaugh (Planning), J. Switsky (Planning), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Discussion regarding affordable housing, transportation, project phasing, and urban design components of Project. No agreement to DA terms reached at such meeting.

- 6) May 5, 2010: Meeting at SOM with Michael Yarne (MOEWD), Peter Albert (SFMTA), D. Alumbaugh (Planning), J. Switsky (Planning), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Discussion regarding affordable housing, transportation, project phasing, and urban design components of Project. No agreement to DA terms reached at such meeting.
- 7) June 4, 2010: Initial meeting regarding substance of DA at City Hall with Charles Sullivan (Office of the City Attorney (“OCA”)), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Agreement that the Trinity Plaza DA would be used as a template for the Parkmerced DA.
- 8) June 10, 2010: Meeting at SFMTA with Michael Yarne (MOEWD), Peter Albert (SFMTA), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Discussion regarding the Project phasing and review of Phasing Plan assumptions by SFMTA staff.
- 9) June 18, 2010: Meeting at City Hall with Douglas Shoemaker (Mayor’s Office of Housing (“MOH”)), Michael Yarne (MOEWD), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Preliminary discussion regarding the Project’s affordable housing component. Presentation by Developer of affordable housing options. No agreement regarding such options reached.
- 10) July 6, 2010. Meeting at Planning Department with J. Rahaim (Planning), D. Alumbaugh (Planning), J. Switsky (Planning), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion regarding Project urban design and Special Use District legislation.
- 11) August 18, 2010: Meeting at Skidmore Owings and Merrill (“SOM”) with Michael Yarne (MOEWD), D. Alumbaugh (Planning), J. Switsky (Planning), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC).
- 12) August 20, 2010: Meeting at GDC with Michael Yarne (MOEWD), Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion regarding first draft of DA. Discussion focused on City’s proposed Design Review application procedure, City approval of Development Phase applications, the process for determining alternate Community Improvements, and the required timing of construction of the Community Improvements. Agreement reached to include design review approval process, to require City approval of Development Agreement applications, and to revise the process for identifying alternate Community Improvements.

- 13) August 27, 2010: Meeting at GDC with Michael Yarne (MOEWD), Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion focused on City's proposed Design Review application procedure, City approval of Development Phase applications, the process for determining alternate Community Improvements, and the required timing of construction of the Community Improvements. Agreement reached to include design review approval process, to require City approval of Development Agreement applications, and to revise the process for identifying alternate Community Improvements.
- 14) September 1, 2010: Meeting at SOM with Michael Yarne (MOEWD), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion of requirement for timing of construction of Community Improvements, the definition of Community Improvements, the creation of a definition for Public Improvements, Developer's obligations to maintain and construct the Community and Public Improvements, the addition of interagency cooperation provisions, the timing of requirements to complete construction of BMR Units, and damages for lack of performance.
- 15) September 8, 2010: Meeting at City Hall with Michael Yarne (MOEWD), Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion of requirement for timing of construction of Community Improvements, the definition of Community Improvements, the creation of a definition for Public Improvements, Developer's obligations to maintain and construct the Community and Public Improvements, the addition of interagency cooperation provisions, the timing of requirements to complete construction of BMR Units, and damages for lack of performance.
- 16) September 10, 2010: Meeting at City Hall with Michael Yarne (MOEWD), Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion of requirement for timing of construction of Community Improvements, the definition of Community Improvements, the creation of a definition for Public Improvements, Developer's obligations to maintain and construct the Community and Public Improvements, the addition of interagency cooperation provisions, the timing of requirements to complete construction of BMR Units, and damages for lack of performance.
- 17) September 17, 2010: Meeting at City Hall with Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion regarding the assessment of impact fees and exactions against Replacement Units, requirements regarding the size and location of Replacement Units, the timing of the MUNI line realignment.

- 18) September 20, 2010: Meeting at City Hall with Charles Sullivan (OCA), Seth Mallen (Developer) and Bert Polacci (Developer), and Jim Abrams (GDC). Discussion regarding “three Ps” requirement for Project phasing and Phasing Plan implementation.
- 19) September 21, 2010: Meeting at SF Planning with John Rahaim (SF Planning), SF Planning staff, Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Discussion regarding proposed urban design controls, Project phasing plan and timing of transportation improvements.
- 20) September 24, 2010: Meeting at SFMTA with Julia Friedlander (SFMTA), Rob Stone (SFMTA), Brian Woo (SFMTA), Britt Tanner (SFMTA), Peter Albert (SFMTA), Michael Yarne (MOEWD), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Discussion regarding project phasing plan and timing of transportation improvements.
- 21) October 1, 2010: Meeting at City Hall with Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer).
- 22) October 8, 2010: Meeting at City Hall with Michael Yarne (MOEWD), Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer).
- 23) October 13, 2010: Meeting at City Hall with Michael Yarne (MOEWD), Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer).
- 24) October 14, 2010: Meeting at SFMTA with Michael Yarne (MOEWD), Rob Stone (SFMTA), Julia Friedlander (SFMTA), Peter Albert (SFMTA), Seth Mallen (Developer), Bert Polacci (Developer), and Jim Abrams (GDC). Discussion regarding project phasing plan and timing of transportation improvements.
- 25) October 18, 2010: Meeting at City Hall with Michael Yarne (MOEWD), Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer).
- 26) November 10, 2010: Meeting at City Hall with Michael Yarne (MOEWD), Jim Abrams (GDC), Karin Johnston (HMS Associates (“**HMS**”)), Mary Murphy (GDC), John Rahaim (SF Planning), Seth Mallen (Developer). Discussion regarding residential density of Project and location of towers. Discussion of rent board review of DA and enforceability of tenant protection provisions.

- 27) November 24, 2010: Meeting at SOM with Michael Yarne (MOEWD), Jim Abrams (GDC), Mary Murphy (GDC), Karin Johnston (HMS), Andrea Wong (SOM), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion of rent board review of DA and enforceability of tenant protection provisions.
- 28) December 6, 2010: Meeting at City Hall with Michael Martin with the San Francisco Public Utilities Commission (SFPUC), John Roddy (SFPUC), Michael Yarne (MOEWD), Charles Sullivan (OCA), Jim Abrams (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion of rent board review of DA and enforceability of tenant protection provisions.
- 29) December 10, 2010: Meeting at City Hall with Michael Yarne (MOEWD), Jim Abrams (GDC), Mary Murphy (GDC), Karin Johnston (HMS), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion regarding Rent Board comments to DA and tenant relocation provisions.
- 30) December 20, 2010: Meeting at City Hall with Michael Yarne (MOEWD), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Discussion regarding Rent Board comments to DA and tenant relocation provisions.
- 31) December 22, 2010: Meeting at City Hall with Michael Yarne (MOEWD), Jim Abrams (GDC), Mary Murphy (GDC), Michael Martin (SFPUC), John Roddy (SFPUC), Seth Mallen (Developer) and Bert Polacci (Developer). Negotiations regarding DA provisions regarding the SFPUC. Discussion regarding Rent Board comments to DA and tenant relocation provisions.
- 32) January 10, 2011: Meeting at City Hall with Michael Yarne (MOEWD), Charles Sullivan (OCA), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Negotiations regarding phasing of MUNI realignment and tenant relocation provisions.
- 33) January 12, 2011: Meeting at City Hall with Michael Yarne (MOEWD), Jim Abrams (GDC), Mary Murphy (GDC), Seth Mallen (Developer) and Bert Polacci (Developer). Negotiations regarding phasing of MUNI realignment, tenant relocation provisions, and assignment provisions.

4. Substantive Items Under Negotiation.

As noted above, the parties negotiated the development agreement for almost one year. While the negotiating position of the parties is reflected in the exchanged drafts, we note the following substantive issues:

A. Tenant Protections (Section 4). Both the City and the Developer sought to make the provisions regarding the Replacement Units as legally defensible as possible. Negotiations pertained to the method by which the size of Replacement Units would be determined, the timing, quantity, and substance of notices to tenants regarding the

selection and availability of Replacement Units, the methodology of determining which tenants qualify for Replacement Units, whether relocation benefits would be provided to tenants who did not accept a Replacement Unit, and the procedures used to address disputes between tenants and the Developer regarding their rights under the DA. The Replacement Units must be rent controlled in perpetuity, and the initial rent payable by a Relocating Tenant for his or her Replacement Unit must be the then-existing rent for the Existing Unit at the time of relocation to the Replacement Unit, subject to future rent increases permitted under the terms of the San Francisco Rent Ordinance. The DA specifies the minimum required interior square footage for each type of Replacement Unit, which is based on the usable square footage (square footage not located in stairways, for example) of each existing garden apartment. Each Replacement Unit shall contain one (1) washing machine, one (1) dryer and one (1) dishwasher and shall be wired for telephone and cable access. If the lease for the Existing Unit includes the right to park at a reserved off-street parking space or spaces, then the Replacement Unit shall include the same parking rights. The Agreement provides specific requirements for the notification of existing tenants of their rights to a Replacement Unit and specific time frames during which the existing tenant must relocate to the Replacement Unit or move off site. The Developer must pay specified relocation expenses for existing tenants who choose not to accept a Replacement Unit.

B. Phasing of Community Improvements (Section 3). The Developer initially presented a Phasing Plan that would allow for it to unilaterally choose the location of each development phase, the number of units included in each phase, and the Community Improvements that would be constructed with such phase, provided that each development phase included a proportionate amount of Community Improvements. The City required significant modifications to this proposal, including a requirement that the City approve each development phase application as complying with three substantive requirements for the Community Improvements (Proximity, Priority, and Proportionality), and further required that certain Community Improvement such as the MUNI Realignment occur when a specific number of residential units are proposed.

C. Design Review (Section 3). The Developer initially proposed that the City impose a design review process only on buildings constructed on the Project site. The City required that the design review process apply not only to buildings but also to the design of all Community and Public Improvements.

D. Changes in Building Codes and Agency Design Standards (Section 2). The Developer proposed that the DA would preclude the City from making further design changes to the Community and Public Improvements show in the Parkmerced Plan Documents, because the design of these Community and Public Improvements had been conceptually approved by all interested City Agencies (such as the SFMTA and the SFPUC). The City required that all future changes to Agency Design Standards would apply to the Community and Public Improvements, such that the designs of these improvements could be altered and revised in the future, so long as the application of the Agency Design Standards does not require modification of the size and layout of the street system within Parkmerced.

E. Tier 5 Transportation Improvements (Sections 3.6.9(b) and 3.6.10(b)). Developer agreed to (1) together with the City, study, refine and design certain conceptual transportation improvements identified in the City's "19th Avenue Corridor Study" (the "Tier 5 Improvements"). The DA requires that the Developer pay the soft costs (schematic design, engineering services, etc.) for both of the Tier 5 Improvements.

F. Development Impact Fees and Exactions (Section 2.3). Development agreements often freeze the amount of development impact fees and exactions to those in effect upon the execution of the Agreement. The City rejected Developer's proposal to freeze fee amounts. The Parties instead agreed to allow for increases in the development impact fees as assessed against the Project, but that the City could not create wholly new development impact fees to assess against the Project after the execution of the Agreement.

G. MUNI Realignment (Sections 3.6.9 and 3.7). Developer is responsible for the design, construction and testing of the extension and realignment of the MUNI light rail "M" Oceanview light rail line through the Project Site (the "MUNI Project"). Developer must commence construction of the MUNI Project before or upon completion of 2,500 net new residential units (excluding Replacement Units), unless (i) the San Francisco Metropolitan Transportation Authority ("SFMTA") requests a construction delay (which may not exceed seven (7) years from the effective date of the Development Agreement), or (ii) Developer requests to commence additional residential construction and agrees to commence construction of the MUNI Project within a reasonable time period after receiving the approvals for the MUNI Project from the applicable non-City governmental agencies. In addition, after commencement of construction of the MUNI Project, the City can request a maximum two (2) year delay in construction of the two portions of the MUNI Project that enter and exit the Project Site. The purpose of such delay provision is to provide the City additional time to complete the approval of the Tier 5 Improvements, which affect the manner in which the MUNI Project enters and exits the Project Site. The MUNI Project shall be dedicated to the SFMTA once completed.

H. Transfer or Assignment of Development Agreement (Section 11.1). The Developer initially proposed allowing transfer of the property without the City's consent. The City refused to agree with this proposal. The resulting negotiations concluded with the DA including the following transfer or assignment rights:

- Developer has the right to transfer the entirety of its right, title, and interest in and to the Project Site together with all rights and obligations of this Agreement without the City's consent;
- Developer has the right, at any time, without the City's consent, to sell developable lots or parcels within the Project Site for vertical development not requiring the construction of Community Improvements but requiring the construction of Code-required Public Improvements such as adjoining streetscape improvements required by a street improvement permit. Developer must provide to the City written notice of such transfer no later than thirty (30) days after the close of such transfer;
- Developer has the right to transfer land subject to an approved development phase and an approved final subdivision map, without the City's consent, if all of the Community Improvements in that development phase have been completed. Alternatively, if the Community Improvements for that development phase have not been completed, Developer may transfer the land subject to the approved development phase provided that the Developer remains responsible for completing the Community Improvements; and
- The City must reasonably approve any transfer of a portion of the Project Site that includes Developer's obligation to construct Community Improvements. As noted above, the Community Improvements are items such as parks and the MUNI Project. The City's reasonable consent is limited to a determination of whether the transferee has sufficient development experience and creditworthiness to perform the obligations of the Development Agreement and to construct the Community Improvements.

5. Conclusion.

We believe that both parties negotiated in good faith and the end result is a project that, if constructed, will benefit the City in general and the western portion of the City in particular.

This summary is prepared for information purposes only, and is not intended to change, supplant, or be used in the interpretation of, any provision of the Development Agreement. For any specific question or interpretation, or for any additional detail, reference should be made to the Development Agreement itself. I and my staff, as well as the City Attorney's Office, are available to answer any questions that you may have regarding the Development Agreement or the negotiation process.



Memorandum

To: Members of the Planning Commission
From: Michael Yarne, OEWD
Cc: Planning Director Rahaim
Re: Updated Exhibits to the Parkmerced Draft Development Agreement Package
Date: February 3, 2011

Enclosed please find the attached exhibits to the draft Development Agreement (DA) for the Tenant Relocation Plan (Exhibit R) and Existing Garden Apartment Square Footage Analysis (Exhibit T). These two Exhibits incorporate substantive changes that were added into the section governing housing, rent-control replacement unit and tenant relocation issues (Section 4) of the current draft DA, issued on January 27, 2011 and already provided to you in last week's Planning Commission package. The updates to Section 4 incorporated valuable feedback from Rent Board staff and from tenant activists who attended a meeting hosted by Commissioner Olague and Supervisor Elsbernd on January 24, 2011. As time did not permit the update of the attached Exhibits for distribution with last week's draft DA, the Exhibits are being provided today. These Exhibits simply incorporate the substantive content of the latest draft DA, and do include any new changes not covered by that draft.

Exhibits

- A Project Site Diagram
- B Legal Description
- C List of Community Improvements
- D Regulations Regarding Access and Maintenance of Full Public Access Privately-Owned Community Improvements
- E Impact Fees and Exactions
- F Phasing Plan
- G Sample Development Phasing Application
- H Area of Private Maintenance and Operations Obligation Map
- I Tier 5 Concept Areas of Focus
- J Real Property Transfers Diagram
- K Form of Quitclaim Deed
- L Form of Grant Deed
- M Subdivision Requirements
- N San Francisco Administrative Code sections 56.17(f) and 56.18
- O Form of Assignment and Assumption Agreement
- P SFMTA Design Guidelines
- Q Parkmerced Power Generation Requirements and Implementation Plan
- R Tenant Relocation Plan
- S Transit Subsidy Program
- T Existing Garden Apartment Square Footage Analysis

Exhibit R Tenant Relocation Plan

This Tenant Relocation Plan has been prepared in accordance with Section 4.4.2 of that certain Development Agreement By and Between Parkmerced Investors LLC and the City and County of San Francisco Relative to the Development Known as the Parkmerced Development Project (the “Agreement”), with regards to the construction of new housing and the demolition of existing housing at Parkmerced (the “Project”).

The purpose of this document is to inform the tenants of Parkmerced of the housing and relocation protections and rights under the Agreement, in particular the rights of Existing Tenants to relocate to a new home (a “Replacement Unit”) within a newly constructed building (a “Replacement Building”) prior to the demolition of the tenant’s existing building (a “To-Be-Replaced Building”) under the terms of the tenant’s existing lease.

An overview of the protections afforded to Existing Tenants in a To-Be-Replaced Building are as follows:

- An option to relocate to a new home before the demolition of the existing home;
- Same lease, same lease terms, same rent, same and rent-control, only with a new address;
- New home of similar size in new construction with improved energy efficiencies including new amenities such as a dishwasher and washer/dryer;
- Advanced notices and meetings provided at least 2 years before being asked to relocate;
- Relocation expenses paid for and provided by Parkmerced; and
- An option to received Relocation Benefits in lieu of a new home.

I. Existing Tenants

Parkmerced residents who qualify as “Existing Tenants” have certain rights to relocate to a Replacement Building prior to the demolition of the To-Be-Replaced Building in which that tenant currently resides. Under the terms of the Development Agreement, an “Existing Tenant” means:

each person or persons recognized as a tenant under the San Francisco Rent Stabilization and Arbitration Ordinance (the “Rent Ordinance”) with respect to an Existing Unit in an existing building which will be demolished as part of the Project on the date that Parkmerced delivers the Existing Tenant Notice (described below in Section IV.B. below). Any person or persons who meet the criteria above shall remain an Existing Tenant until they either (i) relocate to a new building at Parkmerced in accordance with the procedures described in this Tenant Relocation Plan, (ii) voluntarily vacate their Existing Unit before delivery of the Replacement Unit Availability Notice (described below in Section IV.B. below), or (iii) are evicted from their Existing Unit for a “just cause” reason under the Rent Ordinance other than Sections 37.9(a)(10) or 37.9(a)(15).

Within sixty (60) days after commencement of construction on a Replacement Building, each occupant of the To-Be-Replaced Building will be notified by Parkmerced whether he or she qualifies as an Existing Tenant as of that date. If the resident disagrees with such determination, the resident may request a determination by the San Francisco Rent Board (“Rent Board”) by submitting a determination request within forty-five (45) days of receipt of the notification. This process is described in more detail in Section IV.C. of this Tenant Relocation Plan.

II. Replacement Units

Existing Tenants who elect to relocate to a new unit in a Replacement Building (a “Replacement Unit”) will be offered a Replacement Unit that is similar to their existing unit in the following manner and as more particularly described on Table 1:

- Number of Bedrooms and Bathrooms – The Replacement Unit will contain the same number of bedrooms and bathrooms as the Existing Unit.
- Size (including storage space located in the unit) – The Replacement Unit (including any in-unit storage space) will be of a similar size as the Existing Unit, based on square footage. For example, as shown on Table 1, if an Existing Tenant currently rents a “small 1-bedroom / 1-bathroom” unit at Parkmerced, the Existing Tenant will be entitled to a Replacement Unit that is no smaller than 682 square feet (including no less than 39 square feet of in-unit storage space); the average size of all similar “small 1-bedroom / 1-bathroom” Replacement Units in the Replacement Building will be 688 square feet (including an average of 45 square feet of in-unit storage space).
- Patios & Balconies – Just as not all current units have patios and balconies, not all Replacement Units will have patios and balconies. In allocating Replacement Units (as described in Section IV.G. below), Existing Tenants with such amenities will be given preference for these units over Existing Tenants without such amenities.
- Parking Spaces – If the Existing Tenant’s lease includes rights to use a parking space or spaces, the Replacement Unit will include the same parking rights. (Note, however, that parking spaces will be relocated in connection with the Project, and may be located a farther distance from the Replacement Unit than the Existing Tenant’s current parking space. If the Existing Tenant is dissatisfied as a result of this distance, the Existing Tenant may petition the Rent Board for a determination that this additional distance constitutes a “reduction in service” under the Rent Ordinance.)
- Utilities – Parkmerced will pay for any utility hook-up fees or charges incurred by a Relocating Tenant, including cable TV and internet service initiation fees incurred in relocating to a Replacement Unit, but only to the extent that the Relocating Tenant had such utilities, cable television, or internet service activated in his or her Existing Unit.

- Washer, Dryer & Dishwasher – All Replacement Units will include a washing machine, dryer and dishwasher, regardless of whether the Existing Tenant’s unit includes these amenities.
- Moving Costs – Parkmerced will pay all moving costs from the Existing Unit to the Replacement Unit.

Table 1: Type/Size of Existing Units and Replacement Units

Number of Units of this type at Parkmerced	Unit Type	Average Size (Square Feet) of Existing and Replacement Units	Minimum Size (Square Feet) of Existing and Replacement Units	Average In-Unit Storage Space (Square Feet) of Existing and Replacement Units	Minimum In-Unit Storage Space (Square Feet) of Existing and Replacement Units
252	Small 1-bedroom/ 1-bathroom	688	682	45	39
172	Medium 1-bedroom/ 1-bathroom	713	691	48	44
120	Large 1-bedroom/ 1-bathroom	749	748	42	39
157	Small 2-bedroom/ 1-bathroom	873	873	41	41
407	Medium 2-bedroom/ 1-bathroom	888	888	42	42
114	Large 2-bedroom/ 1-bathroom	916	910	50	47
106	Extra Large 2-bedroom/ 1-bathroom	1,022	1,005	75	60
18	Jumbo 2-bedroom/ 1-bathroom	1,046	1,042	81	81
122	Regular 3-bedroom/ 2-bathroom	1,192	1,192	80	80
68	Small	1,330	1,328	78	77

	3-bedroom/ 2.5- bathroom				
2	Large 3-bedroom/ 2.5- bathroom	1,506	1,506	115	115

III. Rent and Rent Protections

The initial rent paid by any Existing Tenant who elects to relocate to a Replacement Unit (a “Relocating Unit”) will be the Existing Tenant’s “Base Rent” (as defined in the Rent Ordinance) for the Existing Unit at the time of relocation. A new or increased security deposit will not be required.

The Existing Tenant’s lease of the Replacement Unit will be subject to the terms and protections of the Rent Ordinance (or any successor rent-control ordinance enacted by the City) for as long as the Rent Ordinance remains the law in San Francisco. Parkmerced will not pass through to the Existing Tenant any construction costs or relocation costs associated with the Project. Parkmerced may assess future passthroughs to the extent permitted by the Rent Ordinance only after the new base year has been established.

IV. Relocation Process

In accordance with the Development Agreement, Parkmerced (also referred to below as “Developer”) will take the following steps to notify and relocate Existing Tenants. At any time, residents may contact the Rent Board for additional information about their rights under the Development Agreement.

A. Developer Holds Community Meeting

Following the City’s approval of a “development phase,” Developer will hold at least one duly noticed informational presentation with Existing Tenants regarding the details of the approved development phase. This presentation shall include information regarding which buildings will be replaced and the anticipated date for construction of the Replacement Buildings and demolition of the existing buildings.

B. Building Occupants Are Formally Notified of the Process by Developer

Within 60 days after commencement of construction of the Replacement Building, Developer will deliver a written notice (the “Existing Tenant Notice”) to all occupants in every occupied unit in the To-Be-Replaced-Building, the Rent Board and each recognized residents’ association (defined as an organization with more than 10 members, that has been in existence

for 24 months prior to the filing of the Existing Tenant Notice, and has notified the Developer and Rent Board of its existence) of the following:

- (i) the name of each person qualifying as an Existing Tenant and known by Developer at such address;
- (ii) the Existing Tenant's Unit Type (as described on Table 1 above)
- (iii) the Existing Tenant's numerical rank in seniority for the Unit Type for which the Existing Tenant qualifies;
- (iv) if more than one person occupies the Existing Unit, the numerical rank by seniority of each person occupying the unit as compared to other persons occupying the unit, including their initial date of occupancy for each occupant;
- (v) a detailed explanation of the rights of Existing Tenants to relocate to a Replacement Unit in accordance with the terms of the Agreement as outlined in this Tenant Relocation Plan;
- (vi) notice that further information regarding such rights can be obtained from the Rent Board, including notice that any occupant can file a request for a determination of tenancy status with the Rent Board if there is a dispute as to whether or not someone qualifies as an Existing Tenant;
- (vii) the anticipated completion date for the Replacement Building;
- (viii) the anticipated relocation dates for Existing Tenants who chose to relocate to a Replacement Unit; and
- (ix) a site plan showing the location of the Replacement Building and preliminary floor plans.

This Existing Tenant Notice will be delivered by certified U.S. Mail. In addition, the Existing Tenant Notice will be concurrently posted in any common areas of the To-Be-Replaced Buildings, such as laundry rooms and exterior passageways.

The Existing Tenant Notice shall also request that the Existing Tenants complete and return to Developer an attached response form within 30 days that notifies Developer of the Existing Tenant's intention to relocate to a Replacement Unit. The purpose of such response form is solely to provide information to Developer in order to plan for and facilitate the relocation process. Tenant's response indicating an interest in accepting or rejecting a Replacement Unit shall be wholly non-binding. In addition, the failure to return the response form shall have no legal effect on Existing Tenant's ability to later accept or reject a Replacement Unit.

C. Disputing the Existing Tenant Notice

If the recipient of an Existing Tenant Notice disagrees with the any information set forth in the Existing Tenant Notice, the Existing Tenant is encouraged to contact Parkmerced directly

to clarify the information. In addition, within 45 days after service of the Existing Tenant Notice, any occupant or group of occupants may petition the Rent Board for a determination as to whether (i) a person or group of persons qualifies as an Existing Tenant, (ii) if a group of persons is an Existing Tenant, each person's seniority with such group of persons, or (iii) the Existing Tenant's seniority in the To-Be-Replaced Building for purposes of selecting units (as described in more detail in Section [] below). The Rent Board may accept petitions submitted up to 90 days after service of the Existing Tenant Notice if the recipient can shown a good cause for their delay. The decision of the Rent Board is final subject to each party's appellate rights as afforded by law. The Rent Board will follow its standard procedures, as required by law, for processing Rent Board petitions.

D. Developer Issues Replacement Unit Availability Notice

Not sooner than 1 year or later than 6 months before the anticipated completion date of the Replacement Building, Developer will deliver a "Replacement Unit Availability Notice", via certified mailing, to the Existing Tenants' physical address on the premises, to any other addresses for the Existing Tenants on the operative rental agreement, and to any recognized residents' association. This notice shall also be posted in common areas and exterior passageways of the To-Be-Replaced Building and a copy (containing items (i) through (iv)) delivered to the Rent Board. This notice shall include the following information:

- (i) a detailed explanation of the rights of Existing Tenants to relocate to a Replacement Unit in accordance with the terms of the Agreement, including the requirements for qualifying as an Existing Tenant;
- (ii) notice that further information regarding such rights can be obtained from the Rent Board;
- (iii) the anticipated completion date of the Replacement Building;
- (iv) the anticipated relocation dates for Existing Tenants who elect to relocate to the Replacement Building;
- (v) the Existing Tenant's confirmed unit type and numerical rank in seniority for the unit type (as described in Table 1) for which the Existing Tenant qualifies;
- (vi) if more than one person occupies an Existing Unit, the confirmed numerical rank in seniority of each person occupying such Existing Unit as compared to the other persons occupying such unit;
- (vii) at least three dates and times when Developer will arrange for an opportunity for the Existing Tenant to visit model Replacement Units (one of which shall be a time on Saturday between 9 am and 6 pm, Sunday between 10 am and 5 pm or on weekday evenings between 6 pm and 9 pm); the first site visit offered by Developer shall be no sooner than ten days after delivery of the Replacement Unit Availability Notice (unless an earlier date is agreed

to by Developer and the Existing Tenant) and the last site visit shall be no more than 30 days after delivery of the Replacement Unit Availability Notice;

(viii) notice that the Existing Tenant must deliver a “Replacement Unit Preference Notice” (described in Section [___] below) and the date by which such notice must be returned to the Developer; and

(ix) a floor plan of the Replacement Unit indicating the unit type within such building for which that the Existing Tenant qualifies.

The site visit shall provide an opportunity for Existing Tenants to visit a model Replacement Unit with completed finishes. Such model Replacement Unit may be different than the unit type for which the Existing Tenant qualifies. Tours of the Replacement Building will only be conducted when safe, as determined by Developer, during the construction period. Tour participants may be required to sign a liability waiver.

E. Tenant’s Time Period to Submit the Replacement Unit Preference Notice

Each Existing Tenant desiring to relocate to a Replacement Unit must deliver written notice to Developer of his or her decision to (a) relocate to a Replacement Building, and his or her selection of all available Replacement Units ranked in the order of preference, or (b) remain in his or her Existing Unit until the To-Be-Replaced Building’s Vacancy Date (the date on which the building must be vacated in preparation for demolition). The Replacement Unit Availability Notice will state the date by which it must be returned to Developer (the “Selection Period”), which will be 20 days after the last of the three dates provided in the Replacement Unit Availability Notice for the Existing Tenant’s visit of model Replacement Units. Developer will provide stamped Certified U.S. Mail envelopes to Existing Tenants with the delivery of the Replacement Unit Preference Notice, and Existing Tenants must return the Unit Preference Notice to Developer via certified mailing.

Delivery of the Replacement Unit Preference Notice by an Existing Tenant to Developer shall determine which Existing Tenants become Relocating Tenants and which remain Existing Tenants subject to relocation benefits under Section 37.9C of the Rent Ordinance. Upon receipt of the Replacement Unit Preference Notices, Developer shall begin the process of assigning Replacement Units. All Replacement Unit Preference Notices received by Developer shall be filed with the Rent Board within 10 days of receipt by Developer.

F. Multiple Existing Tenants in a Single Unit

Where more than one person per unit qualifies as an Existing Tenant, all such persons are collectively entitled to relocate to one (1) Replacement Unit. All such persons will qualify for a Replacement Unit only if the person with the most seniority (as compared to those in the unit) submits a Replacement Unit Preference Notice. If the senior-most Existing Tenant indicates they accept a Replacement Unit, then (a) all Existing Tenants within the unit will collectively qualify for a Replacement Unit, (b) none shall qualify for relocation benefits under Section 37.9C of the Rent Ordinance, and (c) any person who desires not to relocate may remain in the Existing Unit under the existing lease and paying full rent until Developer delivers a Notice to Terminate Tenancy (as described in Section V.G. below). If the senior-most person indicates they reject the

Replacement Unit, then all Existing Tenants may remain in the unit and will collectively qualify for relocation benefits under Section 37.9C of the Rent Ordinance.

G. Developer's Assignment of Replacement Units

Replacement Units will be allocated in order of tenant seniority, as determined by the commencement date of the Existing Tenant's lease relative to the commencement date of others who qualify for the same type of Replacement Unit (based on type, size and amenities as described in Section II above). Developer will first allocate a Replacement Unit to each Existing Tenant who delivers a Replacement Unit Preference Notice before the end of the Selection Period based upon the Existing Tenant's unit preference set forth in his or her Replacement Unit Preference Notice. Any conflict in such preferences shall be resolved by the Relocating Tenant's seniority status. However, for Replacement Units with patios or balconies, preference will be given to Existing Tenants with patios or balconies in their Existing Unit.

Developer will notify Existing Tenants of their allocated Replacement Unit through issuance of a "Replacement Unit Notice", to be delivered via certified mailing to the unit and to any other address for the Existing Tenant on the operative rental agreement. A copy will also be filed with the Rent Board.

Existing Tenants who wish to contest their assignment to a Replacement Unit must be encouraged to contact Parkmerced to review the assignment. In addition, within 30 days of receipt of the Replacement Unit Notice, the Existing Tenant may file a petition with the Rent Board. The Rent Board will conduct a hearing in accordance with the standard Rent Board procedures as established by applicable law.

H. Tenant's Time to Accept Replacement Units

Within 30 days of delivery of the Replacement Unit Notice, which shall be known as the "Acceptance Period," the Existing Tenant must send written notification of acceptance or rejection of the specified Replacement Unit to Developer (a "Replacement Unit Acceptance Notice" or "Replacement Unit Rejection Notice"). This notice must be delivered by certified U.S. mail. If no response is received during the Acceptance Period, Developer will issue, also by certified mailing, a "Second Replacement Unit Notice", informing the Existing Tenant of his or her right to occupy the specified Replacement Unit. A copy of the Second Replacement Unit Notice will also be delivered to the Rent Board. If an Existing Tenant fails to notify the Developer within 10 days after receipt of the Second Replacement Unit Notice, the Existing Tenant will have permanently waived his or her rights to a Replacement Unit. If this occurs, the Existing Tenant will be allowed to remain in the Existing Unit until the Building Vacancy Date.

Developer will provide stamped Certified U.S. Mail envelopes to Existing Tenants to be used for the Existing Tenant's acceptance notice or rejection notice, and Existing Tenants must return these notices to Developer via certified mailing. Developer will file all returned Replacement Unit Acceptance Notices or Replacement Unit Rejection Notices with the Rent Board within 10 days of receipt.

I. Developer Delivers Relocation Notice

Within 30 days of the City's issuance of a Certificate of Occupancy for a Replacement Unit, Developer will deliver a "Relocation Notice" to each Existing Tenant who delivered a Replacement Unit Acceptance Notice. The Relocation Notice will indicate that Developer intends to relocate the Existing Tenant to his or her Replacement Unit on a date reasonably

agreed upon by Developer and the Existing Tenant, which date shall not be sooner than 30 days or later than 60 days after the delivery of the Relocation Notice unless an earlier date is agreed upon by Developer.

The Relocation Notice will be filed with the Rent Board and delivered to the Existing Tenant by certified mail to each unit as well as to any address on the operative lease agreement.

J. Relocation Occurs

At the time of relocation, Developer will assume responsibility, at Developer's sole cost, for moving the possessions of each Relocating Tenant from the Relocating Tenant's Existing Unit to the applicable Replacement Unit. Developer will not be responsible for the loss, damage, or destruction of any personal property. In addition, Developer will not be responsible for packing or unpacking the Relocating Tenant's possessions into or out of moving boxes or other containers. Developer will pay for any utility hook-up fees or charges incurred by a Relocating Tenant, including cable TV and internet service initiation fees incurred in relocating to a Replacement Unit, but only to the extent that the Relocating Tenant had such utilities, cable television, or internet service activated in his or her Existing Unit. Upon the relocation of a Relocating Tenant and payment of the utility hook-up fees, Developer will not be required to make any payments to the Existing Tenant pursuant to any state or local law, including any of the relocation payment requirements of Section 37.9C of the Rent Ordinance.

K. Annual Newsletter

In addition to all other notices required under the Tenant Relocation Plan, and after Developer submits the first "development phase application" to the City, Developer will prepare and deliver to each residential unit on the Project Site an annual newsletter that includes a description of the Project, the work completed to date, and work anticipated to be completed in the following year. Such newsletter will also include the date, time, and location of any known public hearings related to the Project, and contact information for the San Francisco Planning Department and the Rent Board. The newsletter will also include the time, date, and location of public meetings scheduled by Developer where Developer's representatives will answer questions relating to the Project.

V. Existing Tenants Who Elect Not to Relocate and the Building Vacancy Date

After an Existing Tenant rejects or is deemed to have rejected a Replacement Unit pursuant to the Agreement, Developer will continue to rent to the Existing Tenant his or her Existing Unit under the terms of the existing rental agreement until such time as (a) the Existing Tenant voluntarily terminates the tenancy, or (b) each of the following has occurred: (i) Developer stops leasing unoccupied units in the To-Be-Replaced Building to new tenants, and (ii) Developer delivers a "Notice to Terminate Tenancy" pursuant to Section 37.9(a)(15) of the Rent Ordinance to the Existing Tenants (the "Building Vacancy Date"). This Notice to Terminate Tenancy shall require Existing Tenants to vacate at the end of not less than a 60-day period (beginning on the date the notice is served). The Notice to Terminate Tenancy shall be filed with the Rent Board and served in a manner allowed by state law on Existing Tenants who have rejected, or been deemed to have rejected, a Replacement Unit. Relocation payments shall be issued pursuant to Section 37.9C of the Rent Ordinance.

VI. New Tenants Renting Unoccupied Units

Until the Building Vacancy Date, Developer may rent unoccupied units in the To-Be-Replaced Building to new tenants where those units have been vacated due to relocation or otherwise. Developer must include in a written lease agreement with each such new tenant a statement of (i) Developer's intent to demolish the To-Be-Replaced Building, including an anticipated date for demolition, and (ii) Developer's right to terminate the lease with a "Notice to Terminate Tenancy" pursuant to Section 37.9(a)(15) of the Rent Ordinance. No relocation payments shall be due to any new tenant who does not qualify as an "Existing Tenant". Before a lease is entered into, Developer shall provide to prospective new tenants a then-current estimate of the demolition date of the To-Be-Replaced Building.

NOTICE OF COMMUNITY MEETING

Parkmerced Development Phase [____] *[Insert development phase number]*

TO ALL PARKMERCED RESIDENTS:

As you may know, Parkmerced is in the process of redeveloping the Parkmerced site in accordance with a development agreement between Parkmerced and the City and County of San Francisco (the “Development Agreement”). We are pleased to announce that Parkmerced Development Phase [____] *[insert development phase number]* has been approved by the City.

On _____ *[insert date and time of meeting]*, there will a community meeting at _____ *[insert location of meeting]*, in order to (1) review the details of the approved development phase, (2) describe new residential buildings to be constructed as replacements for existing buildings that will be demolished, (3) identify which residential buildings will be demolished after the construction of the new residential buildings, and (4) review the anticipated timing of construction within the approved development phase.

Under the terms of the Development Agreement, “Existing Tenants” are entitled to relocate to a new unit in the new, replacement buildings to be constructed as part of the approved development phase. The “Tenant Relocation Plan”, which is a detailed explanation of these rights (including the requirements for qualifying as an “Existing Tenant”), is attached to this Notice of Community Meeting for your reference.

You are not required to attend the meeting. If you are unable or do not wish to attend, your rights under the Development Agreement will not be impacted in any way. In fact, as the project progresses, you will be receiving subsequent written notifications via U.S. certified mail that will formally apprise you of your rights and obligations, all in accordance with the attached Tenant Relocation Plan.

At this time, you are not required to take any action. We do hope to see you at the meeting, and we look forward to working together towards improving this wonderful neighborhood that we call home.

To find out more about this meeting, please contact:

Thank you.

Attachments: (1) Tenant Relocation Plan
Deliver to: (1) All Parkmerced residents

[Form to be attached to and distributed with the Existing Tenant Notice, together with a postage pre-paid, Certified U.S. Mail return envelope]

TENANT RESPONSE FORM TO EXISTING TENANT NOTICE

(PLEASE RETURN VIA CERTIFIED U.S. MAIL IN THE ENCLOSED PRE-PAID ENVELOPE)

To: PARKMERCED, the Developer

PLEASE TAKE NOTICE that the following persons are Existing Tenants at the rental unit located at _____ in San Francisco, California.

- 1. _____ Move-in date: _____**
- 2. _____ Move-in date: _____**
- 3. _____ Move-in date: _____**

Note: If you desire to challenge the list of Existing Tenants set forth on the “Existing Tenant Notice” that you received from Parkmerced (including if you believe any other person qualifies as an Existing Tenant with the right to relocate to the Replacement Building), you must contact Parkmerced and the San Francisco Rent Board which will consider your challenge and make a final determination. Writing additional names above will NOT cause any additional person to be considered an Existing Tenant.

The original lease agreement was entered into on this date (if known):

There have been the following addendums and modifications to the original rental agreement, described as follows (additional space for your answer is on page two):

The Existing Tenants listed above are currently: (Check one box)

Interested in relocating to a Replacement Unit in the Replacement Building

Not interested in relocating to a Replacement Unit in the Replacement Building

NOTE: This response is non-binding. The undersigned acknowledges that he/she is providing this information voluntarily, and that the failure to return this response form within thirty days, or at all, shall have no legal effect on any Existing Tenant’s ability to later accept or reject a Replacement Unit. The undersigned further acknowledges that he/she may later amend or change their responses without any prejudice.

(Please sign and date below where indicated.)

Extra space, if required.

EXISTING TENANT NOTICE

To: Residents of Unit [*insert Unit/Building number*]

As you may know, Parkmerced is in the process of replacing the building in which you reside with a new building located at [_____] [*insert location of building to which Existing Tenants will be relocated*] (the "Replacement Building"). Upon completion of this Replacement Building, Existing Tenants (as defined below) will have the opportunity to relocate to the Replacement Building under the same terms as their existing lease (including the amount of rent paid). After the Replacement Building is complete and all tenants in your existing building have relocated or vacated, the existing building will be demolished. This process and your rights are governed by the development agreement between Parkmerced and the City and County of San Francisco (the "Development Agreement").

The purpose of this Existing Tenant Notice is to explain (1) the rights afforded to the Existing Tenants, (2) who qualifies as an Existing Tenant with a right to relocate to the Replacement Building under the current lease, (3) the Existing Unit type and how that will translate to the new unit, (4) confirm Existing Tenant seniority (as a whole unit), (5) confirm each occupant's seniority (within the unit), (6) the process for choosing to relocate to the Replacement Building and (7) the estimated timing for completion of and relocation to the Replacement Building and demolition of your existing building. ***The purpose of this Notification is to provide you with information. We also request that you return the enclosed response card indicating whether you are interested in relocating to a Replacement Unit.***

1. Your Rights to Relocate to a Replacement Unit

The attached "Tenant Relocation Plan" provides a complete description of your rights to relocate to the Replacement Building. We ask that you review this document carefully. If you have any questions or desire further information about your rights, you may contact the San Francisco Rent Board:

**San Francisco Rent Board
25 Van Ness, Suite 3250
San Francisco, CA
Telephone: (415) 252-4602
www.sfgov.org/rentboard**

2. Existing Tenants

As described in the attached Tenant Relocation Plan, residents who qualify as "Existing Tenants" may relocate to the Replacement Building under the terms of their current lease.

You are hereby notified that the following residents, ranked in order of seniority (based on the initial date of occupancy), are deemed to be the sole Existing Tenants of the premises located at [_____] [insert Unit/Building number], San Francisco, California 94132 (the "Existing Unit"):

Occupant	Initial Date of Occupancy
1. _____	_____
2. _____	_____
3. _____	_____
4. _____	_____
5. _____	_____

[Insert the name of each tenant named on a valid lease, and that tenant's initial date of occupancy of the unit as described in that lease.]

Please note that if multiple Existing Tenants reside in a single unit, they are collectively entitled to relocate to only one (1) Replacement Unit. Furthermore, any Existing Tenants named above will cease to qualify as an Existing Tenant, and will not be entitled to relocate to the Replacement Building, if he or she voluntarily vacates the Existing Unit prior to relocating, or is evicted for "just cause" under the terms of the San Francisco Rent Stabilization and Arbitration Ordinance.

If you disagree with the list of Existing Tenants or Dates of Initial Occupancy above (including if you believe any other person qualifies as an Existing Tenant), we encourage you to contact Parkmerced immediately to resolve this issue. In addition, you have the right within forty-five (45) days to request that the San Francisco Rent Board review your case and make a final determination on which persons residing in your unit qualify as Existing Tenants or the seniority ranking among Existing Tenants in your unit.

3. Replacement Units

Based upon our records, your Unit is _____ [insert square footage of this Existing Unit] square feet and contains ____ bedrooms and ____ [insert number of bedrooms or bathrooms for this Existing Unit] bathrooms and is considered a _____ [insert "Unit Type" as described on Development Agreement Table 4.3.4, e.g. "small 1-bedroom / 1-bathroom"] unit type. As a result, under the terms of the Development Agreement, you are entitled to relocate to a unit in the Replacement Building that is no smaller than ____ square feet and contains ____ bedrooms and ____ bathrooms. [Insert square footage and bedroom/bathroom requires corresponding to Unit Type based on Development Agreement Table 4.3.4]

4. Unit Selection

As described in the attached Tenant Relocation Plan, Replacement Units will be allocated in order of tenant seniority based upon the date of initial occupancy. According to Parkmerced’s records, the most senior Existing Tenants in this Existing Unit has the original occupancy date listed below. Therefore, if the Existing Tenants of this unit elect to relocate, you will have the seniority rank listed below for purposes of selecting a unit (subject to limitations for patios/balconies described in the attached Tenant Relocation Plan).

Date of initial occupancy: _____ Seniority: ___ of ___
[Insert the first date of occupancy listed in Section 2 above.] [Insert the seniority rank of this Existing Tenant and the total number of Existing Tenants who will have the option to relocate to the applicable Replacement Building.]

If you disagree with the date of initial occupancy or seniority status of an Existing Tenant, we encourage you to contact Parkmerced immediately to resolve the issue. In addition, you have the right to request that the San Francisco Rent Board review your case and make a final determination on the date of initial occupancy and seniority status. A Rent Board request must be submitted within 45 days after delivery of this Existing Tenant Notice (or within 90 days if you can show cause for the late submission).

5. Building Completion and Relocation Dates

The anticipated completion date for the Replacement Building is _____. As such, the anticipated relocation dates for each Existing Tenant who elects to relocate to the Replacement Building is between _____ and _____.

Please note that the construction schedule may vary and the dates listed above are estimates only. These dates are provided for your convenience only and do not bind Parkmerced in any manner.

6. Response Requested

In order to assist us in planning for the relocation of Existing Tenants, we request that you complete and return to Parkmerced the enclosed “Response Form” within forty-five (45) days indicating your preliminary interest in accepting or rejecting the opportunity to relocate to the Replacement Building. Your response is wholly non-binding and merely informational. In addition, the failure to return the Response Form shall have no legal effect on your ability to later accept or reject a unit in the Replacement Building.

Sincerely,
PARKMERCED

Attachments: (1) Tenant Relocation Plan; (2) Response Form.

Deliver to: (1) each occupied unit in the To-Be-Replaced Building; (2) the Rent Board; (3) each recognized residents’ association of the To-Be-Replaced Building.

Deliver via: Certified U.S. Mail

REPLACEMENT UNIT AVAILABILITY NOTICE

PLEASE DO NOT DISCARD THIS NOTICE! You must take prompt action to protect your right to relocate to a new unit in the building currently under construction.

TO THE FOLLOWING EXISTING TENANTS: ("you")
EXISTING RENTAL UNIT ADDRESS: ("Existing Unit")

As you know, Parkmerced is in the process of replacing the building in which you reside with a new building located at [_____] *[insert building address]* (the "Replacement Building"). As the Existing Tenant named above, you have the right to relocate from your Existing Unit to a replacement unit in the Replacement Building in accordance with terms of the Development Agreement between Parkmerced and the City and County of San Francisco (the "Development Agreement"). This notice explains your rights to relocate to a Replacement Unit. *In order to preserve your right to relocate to the Replacement Building, your response is required by _____, 20__.* *[Insert date that is 20 days after the last site visit listed in Section 4 below]*

1. Your Right to Relocate to a Replacement Unit

As described in the "Tenant Relocation Plan" and the "Existing Tenant Notice" which you received on _____ *[insert date Existing Tenant Notice was delivered]*, Existing Tenants have the right to relocate to a new unit in the Replacement Building in accordance with the Development Agreement. Relocating Existing Tenants will continue to pay the same rent as they pay for their existing unit.

A copy of the Tenant Relocation Plan and the Existing Tenant Notice are attached for you convenience. In addition, you may contact the San Francisco Rent Board for further information. The San Francisco Rent Board is located at 25 Van Ness Avenue, Suite 3250, San Francisco, CA 94102, telephone (415) 252-4602, www.sfgov.org/rentboard.

2. Building Completion and Relocation Dates

The anticipated completion date for the Replacement Building is_____. As such, the anticipated relocation dates for each Existing Tenant who elects to relocate to the Replacement Building is between _____ and _____.

Please note that the construction schedule may vary and the dates listed above are estimates only. These dates are provided for your convenience only and do not bind Parkmerced in any manner.

3. Your Seniority

As described in the Tenant Relocation Plan, Replacement Units will be allocated in order of Existing Tenant seniority based on the initial occupancy date of each Existing Tenant relative to other Existing Tenants who qualify for the same type/size of unit.

Your seniority ranking for your Unit Type among Existing Tenants is:
_____ of _____. *[Insert numerical ranking and total number of Existing Tenants for applicable unit type]*

In addition, as described in the Tenant Relocation Plan, if there are multiple Existing Tenant’s residing in your unit, the senior-most Existing Tenant must submit the Replacement Unit Preference Notice described below. The Existing Tenant’s residing in this unit, ranked in order of seniority within the unit (based on the date of initial occupancy) are:

1. _____
2. _____

[Insert names Existing Tenants, with most senior listed first]

4. Viewing a Model Unit

We are excited to offer you the opportunity to see a model unit in the Replacement Building. We have scheduled site visits for the following dates and times:

1. **XX.XX.XX Time: 00:00**
2. **XX.XX.XX Time: 00:00**
3. **XX.XX.XX Time: 00:00**

If you are unable to attend one of these site visits, please contact Parkmerced and we will attempt to set up another time for you to view the model unit. Unfortunately, we cannot accommodate any requests after the latest date and time provided.

Please note that by viewing the model unit, you agree to cooperate with all safety precautions during the site visit. You acknowledge that touring a construction site presents risk of personal injury, and you agree to assume those risks by participating in the site visit. You may be required to sign a liability waiver in order to participate.

*******IMPORTANT!*******

PLEASE NOTE: YOU MUST COMPLETE AND RETURN THE ENCLOSED REPLACEMENT UNIT PREFERENCE NOTICE TO PARKMERCED VIA CERTIFIED U.S. MAIL BY [_____] *[insert date that is 20 days after the last site visit listed in Section 4 above]*. IF MORE THAN ONE EXISTING TENANT RESIDES IN YOUR UNIT, THE SENIOR-MOST EXISTING TENANT MUST COMPLETE AND RETURN THE ENCLOSED REPLACEMENT UNIT PREFERENCE NOTICE. A POSTAGE-PAID ENVELOPE HAS BEEN PROVIDED FOR YOUR CONVENIENCE. FAILURE TO RETURN THE ENCLOSED REPLACEMENT UNIT PREFERENCE

NOTICE WITHIN THIS TIME PERIOD MAY JEOPARDIZE YOUR ABILITY TO RELOCATE TO THE REPLACEMENT BUILDING.

Attachments: (1) Tenant Relocation Plan; (2) copy of the Existing Tenant Notice delivered to this unit; (3) Replacement Unit Preference Notice; (4) postage-paid, certified U.S. mail return envelope.

Deliver to: (1) Existing Tenants of the To-Be-Replaced Building; (2) residents' association of the To-Be-Replaced Building; (3) Rent Board.

Deliver via: Certified U.S. Mail.

[To be attached to and delivered with the Replacement Unit Availability Notice]

REPLACEMENT UNIT PREFERENCE NOTICE

In order to exercise your right to move to a new unit in the new building located at [_____] [insert address of Replacement Building], you must return this Replacement Unit Preference Noted to Parkmerced no later than [_____] [insert date that is 30 days from the last site visit of the Replacement Building provided in the Replacement Unit Availability Notice], using Certified U.S. Mail.. A return envelope with pre-paid postage has been enclosed for your convenience.

TO PARKMERCED:

NOTICE IS HEREBY GIVEN, by return of this “Replacement Unit Preference Notice” that the following Existing Tenants:

elect to (initial one):

_____ (a) relocate to a Replacement Building; or,

_____ (b) remain in our current unit.

Our current unit address is _____.

For Relocating Tenants: We have toured model units in the building located at [_____] [insert address of building that tenants toured], reviewed buildings plans or otherwise familiarized ourselves with the type of unit for which we qualify (based on size and number of bedrooms and bathrooms) to our satisfaction. We desire to relocate to the following Replacement Units, listed in order of preference (with 1 being the most desired unit) in the newly constructed building located at:

YOU MUST RANK ALL OF THE AVAILABLE REPLACEMENT UNITS WITHIN YOUR UNIT TYPE. (If there are 20 Replacement Units in your Unit Type, you must rank all twenty regardless of your seniority.)

- | | | | |
|---------------|----------------|----------------|----------------|
| 1. Unit _____ | 6. Unit _____ | 11. Unit _____ | 16. Unit _____ |
| 2. Unit _____ | 7. Unit _____ | 12. Unit _____ | 17. Unit _____ |
| 3. Unit _____ | 8. Unit _____ | 13. Unit _____ | 18. Unit _____ |
| 4. Unit _____ | 9. Unit _____ | 14. Unit _____ | 19. Unit _____ |
| 5. Unit _____ | 10. Unit _____ | 15. Unit _____ | 20. Unit _____ |

We understand that we qualify for the same type of unit (based on size, number of bedrooms and bathrooms, and patios/balconies) as our existing unit, and failure to list this type of unit above will result in Parkmerced awarding a unit other than those we listed above. We also understand that Replacement Units will be allocated based on seniority, and as a result, we may not be awarded our preferred unit.

For Existing Tenants Remaining in their current units: We understand that we will be allowed to occupy our current unit until Parkmerced issues a Termination Notice, which shall apprise us of the date when we must vacate and what rights we will have to relocation benefits.

THIS NOTICE MUST BE RETURNED, COMPLETED, TO PARKMERCED VIA THE ENCLOSED PRE-PAID CERTIFIED MAIL ENVELOPE BY _____ [INSERT DATE THAT IS 30 DAYS AFTER THE LAST SCHEDULED VISIT PROVIDED IN THE REPLACEMENT UNIT AVAILABILITY NOTICE].

REPLACEMENT UNIT NOTICE

Please read this entire Notice. Your response is required by [_____] [insert date that is 30 days from delivery of this notice] to protect your right to relocate to the new building located at [_____] [insert address of Replacement Building to which notice recipients may relocate].

TO: _____

As you know, Parkmerced is constructing a new building at [_____] [insert address of Replacement Building to which notice recipients may relocate] and will ultimately demolish the building in which you reside. By returning the Replacement Unit Preference Notice, you elected to relocate to this new building.

We are pleased to inform you that the following Replacement Unit has been assigned to you:
[insert unit # and building address of assigned Replacement Unit]

This assignment was based on your stated preference, the stated preferences of your neighbors at Parkmerced who also elected to relocate to the new building, and your seniority relative to others, based on the date on which your current lease commenced.

If you are not satisfied with this Replacement Unit, we encourage you to contact Parkmerced immediately to discuss the matter. In addition, you may petition the San Francisco Residential Rent Stabilization and Arbitration Board (the "Rent Board") if you are not satisfied with this Replacement Unit and wish to challenge the Replacement Unit designation. The deadline for filing a petition is 30 days from the date you receive this Replacement Unit Notice. The Rent Board is located at 25 Van Ness Avenue, Suite 320, San Francisco, California 94102-6033, tel. 415.252.4600, www.sfgov.org/rentboard.

Response Required. Enclosed herewith is "Replacement Unit Acceptance/Rejection Notice" form that **MUST** be returned to Parkmerced via **Certified U.S. Mail** by [_____] [insert date that is 30 days from delivery of this Replacement Unit Notice] indicating whether you will accept or reject the Replacement Notice. For your convenience, a Certified U.S. Mail pre-paid envelope is enclosed for your response. Even if you have contacted, or intend to contact, Parkmerced to discuss your assignment, or if you have filed, or intend to file, a Rent Board petition, you must still return the enclosed Replacement Unit Acceptance/Rejection Notice within 30 days.

Attachments: (1) Replacement Unit Acceptance/Rejection Notice; (2) postage-paid, Certified U.S. Mail envelope.

Delivered to: (1) Unit of each Existing Tenant who returned a Replacement Unit Preference Notice; (2) any other address set forth in the such Existing Tenant's lease; (3)

Deliver via: Certified U.S. Mail

REPLACEMENT UNIT ACCEPTANCE/REJECTION NOTICE

This Replacement Unit Acceptance/Rejection Notice must be signed by the senior-most Existing Tenant in the Unit, as determined by the initial date of occupancy.

Name and Current Address of all Existing Tenants:

ACCEPTANCE

Yes, I, _____, do accept the Replacement Unit described in the Replacement Unit Notice that I received from Parkmerced, and I will be relocating to that unit in accordance with the timeline to be established by Parkmerced.

I do ___ /do not ___ intend to file a petition with the Rent Board challenging the Replacement Unit that Parkmerced has selected.

Dated: _____

Dated: _____

REJECTION

We hereby decline to relocate to the Replacement Unit described in the Replacement Unit Notice we received from Parkmerced. We understand that we are permanently waiving our rights to live in a Replacement Unit under the same lease terms and conditions that we currently enjoy at our present address.

We have been provided with information about our relocation rights, and we have read and understood those disclosures.

We understand that this election cannot be rescinded. We also understand that Parkmerced will, in the near future, be able to terminate our tenancy and provide us with relocation payments to move. We know that this termination of the tenancy will forever sever our relationship with Parkmerced.

Dated: _____

Dated: _____

SECOND REPLACEMENT UNIT NOTICE

TO: _____

This “Second Replacement Unit Notice” is being served on you because you have failed to respond to the Replacement Unit Notice that was delivered on _____, 2011 [insert delivery date for Replacement Unit Notice] within 30 days as required under the Development Agreement between Parkmerced and the City and County of San Francisco.

As you know, Parkmerced is in the process of constructing a new building located at [_____] [insert address of Replacement Building] and will ultimately demolish the building in which you reside. As a resident who qualifies as an “Existing Tenant” under the terms of the Development Agreement, you have the right to relocate to the new building under the same terms and conditions as your current lease, including the same rent that you currently pay. A copy of the Tenant Relocation Plan explaining your rights in detail is enclosed for your convenience.

Your failure to notify Parkmerced of a decision to either accept or reject a Replacement Unit shall cause you to permanently forfeit the right to relocate to a Replacement Unit.

Enclosed herewith is the Replacement Unit Notice and the attached Replacement Unit Acceptance/Rejection Notice and Replacement Unit Rejection Notice that was sent to you on _____, 2011 [insert delivery date for Replacement Unit Notice]. A pre-paid, certified U.S. mail return envelope is also enclosed for your response.

PLEASE NOTE: Failure to respond to this final notification by [_____] [insert date 10 days from delivery of this notice] will be deemed as an election to decline relocation, and you will thereafter be allowed to remain as a tenant in your current unit until such time that Parkmerced issues a notice terminating your tenancy in preparation for the demolition of the building.

If you have any questions regarding this Second Replacement Unit Notice, we encourage you to contact Parkmerced immediately. Advice regarding this Second Replacement Unit Notice is also available from the San Francisco Rent Board. The Rent Board is located at 25 Van Ness Avenue, Suite 320, San Francisco, California 94102-6033, tel. 415.252.4600, www.sfgov.org/rentboard.

Attachments: (1) Tenant Relocation Plan; (2) copy of Replacement Unit Notice delivered to this unit; (3) Replacement Unit Acceptance/Rejection Notice; (4) pre-paid, certified U.S. mail return envelope.

Deliver to: (1) unit of all Existing Tenants that did not respond to the Replacement Unit Notice; (2) any other notice address set forth in the lease for such Existing Tenants; (3) Rent Board.

Deliver via: Certified U.S. Mail.

RELOCATION NOTICE

TO: _____

We are pleased to inform you that the construction of the new building located at [_____] [insert address of Replacement Building] has been completed. As you know, you have elected to relocate to a new unit in this building under the same terms as your existing lease, including rent.

Parkmerced is pleased to inform you that the date for moving you to the Replacement Unit is scheduled for:

[Insert relocation date and time]

Please confirm with Parkmerced if this scheduled date and time is or is not convenient for you. We will make every effort to work within your schedule to find a mutually acceptable moving date. Please note that due to the large number of tenants who will relocate to the Replacement Building, Parkmerced may not be able to accommodate all rescheduling requests.

Please also note that Parkmerced shall assume responsibility, at its sole cost, for moving your possessions from your Existing Unit to the Replacement Unit. Neither Parkmerced nor the movers that it hires shall be responsible for the loss, damage, or destruction of any personal property during the move. In addition, neither Parkmerced nor the movers shall be responsible for packing or unpacking your possessions into or out of the moving boxes and containers. Moving boxes and containers shall be made available in the lobby of your building seven (7) days prior to the moving date and shall be picked up from your Replacement Unit within fourteen (14) days after your move. Parkmerced shall pay for any utility hook-up fees or charges incurred by you, including cable TV and internet service initiation fees to the extent you had these utilities in your current residence. **KEEP IN MIND THAT PARKMERCED IS PAYING THESE COSTS ONLY—NO OTHER TENANT RELOCATION OR MOVING EXPENSES SHALL BE PAID TO YOU, INCLUDING LOSS WAGES, YOUR TIME, OR RELOCATION BENEFITS.**

Attachments: None.

Deliver to: (1) all Existing Tenants who submitted a Replacement Unit Acceptance Notice (to Parkmerced unit and any other notice address listed in the lease); (2) Rent Board.

Deliver via: Certified U.S. Mail

NOTICE TO TERMINATE TENANCY
San Francisco Administrative Code Section 37.9(a)(15)

In the event that an Existing or a New Tenant opts to stay in the unit up until the time that Developer elects to vacate the building in preparation for demolition, they will be served with a Notice to Terminate Tenancy that comports with the applicable law at the time of termination.

NOTICE OF DEMOLITION PERMIT

TO PARKMERCED RESIDENTS:

As you know, Parkmerced is in the process of redeveloping the Parkmerced site in accordance with a development agreement between Parkmerced and the City and County of San Francisco (the “Development Agreement”). You may have seen or heard about this exciting project that will provide new housing for the community, while protecting the Existing Tenants. In addition, you have likely seen the recent construction work on the new building located at [_____] [*insert address of building to which Relocating Tenants will relocate*] (the “Replacement Building”).

Please note that Parkmerced is applying for a permit to demolish the building located at [_____] [*insert address of building for which demolition permit sought*] (the “To-Be-Replaced Building”). Tenants who have elected to relocate to the Replacement Building will be contacted separately regarding relocation. Tenants who have elected to remain in the To-Be-Replaced Building will be notified at least sixty (60) days prior to the date when they must permanently vacate their unit in preparation for the demolition.

At this time, you are not required to take any action. To find out more about the project, please contact:

Thank you.

Attachments: None.

Distribute to: (1) All residents of the To-Be-Replaced Building; (2) All applicable residents’ associations

Distribute via: Certified U.S. Mail

NEW TENANT LEASE ADDENDUM

Owner is in the process of redeveloping the property where the Premises is located. Owner has entered into a development agreement with the City and County of San Francisco, known as the “Development Agreement By and Between the City and County of San Francisco and Parkmerced Investors, LLC Relative to the Development Known as the Parkmerced Development Project” (the “Agreement”).

The Agreement allows for the building containing the Premises to be demolished. The expected date for demolition is _____ [*insert anticipated demolition date*]. A new, replacement building will be built elsewhere on the property prior to the demolition of the Premises.

Please note that, due to the scheduled demolition of the building containing the Premises, your tenancy will terminate on or around _____ [*insert date on which tenants will be required to vacate prior to demolition*]. However, you will be given an official 60-day notice to terminate *at least* sixty (60) days before this date. Under the San Francisco Rent Ordinance, Section 37.9(a)(15) of the San Francisco Administrative Code, a landlord may terminate a tenancy pursuant to a development agreement, such as the Agreement.

Some tenants in your building will be given the right to relocate to the new replacement building at their same rent, and others will be paid relocation payments as required by the Agreement. However, because your tenancy began after the “Existing Tenant Notification” was delivered and the relocation process began, you will not receive any of these benefits. To that end, you will have no right to relocate to the new building, and you will receive no relocation or moving costs when your tenancy terminates. (If you desire to live in the new building under the terms of a new lease and new rent, you may submit an application to Parkmerced at the appropriate time.) You are being provided with this disclosure before your tenancy begins, and you may choose not to sign the Residential Tenancy Agreement if these terms and conditions are not acceptable to you.

By signing this addendum, you agree to vacate pursuant to the 60-day termination notice that will be served upon you at least sixty (60) days before the stated tenancy termination date. You agree that you are not entitled to any relocation money, moving costs, or any other compensation, including rent abatement. Rent shall be due for each day of occupancy, and pro-rated on a daily basis should the termination date not coincide with the last day of the month. You may want to consult with an attorney and/or the San Francisco Residential Rent Stabilization and Arbitration Board before signing this addendum.

ACCEPTED AND AGREED TO BY:

Owner

Tenant

Exhibit T

Existing Garden Apartment Square Footage Analysis

Parkmerced
San Francisco, California

Parkmerced Garden Apartment Sq Ft Summary
February 1, 2011

Existing Garden Apartments											
Unit Type	Unit Count	Average Usable SF	Minimum Usable SF	Maximum Usable SF	Number of Bedrooms	Number of Bathrooms	Average Storage SF	Minimum Storage SF	Maximum Storage SF		
1x1 Small	252	688	682	699	1	1	45	39	46		
1x1 Medium	172	713	691	738	1	1	48	30	52		
1x1 Large	120	749	748	756	1	1	42	39	42		
1x1 Totals	544	709	1x1 Weighted Average SF				45				
2x1 Small	157	873	873	873	2	1	41	41	41		
2x1 Medium	407	888	888	897	2	1	42	42	47		
2x1 Large	114	916	910	926	2	1	50	47	56		
2x1 X-Large	106	1,022	1,005	1,029	2	1	75	60	80		
2x1 XX-Large	18	1,046	1,042	1,058	2	1	81	81	81		
2x1 Totals	802	910	2x1 Weighted Average SF				48				
3x2 Regular	122	1,192	1,192	1,192	3	2	80	80	80		
3x2 Totals	122	1,192	3x2 Weighted Average SF				80				
3x2.5 Small	68	1,330	1,328	1,338	3	2.5	78	77	79		
3x2.5 Large	2	1,506	1,506	1,506	3	2.5	115	115	115		
3x2.5 Totals	70	1,335	3x2.5 Weighted Average SF				79				
Total	1,538	881	All Garden Apartment Weight Average SF					51			

Parkmerced
San Francisco, California

Parkmerced Unit Listing
February 1, 2011

Corresponding Huntsman Plan Number	Number of Units	Existing SF	Non-Usable SF	Usable SF	In-Unit Storage
1x1					
28	93	691	(9)	682	44
29	109	697	(9)	688	46
30	34	707	(9)	698	44
31	16	708	(9)	699	39
19	110	723	(12)	711	52
23	4	726	(12)	714	50
27	24	729	(38)	691	30
21	10	737	(12)	725	49
26	24	748	(10)	738	44
20	104	792	(44)	748	42
24	4	796	(44)	752	41
22	10	799	(44)	755	39
25	2	803	(47)	756	41
544					
2x1					
5	157	920	(47)	873	41
3	397	942	(54)	888	42
8	10	946	(49)	897	47
1	58	961	(48)	913	49
2	20	962	(52)	910	56
7	5	971	(48)	923	47
4	25	973	(49)	924	47
6	6	975	(49)	926	48
10	6	1,056	(51)	1,005	72
9	26	1,060	(53)	1,007	60
11	74	1,081	(52)	1,029	80
13	14	1,094	(52)	1,042	81
12	4	1,109	(51)	1,058	81
802					
3x2					
14	122	1,241	(49)	1,192	80
122					
3x2.5					
18	44	1,391	(63)	1,328	77
16	4	1,399	(61)	1,338	79
17	20	1,401	(68)	1,333	79
15	2	1,568	(62)	1,506	115
70					

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
157	Serrano	ga1a	1x1 Lower A	748	(10)	738	26
147	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
141	Serrano Dr	ga1a	1x1 Lower A	723	(12)	711	19
231	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
225	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
205	Serrano	ga1a	1x1 Lower A	748	(10)	738	26
104	Cardenas	ga1a	1x1 Lower A	748	(10)	738	26
122	Cardenas	ga1a	1x1 Lower A	723	(12)	711	19
128	Cardenas	ga1a	1x1 Lower A	723	(12)	711	19
131	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
125	Serrano Dr	ga1a	1x1 Lower A	723	(12)	711	19
105	Serrano	ga1a	1x1 Lower A	748	(10)	738	26
309	Cardenas	ga1a	1x1 Lower A	737	(12)	725	21
303	Cardenas	ga1a	1x1 Lower A	723	(12)	711	19
304	Cardenas	ga1a	1x1 Lower A	726	(12)	714	23
310	Cardenas	ga1a	1x1 Lower A	726	(12)	714	23
14	Cambon	ga1a	1x1 Lower A	737	(12)	725	21
20	Cambon Dr	ga1a	1x1 Lower A	723	(12)	711	19
54	Cambon	ga1a	1x1 Lower A	723	(12)	711	19
60	Cambon	ga1a	1x1 Lower A	723	(12)	711	19
6	Castelo	ga1a	1x1 Lower A	726	(12)	714	23
12	Castelo	ga1a	1x1 Lower A	726	(12)	714	23
104	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
122	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
128	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
204	Cardenas Ave	ga1a	1x1 Lower A	723	(12)	711	19
210	Cardenas	ga1a	1x1 Lower A	723	(12)	711	19
220	Cardenas	ga1a	1x1 Lower A	748	(10)	738	26
204	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
222	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
228	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
138	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
144	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
154	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
23	Castelo	ga1a	1x1 Lower A	748	(10)	738	26
11	Castelo	ga1a	1x1 Lower A	723	(12)	711	19
5	Castelo	ga1a	1x1 Lower A	723	(12)	711	19
231	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
225	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
205	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
305	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
311	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
323	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
349	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
25	Garces	ga1a	1x1 Lower A	737	(12)	725	21
31	Garces	ga1a	1x1 Lower A	737	(12)	725	21
35	Garces	ga1a	1x1 Lower A	723	(12)	711	19
404	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
422	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
428	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
304	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
310	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
320	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
504	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
522	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
528	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
438	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
444	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
454	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
704	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
710	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
720	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
723	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
711	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
705	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
765	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
759	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
749	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
224	Garces	ga1a	1x1 Lower A	737	(12)	725	21

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
230	Garces	ga1a	1x1 Lower A	737	(12)	725	21
617	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
605	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
212	Garces	ga1a	1x1 Lower A	737	(12)	725	21
218	Garces	ga1a	1x1 Lower A	737	(12)	725	21
6	Garces	ga1a	1x1 Lower A	748	(10)	738	26
24	Garces	ga1a	1x1 Lower A	723	(12)	711	19
30	Garces	ga1a	1x1 Lower A	723	(12)	711	19
531	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
525	Gonzalez	ga1a	1x1 Lower A	723	(12)	711	19
505	Gonzalez	ga1a	1x1 Lower A	748	(10)	738	26
245	Garces	ga1a	1x1 Lower A	723	(12)	711	19
239	Garces	ga1a	1x1 Lower A	723	(12)	711	19
215	Garces	ga1a	1x1 Lower A	723	(12)	711	19
207	Garces	ga1a	1x1 Lower A	723	(12)	711	19
145	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
135	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
127	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
117	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
503	Vidal	ga1a	1x1 Lower A	723	(12)	711	19
331	Garces	ga1a	1x1 Lower A	723	(12)	711	19
303	Garces	ga1a	1x1 Lower A	723	(12)	711	19
531	Vidal	ga1a	1x1 Lower A	723	(12)	711	19
34	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
40	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
50	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
56	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
585	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
579	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
569	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
563	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
557	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
551	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
541	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
535	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
6	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
12	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
22	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
24	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
28	Rivas	ga1a	1x1 Lower A	723	(12)	711	19
428	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
444	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
450	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
28	Higuera	ga1a	1x1 Lower A	723	(12)	711	19
233	Vidal	ga1a	1x1 Lower A	723	(12)	711	19
227	Vidal	ga1a	1x1 Lower A	737	(12)	725	21
211	Vidal	ga1a	1x1 Lower A	723	(12)	711	19
205	Vidal	ga1a	1x1 Lower A	723	(12)	711	19
39	Acevedo	ga1a	1x1 Lower A	723	(12)	711	19
33	Acevedo	ga1a	1x1 Lower A	723	(12)	711	19
404	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
410	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
426	Arballo	ga1a	1x1 Lower A	737	(12)	725	21
136	Tapia	ga1a	1x1 Lower A	723	(12)	711	19
142	Tapia	ga1a	1x1 Lower A	723	(12)	711	19
152	Tapia	ga1a	1x1 Lower A	723	(12)	711	19
158	Tapia	ga1a	1x1 Lower A	723	(12)	711	19
427	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
421	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
405	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
407	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
411	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
371	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
365	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
355	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
349	Arballo	ga1a	1x1 Lower A	723	(12)	711	19
108	Tapia	ga1a	1x1 Lower A	723	(12)	711	19
114	Tapia	ga1a	1x1 Lower A	723	(12)	711	19
124	Tapia	ga1a	1x1 Lower A	723	(12)	711	19

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
130	Tapia	ga1a	1x1 Lower A	723	(12)	711	19
346	Serrano	ga1a	1x1 Lower A	748	(10)	738	26
356	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
362	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
304	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
310	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
320	Serrano	ga1a	1x1 Lower A	748	(10)	738	26
323	Serrano	ga1a	1x1 Lower A	748	(10)	738	26
311	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
305	Serrano	ga1a	1x1 Lower A	723	(12)	711	19
149	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
139	Serrano	ga1b	1x1 Lower B	707	(9)	698	30
233	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
223	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
120	Cardenas Ave	ga1b	1x1 Lower B	691	(9)	682	28
130	Cardenas	ga1b	1x1 Lower B	707	(9)	698	30
133	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
123	Serrano	ga1b	1x1 Lower B	707	(9)	698	30
17	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
15	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
302	Cardenas	ga1b	1x1 Lower B	691	(9)	682	28
12	Cambon	ga1b	1x1 Lower B	707	(9)	698	30
28	Cambon Dr	ga1b	1x1 Lower B	707	(9)	698	30
46	Cambon	ga1b	1x1 Lower B	707	(9)	698	30
62	Cambon	ga1b	1x1 Lower B	707	(9)	698	30
4	Castelo	ga1b	1x1 Lower B	691	(9)	682	28
14	Castelo	ga1b	1x1 Lower B	707	(9)	698	30
120	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
130	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
202	Cardenas	ga1b	1x1 Lower B	691	(9)	682	28
212	Cardenas	ga1b	1x1 Lower B	707	(9)	698	30
220	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
230	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
136	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
146	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
15	Castelo	ga1b	1x1 Lower B	691	(9)	682	28
3	Castelo	ga1b	1x1 Lower B	707	(9)	698	30
233	Gonzalez Dr	ga1b	1x1 Lower B	691	(9)	682	28
223	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
303	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
315	Gonzalez Dr	ga1b	1x1 Lower B	691	(9)	682	28
357	Gonzalez Dr	ga1b	1x1 Lower B	691	(9)	682	28
359	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
401	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
3	Garces	ga1b	1x1 Lower B	707	(9)	698	30
21	Garces	ga1b	1x1 Lower B	691	(9)	682	28
420	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
430	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
302	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
312	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
520	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
530	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
436	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
446	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
602	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
612	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
4	Bucareli	ga1b	1x1 Lower B	691	(9)	682	28
6	Bucareli	ga1b	1x1 Lower B	691	(9)	682	28
702	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
712	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
715	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
703	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
767	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
757	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
232	Garces	ga1b	1x1 Lower B	707	(9)	698	30
133	Bucareli	ga1b	1x1 Lower B	691	(9)	682	28
619	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
603	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
130	Grijalva	ga1b	1x1 Lower B	691	(9)	682	28

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
210	Garces	ga1b	1x1 Lower B	707	(9)	698	30
22	Garces	ga1b	1x1 Lower B	691	(9)	682	28
32	Garces	ga1b	1x1 Lower B	707	(9)	698	30
533	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
523	Gonzalez	ga1b	1x1 Lower B	707	(9)	698	30
103	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
201	Garces	ga1b	1x1 Lower B	707	(9)	698	30
133	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
428	Vidal	ga1b	1x1 Lower B	691	(9)	682	28
402	Vidal	ga1b	1x1 Lower B	691	(9)	682	28
415	Garces	ga1b	1x1 Lower B	691	(9)	682	28
602	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
612	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
417	Vidal	ga1b	1x1 Lower B	707	(9)	698	30
409	Vidal	ga1b	1x1 Lower B	707	(9)	698	30
619	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
617	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
605	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
603	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
102	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
104	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
114	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
116	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
48	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
58	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
314	Garces	ga1b	1x1 Lower B	691	(9)	682	28
324	Garces	ga1b	1x1 Lower B	691	(9)	682	28
587	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
577	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
543	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
533	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
827	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
817	Gonzalez	ga1b	1x1 Lower B	691	(9)	682	28
4	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
14	Rivas	ga1b	1x1 Lower B	691	(9)	682	28
442	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
452	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
16	Higuera	ga1b	1x1 Lower B	707	(9)	698	30
22	Higuera	ga1b	1x1 Lower B	707	(9)	698	30
32	Higuera	ga1b	1x1 Lower B	691	(9)	682	28
239	Vidal	ga1b	1x1 Lower B	707	(9)	698	30
215	Vidal	ga1b	1x1 Lower B	691	(9)	682	28
203	Vidal	ga1b	1x1 Lower B	691	(9)	682	28
27	Acevedo	ga1b	1x1 Lower B	691	(9)	682	28
17	Acevedo	ga1b	1x1 Lower B	691	(9)	682	28
402	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
412	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
150	Tapia	ga1b	1x1 Lower B	691	(9)	682	28
160	Tapia	ga1b	1x1 Lower B	691	(9)	682	28
414	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
424	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
429	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
419	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
357	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
347	Arballo	ga1b	1x1 Lower B	691	(9)	682	28
27	Pinto	ga1b	1x1 Lower B	691	(9)	682	28
17	Pinto	ga1b	1x1 Lower B	691	(9)	682	28
106	Tapia	ga1b	1x1 Lower B	691	(9)	682	28
116	Tapia	ga1b	1x1 Lower B	691	(9)	682	28
354	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
364	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
302	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
312	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
315	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
303	Serrano	ga1b	1x1 Lower B	691	(9)	682	28
405	Font	ga1b	1x1 Lower B	691	(9)	682	28
403	Font	ga1b	1x1 Lower B	691	(9)	682	28
155	Serrano Dr	ga2a	1x1 Upper A	729	(38)	691	27
145	Serrano Dr	ga2a	1x1 Upper A	792	(44)	748	20

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
143	Serrano	ga2a	1x1 Upper A	792	(44)	748	20
229	Serrano Dr	ga2a	1x1 Upper A	792	(44)	748	20
227	Serrano	ga2a	1x1 Upper A	792	(44)	748	20
203	Serrano	ga2a	1x1 Upper A	729	(38)	691	27
102	Cardenas	ga2a	1x1 Upper A	729	(38)	691	27
124	Cardenas	ga2a	1x1 Upper A	792	(44)	748	20
126	Cardenas Ave	ga2a	1x1 Upper A	792	(44)	748	20
129	Serrano	ga2a	1x1 Upper A	792	(44)	748	20
127	Serrano	ga2a	1x1 Upper A	792	(44)	748	20
103	Serrano	ga2a	1x1 Upper A	729	(38)	691	27
307	Cardenas	ga2a	1x1 Upper A	799	(44)	755	22
305	Cardenas	ga2a	1x1 Upper A	792	(44)	748	20
306	Cardenas	ga2a	1x1 Upper A	796	(44)	752	24
308	Cardenas	ga2a	1x1 Upper A	796	(44)	752	24
16	Cambon	ga2a	1x1 Upper A	799	(44)	755	22
18	Cambon	ga2a	1x1 Upper A	792	(44)	748	20
56	Cambon	ga2a	1x1 Upper A	792	(44)	748	20
58	Cambon	ga2a	1x1 Upper A	792	(44)	748	20
8	Castelo	ga2a	1x1 Upper A	796	(44)	752	24
10	Castelo	ga2a	1x1 Upper A	796	(44)	752	24
102	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
124	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
126	Gonzalez Dr	ga2a	1x1 Upper A	792	(44)	748	20
206	Cardenas	ga2a	1x1 Upper A	792	(44)	748	20
208	Cardenas	ga2a	1x1 Upper A	792	(44)	748	20
218	Cardenas	ga2a	1x1 Upper A	729	(38)	691	27
202	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
224	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
226	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
140	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
142	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
148	Gonzalez	ga2a	1x1 Upper A	697	(9)	688	29
152	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
21	Castelo	ga2a	1x1 Upper A	729	(38)	691	27
9	Castelo	ga2a	1x1 Upper A	792	(44)	748	20
7	Castelo	ga2a	1x1 Upper A	792	(44)	748	20
229	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
227	Gonzalez Dr	ga2a	1x1 Upper A	792	(44)	748	20
203	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
307	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
309	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
321	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
351	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
27	Garces	ga2a	1x1 Upper A	799	(44)	755	22
29	Garces	ga2a	1x1 Upper A	799	(44)	755	22
33	Garces Drive	ga2a	1x1 Upper A	792	(44)	748	20
402	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
424	Gonzalez Dr	ga2a	1x1 Upper A	792	(44)	748	20
426	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
306	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
308	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
318	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
502	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
524	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
526	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
440	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
442	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
452	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
706	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
708	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
718	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
721	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
709	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
707	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
763	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
761	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
751	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
226	Garces	ga2a	1x1 Upper A	799	(44)	755	22
228	Garces	ga2a	1x1 Upper A	799	(44)	755	22

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
615	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
607	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
214	Garces	ga2a	1x1 Upper A	799	(44)	755	22
216	Garces	ga2a	1x1 Upper A	799	(44)	755	22
4	Garces	ga2a	1x1 Upper A	729	(38)	691	27
26	Garces	ga2a	1x1 Upper A	792	(44)	748	20
28	Garces	ga2a	1x1 Upper A	792	(44)	748	20
529	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
527	Gonzalez	ga2a	1x1 Upper A	792	(44)	748	20
503	Gonzalez	ga2a	1x1 Upper A	729	(38)	691	27
243	Garces	ga2a	1x1 Upper A	792	(44)	748	20
241	Garces	ga2a	1x1 Upper A	792	(44)	748	20
211	Garces	ga2a	1x1 Upper A	792	(44)	748	20
209	Garces	ga2a	1x1 Upper A	792	(44)	748	20
143	Rivas	ga2a	1x1 Upper A	803	(47)	756	25
137	Rivas	ga2a	1x1 Upper A	803	(47)	756	25
125	Rivas	ga2a	1x1 Upper A	792	(44)	748	20
119	Rivas	ga2a	1x1 Upper A	792	(44)	748	20
505	Vidal	ga2a	1x1 Upper A	792	(44)	748	20
329	Garces	ga2a	1x1 Upper A	792	(44)	748	20
305	Garces	ga2a	1x1 Upper A	792	(44)	748	20
529	Vidal	ga2a	1x1 Upper A	792	(44)	748	20
36	Rivas	ga2a	1x1 Upper A	792	(44)	748	20
38	Rivas	ga2a	1x1 Upper A	792	(44)	748	20
52	Rivas	ga2a	1x1 Upper A	792	(44)	748	20
54	Rivas	ga2a	1x1 Upper A	792	(44)	748	20
583	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
581	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
567	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
565	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
555	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
553	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
539	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
537	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
8	Rivas	ga2a	1x1 Upper A	792	(44)	748	20
10	Rivas	ga2a	1x1 Upper A	792	(44)	748	20
26	Rivas	ga2a	1x1 Upper A	792	(44)	748	20
430	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
446	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
448	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
30	Higuera	ga2a	1x1 Upper A	792	(44)	748	20
231	Vidal	ga2a	1x1 Upper A	792	(44)	748	20
229	Vidal	ga2a	1x1 Upper A	799	(44)	755	22
209	Vidal	ga2a	1x1 Upper A	792	(44)	748	20
207	Vidal	ga2a	1x1 Upper A	792	(44)	748	20
37	Acevedo	ga2a	1x1 Upper A	792	(44)	748	20
35	Acevedo	ga2a	1x1 Upper A	792	(44)	748	20
406	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
408	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
424	Arballo	ga2a	1x1 Upper A	799	(44)	755	22
138	Tapia	ga2a	1x1 Upper A	792	(44)	748	20
140	Tapia	ga2a	1x1 Upper A	792	(44)	748	20
154	Tapia	ga2a	1x1 Upper A	792	(44)	748	20
156	Tapia	ga2a	1x1 Upper A	792	(44)	748	20
425	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
423	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
409	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
369	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
367	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
353	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
351	Arballo	ga2a	1x1 Upper A	792	(44)	748	20
110	Tapia	ga2a	1x1 Upper A	792	(44)	748	20
112	Tapia	ga2a	1x1 Upper A	792	(44)	748	20
126	Tapia	ga2a	1x1 Upper A	792	(44)	748	20
128	Tapia	ga2a	1x1 Upper A	792	(44)	748	20
348	Serrano	ga2a	1x1 Upper A	729	(38)	691	27
358	Serrano	ga2a	1x1 Upper A	792	(44)	748	20
360	Serrano	ga2a	1x1 Upper A	792	(44)	748	20
306	Serrano	ga2a	1x1 Upper A	792	(44)	748	20

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
308	Serrano	ga2a	1x1 Upper A	792	(44)	748	20
318	Serrano	ga2a	1x1 Upper A	729	(38)	691	27
321	Serrano	ga2a	1x1 Upper A	729	(38)	691	27
309	Serrano	ga2a	1x1 Upper A	792	(44)	748	20
307	Serrano	ga2a	1x1 Upper A	792	(44)	748	20
151	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
137	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
235	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
221	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
118	Cardenas	ga2b	1x1 Upper B	697	(9)	688	29
132	Cardenas	ga2b	1x1 Upper B	697	(9)	688	29
135	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
121	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
19	Gonzalez Dr	ga2b	1x1 Upper B	708	(9)	699	31
11	Gonzalez	ga2b	1x1 Upper B	708	(9)	699	31
300	Cardenas	ga2b	1x1 Upper B	697	(9)	688	29
10	Cambon	ga2b	1x1 Upper B	708	(9)	699	31
30	Cambon	ga2b	1x1 Upper B	708	(9)	699	31
44	Cambon	ga2b	1x1 Upper B	708	(9)	699	31
64	Cambon	ga2b	1x1 Upper B	697	(9)	688	29
2	Castelo	ga2b	1x1 Upper B	697	(9)	688	29
16	Castelo Ave	ga2b	1x1 Upper B	697	(9)	688	29
118	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
132	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
200	Cardenas	ga2b	1x1 Upper B	697	(9)	688	29
214	Cardenas	ga2b	1x1 Upper B	697	(9)	688	29
218	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
232	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
134	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
17	Castelo	ga2b	1x1 Upper B	697	(9)	688	29
1	Castelo	ga2b	1x1 Upper B	697	(9)	688	29
235	Gonzalez Dr	ga2b	1x1 Upper B	697	(9)	688	29
221	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
301	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
317	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
355	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
361	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
403	Gonzalez	ga2b	1x1 Upper B	708	(9)	699	31
1	Garces Drive	ga2b	1x1 Upper B	697	(9)	688	29
23	Garces	ga2b	1x1 Upper B	697	(9)	688	29
418	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
432	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
300	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
314	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
518	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
532	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
434	Gonzalez Dr	ga2b	1x1 Upper B	697	(9)	688	29
448	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
600	Gonzalez	ga2b	1x1 Upper B	708	(9)	699	31
614	Gonzalez	ga2b	1x1 Upper B	708	(9)	699	31
2	Bucareli	ga2b	1x1 Upper B	697	(9)	688	29
8	Bucareli	ga2b	1x1 Upper B	697	(9)	688	29
700	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
714	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
717	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
701	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
769	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
755	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
234	Garces	ga2b	1x1 Upper B	708	(9)	699	31
135	Bucareli	ga2b	1x1 Upper B	697	(9)	688	29
621	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
601	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
132	Grijalva	ga2b	1x1 Upper B	697	(9)	688	29
208	Garces	ga2b	1x1 Upper B	708	(9)	699	31
20	Garces	ga2b	1x1 Upper B	697	(9)	688	29
34	Garces	ga2b	1x1 Upper B	697	(9)	688	29
535	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
521	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
101	Rivas	ga2b	1x1 Upper B	707	(9)	698	30

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
203	Garces	ga2b	1x1 Upper B	708	(9)	699	31
131	Rivas	ga2b	1x1 Upper B	697	(9)	688	29
426	Vidal	ga2b	1x1 Upper B	697	(9)	688	29
404	Vidal	ga2b	1x1 Upper B	697	(9)	688	29
417	Garces	ga2b	1x1 Upper B	697	(9)	688	29
600	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
614	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
419	Vidal	ga2b	1x1 Upper B	708	(9)	699	31
407	Vidal	ga2b	1x1 Upper B	708	(9)	699	31
621	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
615	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
607	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
601	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
100	Rivas	ga2b	1x1 Upper B	697	(9)	688	29
106	Rivas	ga2b	1x1 Upper B	697	(9)	688	29
112	Rivas	ga2b	1x1 Upper B	697	(9)	688	29
118	Rivas	ga2b	1x1 Upper B	697	(9)	688	29
46	Rivas	ga2b	1x1 Upper B	697	(9)	688	29
60	Rivas	ga2b	1x1 Upper B	697	(9)	688	29
312	Garces	ga2b	1x1 Upper B	697	(9)	688	29
326	Garces	ga2b	1x1 Upper B	697	(9)	688	29
589	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
575	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
545	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
531	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
829	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
815	Gonzalez	ga2b	1x1 Upper B	697	(9)	688	29
2	Rivas	ga2b	1x1 Upper B	697	(9)	688	29
16	Rivas	ga2b	1x1 Upper B	697	(9)	688	29
440	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
454	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
14	Higuera	ga2b	1x1 Upper B	708	(9)	699	31
24	Higuera	ga2b	1x1 Upper B	708	(9)	699	31
34	Higuera	ga2b	1x1 Upper B	697	(9)	688	29
237	Vidal	ga2b	1x1 Upper B	708	(9)	699	31
217	Vidal	ga2b	1x1 Upper B	697	(9)	688	29
201	Vidal	ga2b	1x1 Upper B	697	(9)	688	29
29	Acevedo	ga2b	1x1 Upper B	697	(9)	688	29
15	Acevedo	ga2b	1x1 Upper B	697	(9)	688	29
400	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
414	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
148	Tapia	ga2b	1x1 Upper B	697	(9)	688	29
162	Tapia	ga2b	1x1 Upper B	697	(9)	688	29
412	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
426	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
431	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
417	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
359	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
345	Arballo	ga2b	1x1 Upper B	697	(9)	688	29
29	Pinto	ga2b	1x1 Upper B	697	(9)	688	29
15	Pinto	ga2b	1x1 Upper B	697	(9)	688	29
104	Tapia	ga2b	1x1 Upper B	697	(9)	688	29
118	Tapia	ga2b	1x1 Upper B	697	(9)	688	29
352	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
366	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
300	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
314	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
317	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
301	Serrano	ga2b	1x1 Upper B	697	(9)	688	29
407	Font	ga2b	1x1 Upper B	697	(9)	688	29
401	Font	ga2b	1x1 Upper B	697	(9)	688	29
169	Serrano	gb1	2x1-GB1	962	(52)	910	2
167	Serrano	gb1	2x1-GB1	942	(54)	888	3
165	Serrano	gb1	2x1-GB1	942	(54)	888	3
163	Serrano	gb1	2x1-GB1	942	(54)	888	3
161	Serrano	gb1	2x1-GB1	942	(54)	888	3
159	Serrano	gb1	2x1-GB1	942	(54)	888	3
4	Fuente	gb1	2x1-GB1	942	(54)	888	3
10	Fuente	gb1	2x1-GB1	920	(47)	873	5

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
12	Fuente	gb1	2x1-GB1	961	(48)	913	1
18	Fuente	gb1	2x1-GB1	961	(48)	913	1
20	Fuente	gb1	2x1-GB1	942	(54)	888	3
22	Fuente	gb1	2x1-GB1	942	(54)	888	3
24	Fuente Av	gb1	2x1-GB1	942	(54)	888	3
26	Fuente	gb1	2x1-GB1	942	(54)	888	3
28	Fuente	gb1	2x1-GB1	920	(47)	873	5
30	Fuente	gb1	2x1-GB1	1,060	(53)	1,007	9
400	Font	gb1	2x1-GB1	1,060	(53)	1,007	9
402	Font	gb1	2x1-GB1	920	(47)	873	5
404	Font	gb1	2x1-GB1	942	(54)	888	3
406	Font	gb1	2x1-GB1	942	(54)	888	3
408	Font	gb1	2x1-GB1	942	(54)	888	3
410	Font	gb1	2x1-GB1	942	(54)	888	3
412	Font	gb1	2x1-GB1	961	(48)	913	1
418	Font	gb1	2x1-GB1	961	(48)	913	1
420	Font	gb1	2x1-GB1	920	(47)	873	5
426	Font	gb1	2x1-GB1	942	(54)	888	3
207	Serrano	gb1	2x1-GB1	942	(54)	888	3
209	Serrano	gb1	2x1-GB1	942	(54)	888	3
211	Serrano	gb1	2x1-GB1	942	(54)	888	3
215	Serrano	gb1	2x1-GB1	942	(54)	888	3
217	Serrano	gb1	2x1-GB1	942	(54)	888	3
219	Serrano	gb1	2x1-GB1	962	(52)	910	2
116	Cardenas	gb1	2x1-GB1	962	(52)	910	2
114	Cardenas	gb1	2x1-GB1	942	(54)	888	3
112	Cardenas	gb1	2x1-GB1	942	(54)	888	3
110	Cardenas	gb1	2x1-GB1	942	(54)	888	3
108	Cardenas	gb1	2x1-GB1	942	(54)	888	3
106	Cardenas	gb1	2x1-GB1	942	(54)	888	3
102	Crespi	gb1	2x1-GB1	942	(54)	888	3
108	Crespi	gb1	2x1-GB1	920	(47)	873	5
110	Crespi	gb1	2x1-GB1	961	(48)	913	1
116	Crespi	gb1	2x1-GB1	961	(48)	913	1
118	Crespi	gb1	2x1-GB1	942	(54)	888	3
120	Crespi	gb1	2x1-GB1	942	(54)	888	3
122	Crespi	gb1	2x1-GB1	942	(54)	888	3
124	Crespi	gb1	2x1-GB1	942	(54)	888	3
126	Crespi Dr	gb1	2x1-GB1	920	(47)	873	5
128	Crespi	gb1	2x1-GB1	1,060	(53)	1,007	9
31	Fuente	gb1	2x1-GB1	1,060	(53)	1,007	9
29	Fuente	gb1	2x1-GB1	920	(47)	873	5
27	Fuente	gb1	2x1-GB1	942	(54)	888	3
25	Fuente	gb1	2x1-GB1	942	(54)	888	3
23	Fuente	gb1	2x1-GB1	942	(54)	888	3
21	Fuente	gb1	2x1-GB1	942	(54)	888	3
19	Fuente	gb1	2x1-GB1	961	(48)	913	1
11	Fuente	gb1	2x1-GB1	961	(48)	913	1
9	Fuente	gb1	2x1-GB1	920	(47)	873	5
3	Fuente	gb1	2x1-GB1	942	(54)	888	3
107	Serrano	gb1	2x1-GB1	942	(54)	888	3
109	Serrano	gb1	2x1-GB1	942	(54)	888	3
111	Serrano	gb1	2x1-GB1	942	(54)	888	3
115	Serrano	gb1	2x1-GB1	942	(54)	888	3
117	Serrano	gb1	2x1-GB1	942	(54)	888	3
119	Serrano	gb1	2x1-GB1	962	(52)	910	2
27	Serrano	gb1	2x1-GB1	946	(49)	897	8
29	Serrano	gb1	2x1-GB1	946	(49)	897	8
31	Serrano	gb1	2x1-GB1	946	(49)	897	8
33	Serrano	gb1	2x1-GB1	946	(49)	897	8
10	Gonzalez	gb1	2x1-GB1	946	(49)	897	8
8	Gonzalez	gb1	2x1-GB1	946	(49)	897	8
6	Gonzalez	gb1	2x1-GB1	946	(49)	897	8
4	Gonzalez	gb1	2x1-GB1	946	(49)	897	8
7	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
5	Gonzalez	gb1	2x1-GB1	946	(49)	897	8
3	Gonzalez	gb1	2x1-GB1	946	(49)	897	8
107	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
105	Gonzalez	gb1	2x1-GB1	942	(54)	888	3

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
103	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
312	Cardenas	gb1	2x1-GB1	942	(54)	888	3
314	Cardenas	gb1	2x1-GB1	920	(47)	873	5
4	Cambon	gb1	2x1-GB1	942	(54)	888	3
6	Cambon	gb1	2x1-GB1	942	(54)	888	3
22	Cambon	gb1	2x1-GB1	942	(54)	888	3
24	Cambon	gb1	2x1-GB1	942	(54)	888	3
26	Cambon	gb1	2x1-GB1	942	(54)	888	3
34	Cambon	gb1	2x1-GB1	942	(54)	888	3
40	Cambon	gb1	2x1-GB1	942	(54)	888	3
48	Cambon	gb1	2x1-GB1	942	(54)	888	3
50	Cambon	gb1	2x1-GB1	942	(54)	888	3
52	Cambon	gb1	2x1-GB1	942	(54)	888	3
147	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
145	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
143	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
116	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
114	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
112	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
110	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
108	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
106	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
4	Diaz	gb1	2x1-GB1	942	(54)	888	3
10	Diaz	gb1	2x1-GB1	920	(47)	873	5
12	Diaz	gb1	2x1-GB1	961	(48)	913	1
18	Diaz	gb1	2x1-GB1	961	(48)	913	1
20	Diaz	gb1	2x1-GB1	942	(54)	888	3
22	Diaz	gb1	2x1-GB1	942	(54)	888	3
24	Diaz	gb1	2x1-GB1	942	(54)	888	3
26	Diaz	gb1	2x1-GB1	942	(54)	888	3
28	Diaz	gb1	2x1-GB1	920	(47)	873	5
30	Diaz	gb1	2x1-GB1	1,060	(53)	1,007	9
131	Crespi	gb1	2x1-GB1	1,060	(53)	1,007	9
129	Crespi	gb1	2x1-GB1	920	(47)	873	5
127	Crespi	gb1	2x1-GB1	942	(54)	888	3
125	Crespi Dr	gb1	2x1-GB1	942	(54)	888	3
123	Crespi	gb1	2x1-GB1	942	(54)	888	3
121	Crespi	gb1	2x1-GB1	942	(54)	888	3
119	Crespi	gb1	2x1-GB1	961	(48)	913	1
111	Crespi	gb1	2x1-GB1	961	(48)	913	1
109	Crespi	gb1	2x1-GB1	920	(47)	873	5
103	Crespi	gb1	2x1-GB1	942	(54)	888	3
222	Cardenas	gb1	2x1-GB1	942	(54)	888	3
224	Cardenas	gb1	2x1-GB1	942	(54)	888	3
226	Cardenas	gb1	2x1-GB1	942	(54)	888	3
228	Cardenas	gb1	2x1-GB1	942	(54)	888	3
230	Cardenas	gb1	2x1-GB1	942	(54)	888	3
232	Cardenas	gb1	2x1-GB1	962	(52)	910	2
216	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
214	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
212	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
210	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
208	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
206	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
302	Font	gb1	2x1-GB1	942	(54)	888	3
308	Font	gb1	2x1-GB1	920	(47)	873	5
310	Font	gb1	2x1-GB1	961	(48)	913	1
316	Font	gb1	2x1-GB1	961	(48)	913	1
318	Font	gb1	2x1-GB1	942	(54)	888	3
320	Font	gb1	2x1-GB1	942	(54)	888	3
322	Font	gb1	2x1-GB1	942	(54)	888	3
324	Font Blvd.	gb1	2x1-GB1	942	(54)	888	3
326	Font	gb1	2x1-GB1	920	(47)	873	5
328	Font	gb1	2x1-GB1	1,060	(53)	1,007	9
31	Diaz	gb1	2x1-GB1	1,060	(53)	1,007	9
29	Diaz	gb1	2x1-GB1	920	(47)	873	5
27	Diaz	gb1	2x1-GB1	942	(54)	888	3
25	Diaz	gb1	2x1-GB1	942	(54)	888	3
23	Diaz	gb1	2x1-GB1	942	(54)	888	3

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
21	Diaz	gb1	2x1-GB1	942	(54)	888	3
19	Diaz	gb1	2x1-GB1	961	(48)	913	1
11	Diaz	gb1	2x1-GB1	961	(48)	913	1
9	Diaz	gb1	2x1-GB1	920	(47)	873	5
3	Diaz	gb1	2x1-GB1	942	(54)	888	3
156	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
158	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
160	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
162	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
164	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
166	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
35	Castelo	gb1	2x1-GB1	962	(52)	910	2
33	Castelo	gb1	2x1-GB1	942	(54)	888	3
31	Castelo	gb1	2x1-GB1	942	(54)	888	3
29	Castelo	gb1	2x1-GB1	942	(54)	888	3
27	Castelo	gb1	2x1-GB1	942	(54)	888	3
25	Castelo	gb1	2x1-GB1	942	(54)	888	3
102	Cambon	gb1	2x1-GB1	942	(54)	888	3
108	Cambon	gb1	2x1-GB1	920	(47)	873	5
110	Cambon	gb1	2x1-GB1	961	(48)	913	1
116	Cambon	gb1	2x1-GB1	961	(48)	913	1
118	Cambon	gb1	2x1-GB1	942	(54)	888	3
120	Cambon	gb1	2x1-GB1	942	(54)	888	3
122	Cambon	gb1	2x1-GB1	942	(54)	888	3
124	Cambon	gb1	2x1-GB1	942	(54)	888	3
126	Cambon	gb1	2x1-GB1	920	(47)	873	5
128	Cambon	gb1	2x1-GB1	1,060	(53)	1,007	9
200	Font	gb1	2x1-GB1	1,060	(53)	1,007	9
202	Font	gb1	2x1-GB1	920	(47)	873	5
204	Font	gb1	2x1-GB1	942	(54)	888	3
206	Font	gb1	2x1-GB1	942	(54)	888	3
208	Font	gb1	2x1-GB1	942	(54)	888	3
210	Font	gb1	2x1-GB1	942	(54)	888	3
212	Font	gb1	2x1-GB1	961	(48)	913	1
218	Font	gb1	2x1-GB1	961	(48)	913	1
220	Font	gb1	2x1-GB1	920	(47)	873	5
226	Font	gb1	2x1-GB1	942	(54)	888	3
207	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
209	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
211	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
215	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
217	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
219	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
201	Font	gb1	2x1-GB1	1,060	(53)	1,007	9
207	Font	gb1	2x1-GB1	1,060	(53)	1,007	9
209	Font	gb1	2x1-GB1	920	(47)	873	5
211	Font	gb1	2x1-GB1	942	(54)	888	3
215	Font	gb1	2x1-GB1	942	(54)	888	3
217	Font	gb1	2x1-GB1	942	(54)	888	3
219	Font	gb1	2x1-GB1	942	(54)	888	3
221	Font	gb1	2x1-GB1	961	(48)	913	1
227	Font	gb1	2x1-GB1	961	(48)	913	1
229	Font	gb1	2x1-GB1	920	(47)	873	5
235	Font	gb1	2x1-GB1	942	(54)	888	3
325	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
327	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
329	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
331	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
333	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
335	Gonzalez Dr	gb1	2x1-GB1	920	(47)	873	5
337	Gonzalez	gb1	2x1-GB1	920	(47)	873	5
339	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
341	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
343	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
345	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
347	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
407	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
409	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
411	Gonzalez	gb1	2x1-GB1	942	(54)	888	3

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
415	Gonzalez	gb1	2x1-GB1	961	(48)	913	1
421	Gonzalez	gb1	2x1-GB1	961	(48)	913	1
423	Gonzalez	gb1	2x1-GB1	920	(47)	873	5
429	Gonzalez	gb1	2x1-GB1	920	(47)	873	5
431	Gonzalez Dr	gb1	2x1-GB1	961	(48)	913	1
437	Gonzalez	gb1	2x1-GB1	961	(48)	913	1
439	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
5	Garces	gb1	2x1-GB1	942	(54)	888	3
7	Garces	gb1	2x1-GB1	961	(48)	913	1
17	Garces	gb1	2x1-GB1	961	(48)	913	1
19	Garces	gb1	2x1-GB1	942	(54)	888	3
37	Garces	gb1	2x1-GB1	942	(54)	888	3
416	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
414	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
412	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
410	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
408	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
406	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
29	Josepha	gb1	2x1-GB1	942	(54)	888	3
23	Josepha	gb1	2x1-GB1	920	(47)	873	5
21	Josepha	gb1	2x1-GB1	961	(48)	913	1
15	Josepha	gb1	2x1-GB1	961	(48)	913	1
11	Josepha	gb1	2x1-GB1	942	(54)	888	3
9	Josepha	gb1	2x1-GB1	942	(54)	888	3
7	Josepha	gb1	2x1-GB1	942	(54)	888	3
5	Josepha	gb1	2x1-GB1	942	(54)	888	3
3	Josepha	gb1	2x1-GB1	920	(47)	873	5
1	Josepha	gb1	2x1-GB1	1,060	(53)	1,007	9
331	Font Blvd.	gb1	2x1-GB1	1,060	(53)	1,007	9
329	Font	gb1	2x1-GB1	920	(47)	873	5
327	Font	gb1	2x1-GB1	942	(54)	888	3
325	Font	gb1	2x1-GB1	942	(54)	888	3
323	Font	gb1	2x1-GB1	942	(54)	888	3
321	Font	gb1	2x1-GB1	942	(54)	888	3
319	Font	gb1	2x1-GB1	961	(48)	913	1
311	Font	gb1	2x1-GB1	961	(48)	913	1
309	Font	gb1	2x1-GB1	920	(47)	873	5
303	Font	gb1	2x1-GB1	942	(54)	888	3
322	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
324	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
326	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
328	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
330	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
332	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
516	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
514	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
512	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
510	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
508	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
506	Gonzalez Dr	gb1	2x1-GB1	942	(54)	888	3
29	Grijalva	gb1	2x1-GB1	942	(54)	888	3
23	Grijalva	gb1	2x1-GB1	920	(47)	873	5
21	Grijalva	gb1	2x1-GB1	961	(48)	913	1
15	Grijalva	gb1	2x1-GB1	961	(48)	913	1
11	Grijalva	gb1	2x1-GB1	942	(54)	888	3
9	Grijalva	gb1	2x1-GB1	942	(54)	888	3
7	Grijalva	gb1	2x1-GB1	942	(54)	888	3
5	Grijalva	gb1	2x1-GB1	942	(54)	888	3
3	Grijalva	gb1	2x1-GB1	920	(47)	873	5
1	Grijalva	gb1	2x1-GB1	1,060	(53)	1,007	9
2	Josepha	gb1	2x1-GB1	1,060	(53)	1,007	9
4	Josepha	gb1	2x1-GB1	920	(47)	873	5
6	Josepha	gb1	2x1-GB1	942	(54)	888	3
8	Josepha	gb1	2x1-GB1	942	(54)	888	3
10	Josepha	gb1	2x1-GB1	942	(54)	888	3
12	Josepha	gb1	2x1-GB1	942	(54)	888	3
14	Josepha	gb1	2x1-GB1	961	(48)	913	1
20	Josepha	gb1	2x1-GB1	961	(48)	913	1
22	Josepha	gb1	2x1-GB1	920	(47)	873	5

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
28	Josepha	gb1	2x1-GB1	942	(54)	888	3
456	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
458	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
460	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
462	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
464	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
466	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
18	Grijalva	gb1	2x1-GB1	1,060	(53)	1,007	9
20	Grijalva	gb1	2x1-GB1	920	(47)	873	5
26	Grijalva	gb1	2x1-GB1	942	(54)	888	3
604	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
606	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
608	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
610	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
35	Bucareli	gb1	2x1-GB1	942	(54)	888	3
29	Bucareli	gb1	2x1-GB1	920	(47)	873	5
27	Bucareli	gb1	2x1-GB1	1,060	(53)	1,007	9
21	Bucareli	gb1	2x1-GB1	961	(48)	913	1
19	Bucareli	gb1	2x1-GB1	942	(54)	888	3
17	Bucareli	gb1	2x1-GB1	942	(54)	888	3
15	Bucareli	gb1	2x1-GB1	920	(47)	873	5
11	Bucareli	gb1	2x1-GB1	920	(47)	873	5
4	Grijalva	gb1	2x1-GB1	920	(47)	873	5
6	Grijalva	gb1	2x1-GB1	920	(47)	873	5
8	Grijalva	gb1	2x1-GB1	942	(54)	888	3
10	Grijalva	gb1	2x1-GB1	942	(54)	888	3
12	Grijalva	gb1	2x1-GB1	961	(48)	913	1
12	Bucareli	gb1	2x1-GB1	942	(54)	888	3
14	Bucareli	gb1	2x1-GB1	920	(47)	873	5
16	Bucareli	gb1	2x1-GB1	920	(47)	873	5
18	Bucareli	gb1	2x1-GB1	920	(47)	873	5
20	Bucareli	gb1	2x1-GB1	961	(48)	913	1
26	Bucareli	gb1	2x1-GB1	961	(48)	913	1
38	Bucareli	gb1	2x1-GB1	920	(47)	873	5
34	Bucareli	gb1	2x1-GB1	942	(54)	888	3
722	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
724	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
726	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
728	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
730	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
116	Juan	gb1	2x1-GB1	942	(54)	888	3
114	Juan	gb1	2x1-GB1	942	(54)	888	3
112	Juan	gb1	2x1-GB1	942	(54)	888	3
110	Juan	gb1	2x1-GB1	942	(54)	888	3
735	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
733	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
731	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
729	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
727	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
725	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
102	Bucareli	gb1	2x1-GB1	942	(54)	888	3
108	Bucareli	gb1	2x1-GB1	920	(47)	873	5
110	Bucareli	gb1	2x1-GB1	961	(48)	913	1
116	Bucareli	gb1	2x1-GB1	961	(48)	913	1
118	Bucareli	gb1	2x1-GB1	942	(54)	888	3
120	Bucareli	gb1	2x1-GB1	942	(54)	888	3
122	Bucareli	gb1	2x1-GB1	942	(54)	888	3
124	Bucareli	gb1	2x1-GB1	942	(54)	888	3
126	Bucareli	gb1	2x1-GB1	920	(47)	873	5
128	Bucareli	gb1	2x1-GB1	1,060	(53)	1,007	9
31	Rivas	gb1	2x1-GB1	1,060	(53)	1,007	9
29	Rivas	gb1	2x1-GB1	920	(47)	873	5
27	Rivas	gb1	2x1-GB1	942	(54)	888	3
25	Rivas	gb1	2x1-GB1	942	(54)	888	3
23	Rivas	gb1	2x1-GB1	942	(54)	888	3
21	Rivas	gb1	2x1-GB1	942	(54)	888	3
19	Rivas	gb1	2x1-GB1	961	(48)	913	1
11	Rivas	gb1	2x1-GB1	961	(48)	913	1
9	Rivas	gb1	2x1-GB1	920	(47)	873	5

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
3	Rivas	gb1	2x1-GB1	942	(54)	888	3
747	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
745	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
743	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
741	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
739	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
737	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
222	Garces	gb1	2x1-GB1	942	(54)	888	3
238	Garces	gb1	2x1-GB1	942	(54)	888	3
240	Garces	gb1	2x1-GB1	942	(54)	888	3
131	Bucareli	gb1	2x1-GB1	942	(54)	888	3
129	Bucareli	gb1	2x1-GB1	942	(54)	888	3
127	Bucareli	gb1	2x1-GB1	942	(54)	888	3
125	Bucareli	gb1	2x1-GB1	942	(54)	888	3
123	Bucareli	gb1	2x1-GB1	942	(54)	888	3
121	Bucareli	gb1	2x1-GB1	920	(47)	873	5
119	Bucareli	gb1	2x1-GB1	961	(48)	913	1
111	Bucareli	gb1	2x1-GB1	961	(48)	913	1
103	Bucareli	gb1	2x1-GB1	942	(54)	888	3
611	Gonzalez	gb1	2x1-GB1	920	(47)	873	5
609	Gonzalez	gb1	2x1-GB1	920	(47)	873	5
102	Grijalva	gb1	2x1-GB1	942	(54)	888	3
108	Grijalva	gb1	2x1-GB1	920	(47)	873	5
110	Grijalva	gb1	2x1-GB1	961	(48)	913	1
116	Grijalva	gb1	2x1-GB1	961	(48)	913	1
118	Grijalva	gb1	2x1-GB1	920	(47)	873	5
120	Grijalva	gb1	2x1-GB1	942	(54)	888	3
122	Grijalva	gb1	2x1-GB1	942	(54)	888	3
124	Grijalva	gb1	2x1-GB1	942	(54)	888	3
126	Grijalva	gb1	2x1-GB1	942	(54)	888	3
128	Grijalva	gb1	2x1-GB1	942	(54)	888	3
202	Garces	gb1	2x1-GB1	942	(54)	888	3
204	Garces	gb1	2x1-GB1	942	(54)	888	3
220	Garces	gb1	2x1-GB1	942	(54)	888	3
18	Garces	gb1	2x1-GB1	962	(52)	910	2
16	Garces	gb1	2x1-GB1	942	(54)	888	3
14	Garces	gb1	2x1-GB1	942	(54)	888	3
12	Garces	gb1	2x1-GB1	942	(54)	888	3
10	Garces	gb1	2x1-GB1	942	(54)	888	3
8	Garces	gb1	2x1-GB1	942	(54)	888	3
102	Garces	gb1	2x1-GB1	942	(54)	888	3
108	Garces	gb1	2x1-GB1	920	(47)	873	5
110	Garces	gb1	2x1-GB1	961	(48)	913	1
116	Garces	gb1	2x1-GB1	961	(48)	913	1
118	Garces	gb1	2x1-GB1	942	(54)	888	3
120	Garces	gb1	2x1-GB1	942	(54)	888	3
122	Garces	gb1	2x1-GB1	942	(54)	888	3
124	Garces	gb1	2x1-GB1	942	(54)	888	3
126	Garces	gb1	2x1-GB1	920	(47)	873	5
128	Garces	gb1	2x1-GB1	1,060	(53)	1,007	9
131	Grijalva	gb1	2x1-GB1	1,060	(53)	1,007	9
129	Grijalva	gb1	2x1-GB1	920	(47)	873	5
127	Grijalva	gb1	2x1-GB1	942	(54)	888	3
125	Grijalva	gb1	2x1-GB1	942	(54)	888	3
123	Grijalva	gb1	2x1-GB1	942	(54)	888	3
121	Grijalva	gb1	2x1-GB1	942	(54)	888	3
119	Grijalva	gb1	2x1-GB1	961	(48)	913	1
111	Grijalva	gb1	2x1-GB1	961	(48)	913	1
109	Grijalva	gb1	2x1-GB1	920	(47)	873	5
103	Grijalva	gb1	2x1-GB1	942	(54)	888	3
507	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
509	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
511	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
515	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
517	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
519	Gonzalez	gb1	2x1-GB1	962	(52)	910	2
237	Garces	gb1	2x1-GB1	942	(54)	888	3
217	Garces	gb1	2x1-GB1	942	(54)	888	3
147	Rivas	gb1	2x1-GB1	942	(54)	888	3

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
141	Rivas	gb1	2x1-GB1	942	(54)	888	3
139	Rivas	gb1	2x1-GB1	942	(54)	888	3
115	Rivas	gb1	2x1-GB1	942	(54)	888	3
534	Vidal	gb1	2x1-GB1	942	(54)	888	3
532	Vidal	gb1	2x1-GB1	942	(54)	888	3
530	Vidal	gb1	2x1-GB1	942	(54)	888	3
528	Vidal	gb1	2x1-GB1	942	(54)	888	3
526	Vidal	gb1	2x1-GB1	942	(54)	888	3
524	Vidal	gb1	2x1-GB1	942	(54)	888	3
522	Vidal	gb1	2x1-GB1	942	(54)	888	3
520	Vidal	gb1	2x1-GB1	942	(54)	888	3
514	Vidal	gb1	2x1-GB1	942	(54)	888	3
512	Vidal	gb1	2x1-GB1	942	(54)	888	3
510	Vidal	gb1	2x1-GB1	942	(54)	888	3
508	Vidal	gb1	2x1-GB1	942	(54)	888	3
506	Vidal	gb1	2x1-GB1	942	(54)	888	3
504	Vidal	gb1	2x1-GB1	942	(54)	888	3
502	Vidal	gb1	2x1-GB1	942	(54)	888	3
500	Vidal	gb1	2x1-GB1	942	(54)	888	3
442	Vidal	gb1	2x1-GB1	920	(47)	873	5
440	Vidal	gb1	2x1-GB1	942	(54)	888	3
438	Vidal	gb1	2x1-GB1	942	(54)	888	3
436	Vidal	gb1	2x1-GB1	920	(47)	873	5
434	Vidal	gb1	2x1-GB1	920	(47)	873	5
432	Vidal	gb1	2x1-GB1	920	(47)	873	5
430	Vidal	gb1	2x1-GB1	942	(54)	888	3
422	Vidal	gb1	2x1-GB1	942	(54)	888	3
420	Vidal	gb1	2x1-GB1	942	(54)	888	3
418	Vidal	gb1	2x1-GB1	942	(54)	888	3
416	Vidal	gb1	2x1-GB1	920	(47)	873	5
414	Vidal	gb1	2x1-GB1	920	(47)	873	5
412	Vidal	gb1	2x1-GB1	942	(54)	888	3
410	Vidal	gb1	2x1-GB1	942	(54)	888	3
408	Vidal	gb1	2x1-GB1	942	(54)	888	3
400	Vidal	gb1	2x1-GB1	942	(54)	888	3
405	Vidal	gb1	2x1-GB1	920	(47)	873	5
403	Vidal	gb1	2x1-GB1	942	(54)	888	3
411	Garces	gb1	2x1-GB1	942	(54)	888	3
409	Garces	gb1	2x1-GB1	942	(54)	888	3
407	Garces	gb1	2x1-GB1	942	(54)	888	3
405	Garces	gb1	2x1-GB1	920	(47)	873	5
403	Garces	gb1	2x1-GB1	942	(54)	888	3
604	Arballo	gb1	2x1-GB1	942	(54)	888	3
606	Arballo	gb1	2x1-GB1	1,060	(53)	1,007	9
608	Arballo	gb1	2x1-GB1	1,060	(53)	1,007	9
610	Arballo	gb1	2x1-GB1	942	(54)	888	3
423	Vidal	gb1	2x1-GB1	942	(54)	888	3
421	Vidal	gb1	2x1-GB1	920	(47)	873	5
515	Vidal	gb1	2x1-GB1	942	(54)	888	3
509	Vidal	gb1	2x1-GB1	942	(54)	888	3
507	Vidal	gb1	2x1-GB1	942	(54)	888	3
327	Garces	gb1	2x1-GB1	942	(54)	888	3
325	Garces	gb1	2x1-GB1	942	(54)	888	3
321	Garces	gb1	2x1-GB1	942	(54)	888	3
315	Garces	gb1	2x1-GB1	942	(54)	888	3
309	Garces	gb1	2x1-GB1	942	(54)	888	3
307	Garces	gb1	2x1-GB1	942	(54)	888	3
527	Vidal	gb1	2x1-GB1	942	(54)	888	3
525	Vidal	gb1	2x1-GB1	942	(54)	888	3
521	Vidal	gb1	2x1-GB1	942	(54)	888	3
30	Rivas	gb1	2x1-GB1	942	(54)	888	3
32	Rivas	gb1	2x1-GB1	942	(54)	888	3
42	Rivas	gb1	2x1-GB1	942	(54)	888	3
302	Garces	gb1	2x1-GB1	942	(54)	888	3
308	Garces	gb1	2x1-GB1	942	(54)	888	3
316	Garces	gb1	2x1-GB1	942	(54)	888	3
322	Garces	gb1	2x1-GB1	942	(54)	888	3
330	Garces	gb1	2x1-GB1	942	(54)	888	3
336	Garces	gb1	2x1-GB1	942	(54)	888	3

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
571	Arballo	gb1	2x1-GB1	942	(54)	888	3
561	Arballo	gb1	2x1-GB1	942	(54)	888	3
559	Arballo	gb1	2x1-GB1	942	(54)	888	3
549	Arballo	gb1	2x1-GB1	942	(54)	888	3
839	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
833	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
825	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
819	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
809	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
803	Gonzalez	gb1	2x1-GB1	942	(54)	888	3
20	Rivas	gb1	2x1-GB1	942	(54)	888	3
432	Arballo	gb1	2x1-GB1	942	(54)	888	3
434	Arballo	gb1	2x1-GB1	942	(54)	888	3
436	Arballo	gb1	2x1-GB1	942	(54)	888	3
4	Higuera	gb1	2x1-GB1	942	(54)	888	3
10	Higuera	gb1	2x1-GB1	942	(54)	888	3
225	Vidal	gb1	2x1-GB1	920	(47)	873	5
25	Acevedo	gb1	2x1-GB1	942	(54)	888	3
19	Acevedo	gb1	2x1-GB1	942	(54)	888	3
9	Acevedo	gb1	2x1-GB1	942	(54)	888	3
3	Acevedo	gb1	2x1-GB1	942	(54)	888	3
418	Arballo	gb1	2x1-GB1	942	(54)	888	3
420	Arballo	gb1	2x1-GB1	942	(54)	888	3
422	Arballo	gb1	2x1-GB1	942	(54)	888	3
132	Tapia	gb1	2x1-GB1	942	(54)	888	3
134	Tapia	gb1	2x1-GB1	942	(54)	888	3
144	Tapia	gb1	2x1-GB1	942	(54)	888	3
402	Serrano	gb1	2x1-GB1	942	(54)	888	3
408	Serrano	gb1	2x1-GB1	942	(54)	888	3
416	Serrano	gb1	2x1-GB1	942	(54)	888	3
422	Serrano	gb1	2x1-GB1	942	(54)	888	3
430	Serrano	gb1	2x1-GB1	942	(54)	888	3
436	Serrano	gb1	2x1-GB1	942	(54)	888	3
403	Arballo	gb1	2x1-GB1	942	(54)	888	3
415	Arballo	gb1	2x1-GB1	942	(54)	888	3
373	Arballo	gb1	2x1-GB1	942	(54)	888	3
363	Arballo	gb1	2x1-GB1	942	(54)	888	3
39	Pinto	gb1	2x1-GB1	942	(54)	888	3
33	Pinto	gb1	2x1-GB1	942	(54)	888	3
25	Pinto	gb1	2x1-GB1	942	(54)	888	3
19	Pinto	gb1	2x1-GB1	942	(54)	888	3
9	Pinto	gb1	2x1-GB1	942	(54)	888	3
3	Pinto	gb1	2x1-GB1	942	(54)	888	3
122	Tapia	gb1	2x1-GB1	942	(54)	888	3
334	Serrano	gb1	2x1-GB1	962	(52)	910	2
336	Serrano	gb1	2x1-GB1	942	(54)	888	3
338	Serrano	gb1	2x1-GB1	942	(54)	888	3
340	Serrano	gb1	2x1-GB1	942	(54)	888	3
342	Serrano	gb1	2x1-GB1	942	(54)	888	3
344	Serrano	gb1	2x1-GB1	942	(54)	888	3
133	Tapia	gb1	2x1-GB1	942	(54)	888	3
127	Tapia	gb1	2x1-GB1	920	(47)	873	5
125	Tapia	gb1	2x1-GB1	961	(48)	913	1
119	Tapia	gb1	2x1-GB1	961	(48)	913	1
117	Tapia	gb1	2x1-GB1	942	(54)	888	3
115	Tapia	gb1	2x1-GB1	942	(54)	888	3
111	Tapia	gb1	2x1-GB1	942	(54)	888	3
109	Tapia	gb1	2x1-GB1	942	(54)	888	3
107	Tapia	gb1	2x1-GB1	920	(47)	873	5
105	Tapia	gb1	2x1-GB1	1,060	(53)	1,007	9
531	Font	gb1	2x1-GB1	1,060	(53)	1,007	9
529	Font	gb1	2x1-GB1	920	(47)	873	5
527	Font	gb1	2x1-GB1	942	(54)	888	3
525	Font	gb1	2x1-GB1	942	(54)	888	3
523	Font	gb1	2x1-GB1	942	(54)	888	3
521	Font	gb1	2x1-GB1	942	(54)	888	3
519	Font	gb1	2x1-GB1	961	(48)	913	1
511	Font	gb1	2x1-GB1	961	(48)	913	1
509	Font	gb1	2x1-GB1	920	(47)	873	5

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
503	Font	gb1	2x1-GB1	942	(54)	888	3
322	Serrano	gb1	2x1-GB1	942	(54)	888	3
324	Serrano	gb1	2x1-GB1	942	(54)	888	3
326	Serrano	gb1	2x1-GB1	942	(54)	888	3
328	Serrano	gb1	2x1-GB1	942	(54)	888	3
330	Serrano	gb1	2x1-GB1	942	(54)	888	3
332	Serrano	gb1	2x1-GB1	962	(52)	910	2
100	Juan	gb1	2x1-GB1	942	(54)	888	3
102	Juan	gb1	2x1-GB1	942	(54)	888	3
104	Juan	gb1	2x1-GB1	942	(54)	888	3
106	Juan	gb1	2x1-GB1	942	(54)	888	3
333	Serrano	gb1	2x1-GB1	942	(54)	888	3
331	Serrano	gb1	2x1-GB1	942	(54)	888	3
329	Serrano	gb1	2x1-GB1	942	(54)	888	3
327	Serrano	gb1	2x1-GB1	942	(54)	888	3
325	Serrano	gb1	2x1-GB1	942	(54)	888	3
435	Font	gb1	2x1-GB1	942	(54)	888	3
429	Font	gb1	2x1-GB1	920	(47)	873	5
427	Font	gb1	2x1-GB1	961	(48)	913	1
421	Font	gb1	2x1-GB1	961	(48)	913	1
419	Font	gb1	2x1-GB1	942	(54)	888	3
417	Font	gb1	2x1-GB1	942	(54)	888	3
415	Font	gb1	2x1-GB1	942	(54)	888	3
411	Font	gb1	2x1-GB1	942	(54)	888	3
2	Fuente	gb2	2x1-GB2	1,081	(52)	1,029	11
428	Font	gb2	2x1-GB2	1,081	(52)	1,029	11
100	Crespi	gb2	2x1-GB2	1,081	(52)	1,029	11
1	Fuente	gb2	2x1-GB2	1,081	(52)	1,029	11
301	Cardenas	gb2	2x1-GB2	1,081	(52)	1,029	11
9	Gonzalez	gb2	2x1-GB2	1,081	(52)	1,029	11
101	Gonzalez	gb2	2x1-GB2	1,081	(52)	1,029	11
8	Cambon	gb2	2x1-GB2	1,109	(51)	1,058	12
32	Cambon	gb2	2x1-GB2	1,081	(52)	1,029	11
42	Cambon	gb2	2x1-GB2	1,081	(52)	1,029	11
66	Cambon	gb2	2x1-GB2	1,109	(51)	1,058	12
72	Cambon	gb2	2x1-GB2	1,109	(51)	1,058	12
149	Gonzalez	gb2	2x1-GB2	1,081	(52)	1,029	11
2	Diaz	gb2	2x1-GB2	1,081	(52)	1,029	11
101	Crespi	gb2	2x1-GB2	1,081	(52)	1,029	11
300	Font	gb2	2x1-GB2	1,081	(52)	1,029	11
1	Diaz	gb2	2x1-GB2	1,081	(52)	1,029	11
100	Cambon	gb2	2x1-GB2	1,081	(52)	1,029	11
228	Font	gb2	2x1-GB2	1,081	(52)	1,029	11
237	Font	gb2	2x1-GB2	1,081	(52)	1,029	11
405	Gonzalez	gb2	2x1-GB2	1,081	(52)	1,029	11
441	Gonzalez	gb2	2x1-GB2	1,081	(52)	1,029	11
31	Josepha	gb2	2x1-GB2	1,081	(52)	1,029	11
301	Font	gb2	2x1-GB2	1,081	(52)	1,029	11
31	Grijalva	gb2	2x1-GB2	1,081	(52)	1,029	11
30	Josepha	gb2	2x1-GB2	1,081	(52)	1,029	11
28	Grijalva	gb2	2x1-GB2	1,081	(52)	1,029	11
37	Bucareli	gb2	2x1-GB2	1,081	(52)	1,029	11
122	Juan	gb2	2x1-GB2	1,056	(51)	1,005	10
128	Juan	gb2	2x1-GB2	1,056	(51)	1,005	10
10	Bucareli	gb2	2x1-GB2	1,081	(52)	1,029	11
36	Bucareli	gb2	2x1-GB2	1,081	(52)	1,029	11
100	Bucareli	gb2	2x1-GB2	1,081	(52)	1,029	11
1	Rivas	gb2	2x1-GB2	1,081	(52)	1,029	11
236	Garces	gb2	2x1-GB2	1,094	(52)	1,042	13
242	Garces	gb2	2x1-GB2	1,094	(52)	1,042	13
101	Bucareli	gb2	2x1-GB2	1,081	(52)	1,029	11
100	Grijalva	gb2	2x1-GB2	1,081	(52)	1,029	11
200	Garces	gb2	2x1-GB2	1,094	(52)	1,042	13
206	Garces	gb2	2x1-GB2	1,094	(52)	1,042	13
100	Garces	gb2	2x1-GB2	1,081	(52)	1,029	11
101	Grijalva	gb2	2x1-GB2	1,081	(52)	1,029	11
247	Garces Drive	gb2	2x1-GB2	1,081	(52)	1,029	11
205	Garces	gb2	2x1-GB2	1,081	(52)	1,029	11
129	Rivas	gb2	2x1-GB2	1,081	(52)	1,029	11

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
424	Vidal	gb2	2x1-GB2	1,081	(52)	1,029	11
406	Vidal	gb2	2x1-GB2	1,081	(52)	1,029	11
401	Vidal	gb2	2x1-GB2	1,081	(52)	1,029	11
401	Garces	gb2	2x1-GB2	1,081	(52)	1,029	11
425	Vidal	gb2	2x1-GB2	1,081	(52)	1,029	11
511	Vidal	gb2	2x1-GB2	1,056	(51)	1,005	10
501	Vidal	gb2	2x1-GB2	1,081	(52)	1,029	11
333	Garces	gb2	2x1-GB2	1,081	(52)	1,029	11
323	Garces	gb2	2x1-GB2	1,056	(51)	1,005	10
311	Garces	gb2	2x1-GB2	1,056	(51)	1,005	10
301	Garces	gb2	2x1-GB2	1,081	(52)	1,029	11
533	Vidal	gb2	2x1-GB2	1,081	(52)	1,029	11
523	Vidal	gb2	2x1-GB2	1,056	(51)	1,005	10
44	Rivas	gb2	2x1-GB2	1,094	(52)	1,042	13
300	Garces	gb2	2x1-GB2	1,081	(52)	1,029	11
310	Garces	gb2	2x1-GB2	1,081	(52)	1,029	11
328	Garces	gb2	2x1-GB2	1,081	(52)	1,029	11
338	Garces	gb2	2x1-GB2	1,081	(52)	1,029	11
573	Arballo	gb2	2x1-GB2	1,094	(52)	1,042	13
547	Arballo	gb2	2x1-GB2	1,094	(52)	1,042	13
841	Gonzalez	gb2	2x1-GB2	1,081	(52)	1,029	11
831	Gonzalez	gb2	2x1-GB2	1,081	(52)	1,029	11
811	Gonzalez	gb2	2x1-GB2	1,081	(52)	1,029	11
801	Gonzalez	gb2	2x1-GB2	1,081	(52)	1,029	11
18	Rivas	gb2	2x1-GB2	1,094	(52)	1,042	13
438	Arballo	gb2	2x1-GB2	1,081	(52)	1,029	11
2	Higuera	gb2	2x1-GB2	1,081	(52)	1,029	11
12	Higuera	gb2	2x1-GB2	1,081	(52)	1,029	11
26	Higuera	gb2	2x1-GB2	1,081	(52)	1,029	11
245	Vidal	gb2	2x1-GB2	1,094	(52)	1,042	13
235	Vidal	gb2	2x1-GB2	1,081	(52)	1,029	11
219	Vidal	gb2	2x1-GB2	1,094	(52)	1,042	13
41	Acevedo	gb2	2x1-GB2	1,081	(52)	1,029	11
31	Acevedo	gb2	2x1-GB2	1,081	(52)	1,029	11
11	Acevedo	gb2	2x1-GB2	1,081	(52)	1,029	11
1	Acevedo	gb2	2x1-GB2	1,081	(52)	1,029	11
416	Arballo	gb2	2x1-GB2	1,081	(52)	1,029	11
146	Tapia	gb2	2x1-GB2	1,094	(52)	1,042	13
400	Serrano	gb2	2x1-GB2	1,081	(52)	1,029	11
410	Serrano	gb2	2x1-GB2	1,081	(52)	1,029	11
428	Serrano	gb2	2x1-GB2	1,081	(52)	1,029	11
438	Serrano	gb2	2x1-GB2	1,081	(52)	1,029	11
401	Arballo	gb2	2x1-GB2	1,094	(52)	1,042	13
361	Arballo	gb2	2x1-GB2	1,094	(52)	1,042	13
41	Pinto	gb2	2x1-GB2	1,081	(52)	1,029	11
31	Pinto	gb2	2x1-GB2	1,081	(52)	1,029	11
11	Pinto	gb2	2x1-GB2	1,081	(52)	1,029	11
1	Pinto	gb2	2x1-GB2	1,081	(52)	1,029	11
120	Tapia	gb2	2x1-GB2	1,094	(52)	1,042	13
135	Tapia	gb2	2x1-GB2	1,081	(52)	1,029	11
501	Font	gb2	2x1-GB2	1,081	(52)	1,029	11
437	Font	gb2	2x1-GB2	1,081	(52)	1,029	11
409	Font	gb2	2x1-GB2	1,109	(51)	1,058	12
153	Serrano	gb3	2x1-GB3	973	(49)	924	4
14	Fuente	gb3	2x1-GB3	920	(47)	873	5
16	Fuente	gb3	2x1-GB3	920	(47)	873	5
414	Font	gb3	2x1-GB3	920	(47)	873	5
416	Font	gb3	2x1-GB3	920	(47)	873	5
201	Serrano	gb3	2x1-GB3	973	(49)	924	4
100	Cardenas	gb3	2x1-GB3	973	(49)	924	4
112	Crespi	gb3	2x1-GB3	920	(47)	873	5
114	Crespi	gb3	2x1-GB3	920	(47)	873	5
17	Fuente	gb3	2x1-GB3	920	(47)	873	5
15	Fuente	gb3	2x1-GB3	920	(47)	873	5
101	Serrano	gb3	2x1-GB3	973	(49)	924	4
25	Serrano	gb3	2x1-GB3	971	(48)	923	7
35	Serrano	gb3	2x1-GB3	975	(49)	926	6
37	Serrano	gb3	2x1-GB3	975	(49)	926	6
14	Gonzalez	gb3	2x1-GB3	975	(49)	926	6

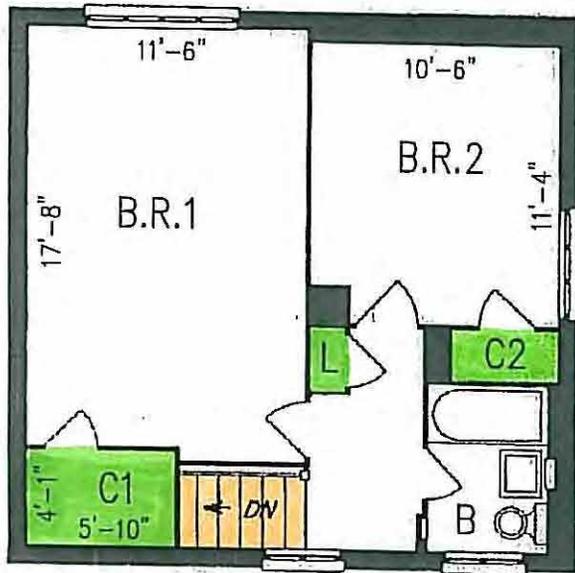
Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
12	Gonzalez	gb3	2x1-GB3	975	(49)	926	6
2	Gonzalez	gb3	2x1-GB3	971	(48)	923	7
1	Gonzalez	gb3	2x1-GB3	971	(48)	923	7
100	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
14	Diaz	gb3	2x1-GB3	920	(47)	873	5
16	Diaz	gb3	2x1-GB3	920	(47)	873	5
117	Crespi	gb3	2x1-GB3	920	(47)	873	5
115	Crespi	gb3	2x1-GB3	920	(47)	873	5
216	Cardenas	gb3	2x1-GB3	973	(49)	924	4
200	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
312	Font	gb3	2x1-GB3	920	(47)	873	5
314	Font	gb3	2x1-GB3	920	(47)	873	5
17	Diaz	gb3	2x1-GB3	920	(47)	873	5
15	Diaz	gb3	2x1-GB3	920	(47)	873	5
150	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
19	Castelo	gb3	2x1-GB3	973	(49)	924	4
112	Cambon	gb3	2x1-GB3	920	(47)	873	5
114	Cambon	gb3	2x1-GB3	920	(47)	873	5
214	Font	gb3	2x1-GB3	920	(47)	873	5
216	Font	gb3	2x1-GB3	920	(47)	873	5
201	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
223	Font	gb3	2x1-GB3	920	(47)	873	5
225	Font	gb3	2x1-GB3	920	(47)	873	5
319	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
353	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
417	Gonzalez	gb3	2x1-GB3	920	(47)	873	5
419	Gonzalez	gb3	2x1-GB3	920	(47)	873	5
433	Gonzalez	gb3	2x1-GB3	920	(47)	873	5
435	Gonzalez	gb3	2x1-GB3	920	(47)	873	5
9	Garces	gb3	2x1-GB3	920	(47)	873	5
15	Garces	gb3	2x1-GB3	920	(47)	873	5
400	Gonzalez Dr	gb3	2x1-GB3	973	(49)	924	4
19	Josepha	gb3	2x1-GB3	920	(47)	873	5
17	Josepha	gb3	2x1-GB3	920	(47)	873	5
317	Font	gb3	2x1-GB3	920	(47)	873	5
315	Font	gb3	2x1-GB3	920	(47)	873	5
316	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
500	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
19	Grijalva	gb3	2x1-GB3	920	(47)	873	5
17	Grijalva	gb3	2x1-GB3	920	(47)	873	5
16	Josepha	gb3	2x1-GB3	920	(47)	873	5
18	Josepha	gb3	2x1-GB3	920	(47)	873	5
450	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
16	Grijalva	gb3	2x1-GB3	920	(47)	873	5
25	Bucareli	gb3	2x1-GB3	920	(47)	873	5
23	Bucareli	gb3	2x1-GB3	920	(47)	873	5
1	Bucareli	gb3	2x1-GB3	971	(48)	923	7
120	Juan	gb3	2x1-GB3	975	(49)	926	6
130	Juan	gb3	2x1-GB3	975	(49)	926	6
2	Grijalva	gb3	2x1-GB3	971	(48)	923	7
14	Grijalva	gb3	2x1-GB3	920	(47)	873	5
22	Bucareli	gb3	2x1-GB3	920	(47)	873	5
24	Bucareli	gb3	2x1-GB3	920	(47)	873	5
716	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
732	Gonzalez	gb3	2x1-GB3	920	(47)	873	5
118	Juan	gb3	2x1-GB3	920	(47)	873	5
719	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
112	Bucareli	gb3	2x1-GB3	920	(47)	873	5
114	Bucareli	gb3	2x1-GB3	920	(47)	873	5
17	Rivas	gb3	2x1-GB3	920	(47)	873	5
15	Rivas	gb3	2x1-GB3	920	(47)	873	5
753	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
117	Bucareli	gb3	2x1-GB3	920	(47)	873	5
115	Bucareli	gb3	2x1-GB3	920	(47)	873	5
109	Bucareli	gb3	2x1-GB3	920	(47)	873	5
112	Grijalva	gb3	2x1-GB3	920	(47)	873	5
114	Grijalva	gb3	2x1-GB3	920	(47)	873	5
2	Garces	gb3	2x1-GB3	973	(49)	924	4
112	Garces	gb3	2x1-GB3	973	(49)	924	4

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
114	Garces	gb3	2x1-GB3	920	(47)	873	5
117	Grijalva	gb3	2x1-GB3	920	(47)	873	5
115	Grijalva	gb3	2x1-GB3	920	(47)	873	5
501	Gonzalez	gb3	2x1-GB3	973	(49)	924	4
235	Garces	gb3	2x1-GB3	920	(47)	873	5
219	Garces	gb3	2x1-GB3	920	(47)	873	5
518	Vidal	gb3	2x1-GB3	920	(47)	873	5
516	Vidal	gb3	2x1-GB3	920	(47)	873	5
517	Vidal	gb3	2x1-GB3	920	(47)	873	5
319	Garces	gb3	2x1-GB3	920	(47)	873	5
317	Garces	gb3	2x1-GB3	920	(47)	873	5
519	Vidal	gb3	2x1-GB3	920	(47)	873	5
318	Garces	gb3	2x1-GB3	920	(47)	873	5
320	Garces	gb3	2x1-GB3	920	(47)	873	5
823	Gonzalez	gb3	2x1-GB3	920	(47)	873	5
821	Gonzalez	gb3	2x1-GB3	920	(47)	873	5
18	Higuera	gb3	2x1-GB3	920	(47)	873	5
20	Higuera	gb3	2x1-GB3	920	(47)	873	5
23	Acevedo	gb3	2x1-GB3	920	(47)	873	5
21	Acevedo	gb3	2x1-GB3	920	(47)	873	5
418	Serrano	gb3	2x1-GB3	920	(47)	873	5
420	Serrano	gb3	2x1-GB3	920	(47)	873	5
23	Pinto	gb3	2x1-GB3	920	(47)	873	5
21	Pinto	gb3	2x1-GB3	920	(47)	873	5
350	Serrano	gb3	2x1-GB3	973	(49)	924	4
123	Tapia	gb3	2x1-GB3	920	(47)	873	5
121	Tapia	gb3	2x1-GB3	920	(47)	873	5
517	Font	gb3	2x1-GB3	920	(47)	873	5
515	Font	gb3	2x1-GB3	920	(47)	873	5
316	Serrano	gb3	2x1-GB3	973	(49)	924	4
108	Juan	gb3	2x1-GB3	920	(47)	873	5
335	Serrano	gb3	2x1-GB3	920	(47)	873	5
319	Serrano	gb3	2x1-GB3	973	(49)	924	4
425	Font	gb3	2x1-GB3	920	(47)	873	5
423	Font	gb3	2x1-GB3	920	(47)	873	5
6	Fuente	gc1	3x2-GC1	1,241	(49)	1,192	14
8	Fuente	gc1	3x2-GC1	1,241	(49)	1,192	14
14	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
16	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
422	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
424	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
104	Crespi	gc1	3x2-GC1	1,241	(49)	1,192	14
106	Crespi	gc1	3x2-GC1	1,241	(49)	1,192	14
10	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
12	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
7	Fuente	gc1	3x2-GC1	1,241	(49)	1,192	14
5	Fuente	gc1	3x2-GC1	1,241	(49)	1,192	14
50	Crespi	gc1	3x2-GC1	1,241	(49)	1,192	14
52	Crespi	gc1	3x2-GC1	1,241	(49)	1,192	14
51	Crespi	gc1	3x2-GC1	1,241	(49)	1,192	14
49	Crespi	gc1	3x2-GC1	1,241	(49)	1,192	14
7-A	Gonzalez	gc1	3x2-GC1	1,241	(49)	1,192	14
5-A	Gonzalez	gc1	3x2-GC1	1,241	(49)	1,192	14
36	Cambon	gc1	3x2-GC1	1,241	(49)	1,192	14
38	Cambon	gc1	3x2-GC1	1,241	(49)	1,192	14
68	Cambon	gc1	3x2-GC1	1,241	(49)	1,192	14
70	Cambon	gc1	3x2-GC1	1,241	(49)	1,192	14
6	Diaz	gc1	3x2-GC1	1,241	(49)	1,192	14
8	Diaz	gc1	3x2-GC1	1,241	(49)	1,192	14
6	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
8	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
107	Crespi	gc1	3x2-GC1	1,241	(49)	1,192	14
105	Crespi	gc1	3x2-GC1	1,241	(49)	1,192	14
304	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
306	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
2	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
4	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
7	Diaz	gc1	3x2-GC1	1,241	(49)	1,192	14
5	Diaz	gc1	3x2-GC1	1,241	(49)	1,192	14

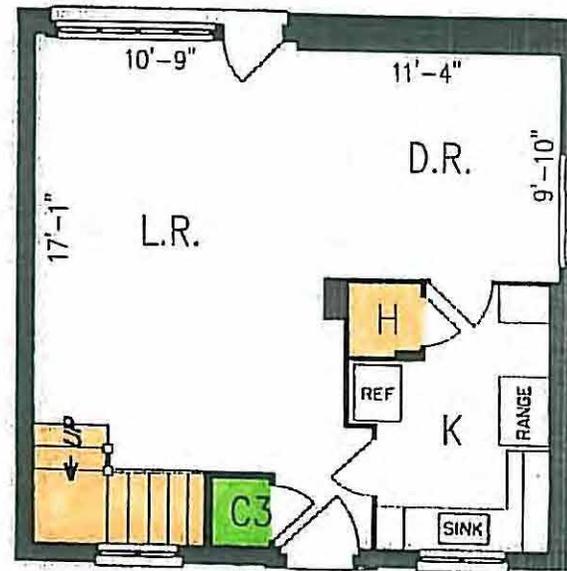
Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
104	Cambon	gc1	3x2-GC1	1,241	(49)	1,192	14
106	Cambon	gc1	3x2-GC1	1,241	(49)	1,192	14
130	Cambon	gc1	3x2-GC1	1,241	(49)	1,192	14
132	Cambon	gc1	3x2-GC1	1,241	(49)	1,192	14
222	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
224	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
203	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
205	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
231	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
233	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
425	Gonzalez	gc1	3x2-GC1	1,241	(49)	1,192	14
427	Gonzalez	gc1	3x2-GC1	1,241	(49)	1,192	14
27	Josepha	gc1	3x2-GC1	1,241	(49)	1,192	14
25	Josepha	gc1	3x2-GC1	1,241	(49)	1,192	14
136	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
138	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
307	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
305	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
27	Grijalva	gc1	3x2-GC1	1,241	(49)	1,192	14
25	Grijalva	gc1	3x2-GC1	1,241	(49)	1,192	14
132	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
134	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
24	Josepha	gc1	3x2-GC1	1,241	(49)	1,192	14
26	Josepha	gc1	3x2-GC1	1,241	(49)	1,192	14
22	Grijalva	gc1	3x2-GC1	1,241	(49)	1,192	14
24	Grijalva	gc1	3x2-GC1	1,241	(49)	1,192	14
33	Bucareli	gc1	3x2-GC1	1,241	(49)	1,192	14
31	Bucareli	gc1	3x2-GC1	1,241	(49)	1,192	14
124	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
126	Juan	gc1	3x2-GC1	1,241	(49)	1,192	14
30	Bucareli	gc1	3x2-GC1	1,241	(49)	1,192	14
32	Bucareli	gc1	3x2-GC1	1,241	(49)	1,192	14
104	Bucareli	gc1	3x2-GC1	1,241	(49)	1,192	14
106	Bucareli	gc1	3x2-GC1	1,241	(49)	1,192	14
244	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
246	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
7	Rivas	gc1	3x2-GC1	1,241	(49)	1,192	14
5	Rivas	gc1	3x2-GC1	1,241	(49)	1,192	14
107	Bucareli	gc1	3x2-GC1	1,241	(49)	1,192	14
105	Bucareli	gc1	3x2-GC1	1,241	(49)	1,192	14
104	Grijalva	gc1	3x2-GC1	1,241	(49)	1,192	14
106	Grijalva	gc1	3x2-GC1	1,241	(49)	1,192	14
104	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
106	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
130	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
132	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
107	Grijalva	gc1	3x2-GC1	1,241	(49)	1,192	14
105	Grijalva	gc1	3x2-GC1	1,241	(49)	1,192	14
123	Rivas	gc1	3x2-GC1	1,241	(49)	1,192	14
121	Rivas	gc1	3x2-GC1	1,241	(49)	1,192	14
415	Vidal	gc1	3x2-GC1	1,241	(49)	1,192	14
411	Vidal	gc1	3x2-GC1	1,241	(49)	1,192	14
611	Arballo	gc1	3x2-GC1	1,241	(49)	1,192	14
609	Arballo	gc1	3x2-GC1	1,241	(49)	1,192	14
108	Rivas	gc1	3x2-GC1	1,241	(49)	1,192	14
110	Rivas	gc1	3x2-GC1	1,241	(49)	1,192	14
304	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
306	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
332	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
334	Garces	gc1	3x2-GC1	1,241	(49)	1,192	14
837	Gonzalez	gc1	3x2-GC1	1,241	(49)	1,192	14
835	Gonzalez	gc1	3x2-GC1	1,241	(49)	1,192	14
807	Gonzalez	gc1	3x2-GC1	1,241	(49)	1,192	14
805	Gonzalez	gc1	3x2-GC1	1,241	(49)	1,192	14
6	Higuera	gc1	3x2-GC1	1,241	(49)	1,192	14
8	Higuera	gc1	3x2-GC1	1,241	(49)	1,192	14
243	Vidal	gc1	3x2-GC1	1,241	(49)	1,192	14
241	Vidal	gc1	3x2-GC1	1,241	(49)	1,192	14
223	Vidal	gc1	3x2-GC1	1,241	(49)	1,192	14

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
221	Vidal	gc1	3x2-GC1	1,241	(49)	1,192	14
7	Acevedo	gc1	3x2-GC1	1,241	(49)	1,192	14
5	Acevedo	gc1	3x2-GC1	1,241	(49)	1,192	14
404	Serrano	gc1	3x2-GC1	1,241	(49)	1,192	14
406	Serrano	gc1	3x2-GC1	1,241	(49)	1,192	14
432	Serrano	gc1	3x2-GC1	1,241	(49)	1,192	14
434	Serrano	gc1	3x2-GC1	1,241	(49)	1,192	14
37	Pinto	gc1	3x2-GC1	1,241	(49)	1,192	14
35	Pinto	gc1	3x2-GC1	1,241	(49)	1,192	14
7	Pinto	gc1	3x2-GC1	1,241	(49)	1,192	14
5	Pinto	gc1	3x2-GC1	1,241	(49)	1,192	14
131	Tapia	gc1	3x2-GC1	1,241	(49)	1,192	14
129	Tapia	gc1	3x2-GC1	1,241	(49)	1,192	14
103	Tapia	gc1	3x2-GC1	1,241	(49)	1,192	14
101	Tapia	gc1	3x2-GC1	1,241	(49)	1,192	14
507	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
505	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
433	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
431	Font	gc1	3x2-GC1	1,241	(49)	1,192	14
101	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
103	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
105	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
107	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
109	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
115	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
117	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
121	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
123	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
125	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
127	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
129	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
131	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
133	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
135	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
137	Font	gc2	3x2.5-GC2	1,391	(63)	1,328	18
422	Garces	gc2	3x2.5-GC2	1,391	(63)	1,328	18
420	Garces	gc2	3x2.5-GC2	1,401	(68)	1,333	17
418	Garces	gc2	3x2.5-GC2	1,391	(63)	1,328	18
416	Garces	gc2	3x2.5-GC2	1,401	(68)	1,333	17
23	Higuera	gc2	3x2.5-GC2	1,391	(63)	1,328	18
27	Higuera	gc2	3x2.5-GC2	1,391	(63)	1,328	18
29	Higuera	gc2	3x2.5-GC2	1,401	(68)	1,333	17
31	Higuera	gc2	3x2.5-GC2	1,401	(68)	1,333	17
33	Higuera	gc2	3x2.5-GC2	1,391	(63)	1,328	18
35	Higuera	gc2	3x2.5-GC2	1,391	(63)	1,328	18
111	Font	gc3	3x2.5-GC3	1,568	(62)	1,506	15
119	Font	gc3	3x2.5-GC3	1,568	(62)	1,506	15
504	Arballo	pac1	3x2.5-PA	1,399	(61)	1,338	16
502	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
500	Arballo	pac1	3x2.5-PA	1,399	(61)	1,338	16
514	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
518	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
522	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
526	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
530	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
534	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
538	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
540	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
542	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
544	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
548	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
552	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
556	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
560	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
564	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
568	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
582	Arballo	pac1	3x2.5-PA	1,399	(61)	1,338	16
580	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
578	Arballo	pac1	3x2.5-PA	1,399	(61)	1,338	16

Street Number	Street Name	Unit Type	Unit Style	Existing SF	Non-Usable SF	Usable SF	Corresponding Huntsman Plan Number
576	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
574	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
572	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
570	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
566	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
562	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
558	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
554	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
550	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
546	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
536	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
532	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
528	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
524	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
520	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
516	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
512	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
510	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
508	Arballo	pac1	3x2.5-PA	1,401	(68)	1,333	17
506	Arballo	pac1	3x2.5-PA	1,391	(63)	1,328	18
Totals:			1,538	1,416,884	(62,026)	1,354,858	



SECOND FLOOR



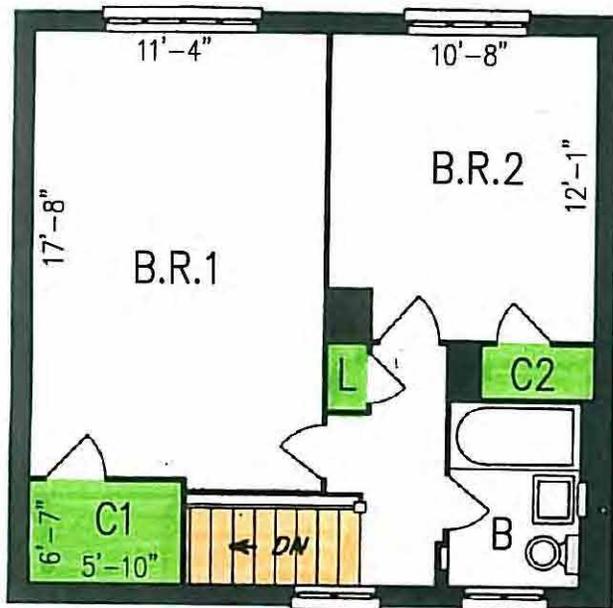
FIRST FLOOR

TYPE: 1		SECOND FLOOR AREAS	FIRST FLOOR AREAS	TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM 1	LIVING ROOM	961 SF
F7	F71	BEDROOM 2	DINING ROOM	
FR7	FR71	CLOSET 1	KITCHEN	
FS7	FS71	CLOSET 2 (4'-5" x 2'-5")	HEATING (3'-0" x 3'-0")	
	FREb71	BATHROOM (7'-3" x 4'-11")	CLOSET 3 (4'-1" x 2'-8")	
	FREL71	LINEN CLOSET (2'-7" x 1'-3")	STAIR	
2x1 Garden		HALL	INTERIOR WALLS	
		INTERIOR WALLS		
		SECOND FLOOR TOTAL	FIRST FLOOR TOTAL	
		484 SF	487 SF	

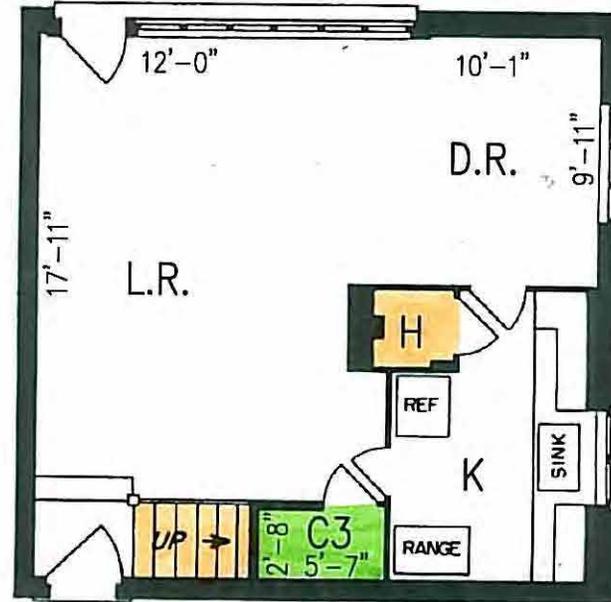
H HUNTSMAN

VILLAS PARK MERCED AREA CALCULATIONS

02.10.06
05.104.10
NOT TO SCALE



SECOND FLOOR



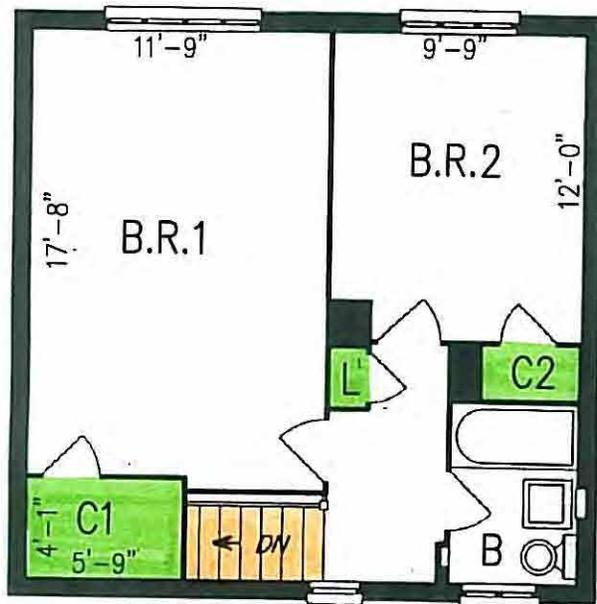
FIRST FLOOR

TYPE: 2		SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES: F6	MIRRORED: F61	BEDROOM 1	203 SF	LIVING ROOM	231 SF		
		BEDROOM 2	130 SF	DINING ROOM	100 SF		
		CLOSET 1	27 SF	KITCHEN	76 SF		
		CLOSET 2 (4'-5" x 2'-2")	10 SF	HEATING (3'-0" x 3'-0")	9 SF		
		BATHROOM (4'-11" x 7'-2")	36 SF	CLOSET 3	15 SF		
		LINEN CLOSET (1'-6" x 2'-9")	4 SF	STAIR	43 SF		
		HALL	34 SF	INTERIOR WALLS	23 SF		
		INTERIOR WALLS	22 SF				
		SECOND FLOOR TOTAL	466 SF	FIRST FLOOR TOTAL	497 SF		962 SF

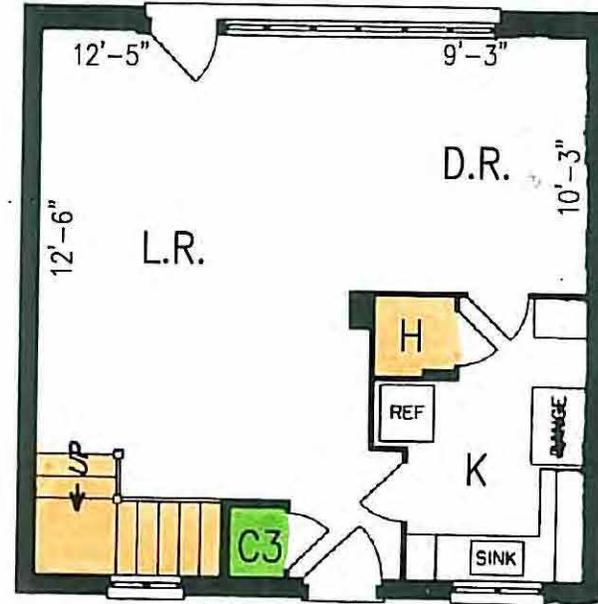
H HUNTSMAN

VILLAS PARK MERCED AREA CALCULATIONS

02.14.06
05.104.10
NOT TO SCALE



SECOND FLOOR



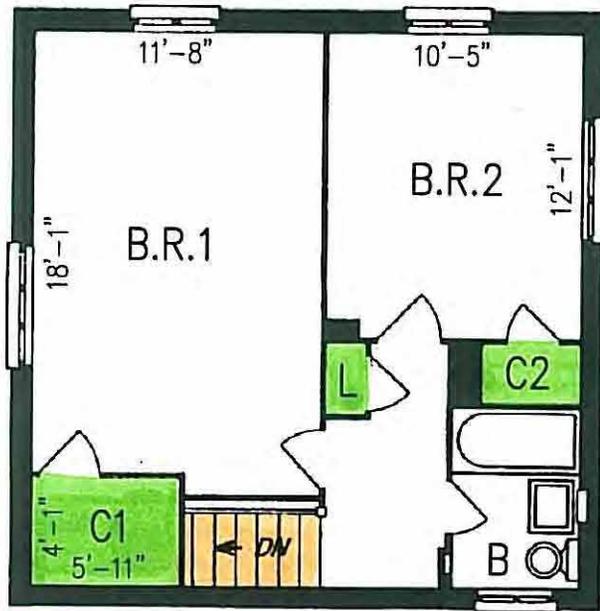
FIRST FLOOR

TYPE: 3		SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM 1	210 SF	LIVING ROOM	245 SF	
F1	F11	BEDROOM 2	117 SF	DINING ROOM	95 SF	
FEL1		CLOSET 1	23 SF	KITCHEN	76 SF	
FEs1	FEs11	CLOSET 2 (3'-8" x 2'-4")	9 SF	HEATING (2'-10" x 3'-2")	9 SF	
F2	F21	BATHROOM (4'-11" x 7'-3")	35 SF	CLOSET 3 (2'-6" x 2'-8")	7 SF	
FS2	FS21	LINEN CLOSET (1'-3" x 2'-7")	3 SF	STAIR	45 SF	
FEb2	FEb21	HALL	39 SF	INTERIOR WALLS	10 SF	
FEs2	FEs21	INTERIOR WALLS	19 SF			
FEbS2	FEbS21					
F4	F41					
FS4	FS41					
FEs4	FEs41					
FBL4	FBL41					
		SECOND FLOOR TOTAL	455 SF	FIRST FLOOR TOTAL	487 SF	

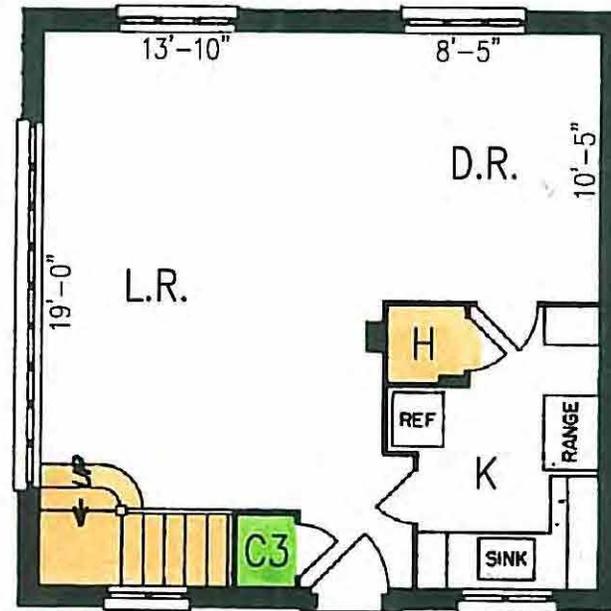
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VILLAS PARK MERCED AREA CALCULATIONS

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SECOND FLOOR



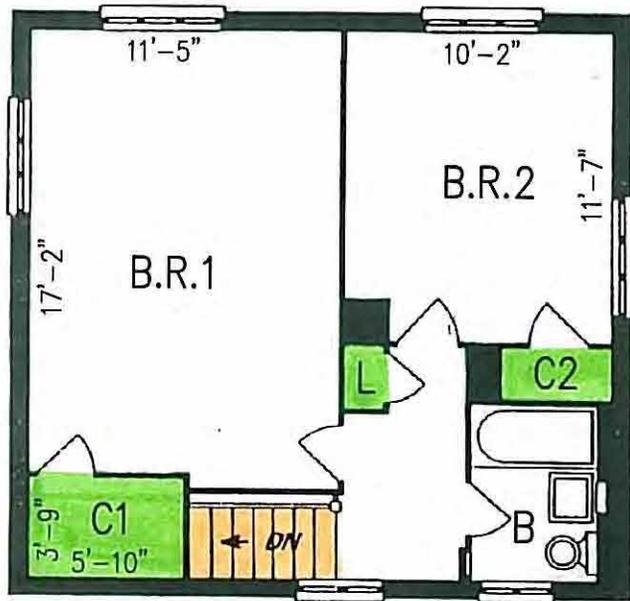
FIRST FLOOR

TYPE: 4		SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES: F5 FR5	MIRRORED: F51 FR51	BEDROOM 1	209 SF	LIVING ROOM	274 SF		
		BEDROOM 2	127 SF	DINING ROOM	87 SF		
		CLOSET 1	24 SF	KITCHEN	76 SF		
		CLOSET 2 (3'-8" x 2'-3")	8 SF	HEATING (3'-0" x 3'-0")	9 SF		
		BATHROOM (4'-11" x 7'-3")	36 SF	CLOSET 3 (3'-6" x 2'-8")	10 SF		
		LINEN CLOSET (1'-11" x 2'-9")	5 SF	STAIR	40 SF		
		HALL	43 SF	INTERIOR WALLS	7 SF		
		INTERIOR WALLS	18 SF				
		SECOND FLOOR TOTAL	470 SF	FIRST FLOOR TOTAL	503 SF		973 SF

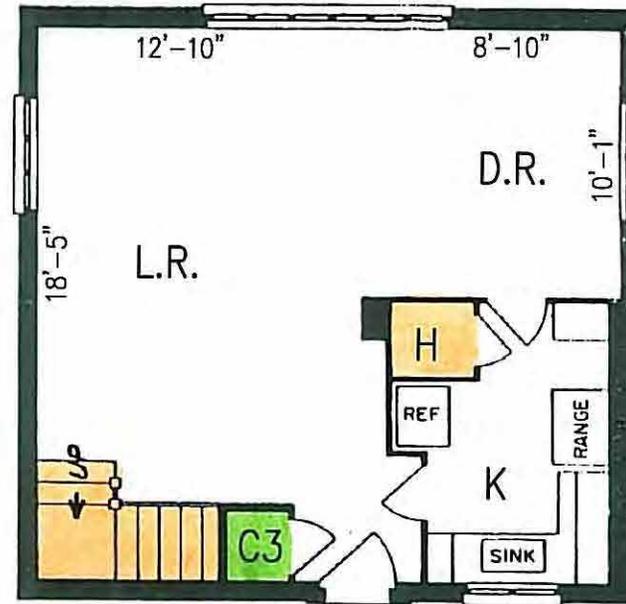
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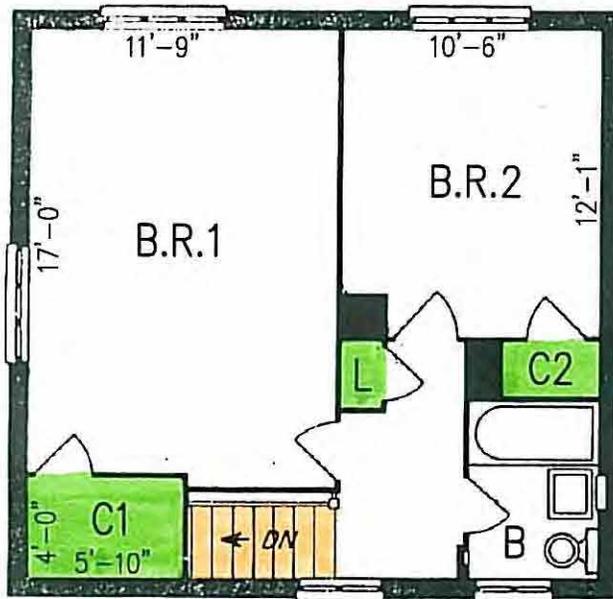


SECOND FLOOR

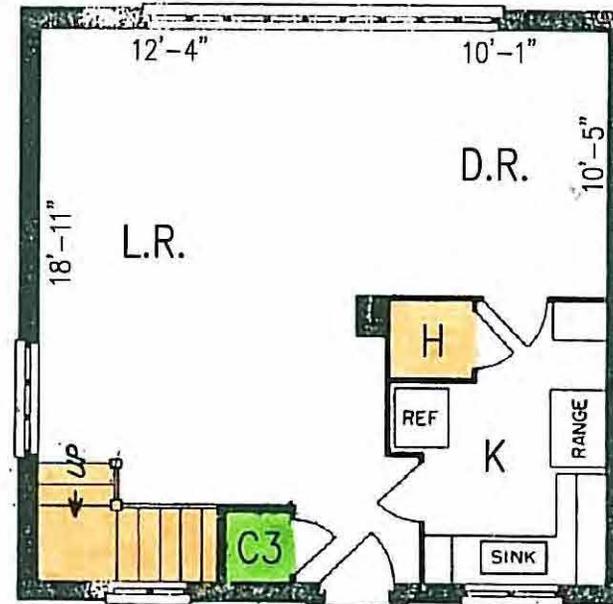


FIRST FLOOR

TYPE:	5	SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES:	MIRRORED:	BEDROOM 1	200 SF	LIVING ROOM	246 SF		
F8	F81	BEDROOM 2	118 SF	DINING ROOM	89 SF		
FR8	FR81	CLOSET 1	22 SF	KITCHEN	75 SF		
FRL8	FRL81	CLOSET 2 (4'-2" x 2'-5")	10 SF	HEATING (3'-2" x 2'-10")	9 SF		
FREL8	FREL81	BATHROOM (4'-11" x 7'-0")	34 SF	CLOSET 3 (2'-6" x 2'-8")	6 SF		
FRBL8	FRBL81	LINEN CLOSET (1'-4" x 2'-8")	3 SF	STAIR	38 SF		
F02	F021	HALL	39 SF	INTERIOR WALLS	11 SF		
FOE2	FOE21	INTERIOR WALLS	20 SF				
FOEb2	FOEb21						
FOEs2	FOEs21						
	FOE41						
		SECOND FLOOR TOTAL	448 SF	FIRST FLOOR TOTAL	474 SF		920 SF



SECOND FLOOR



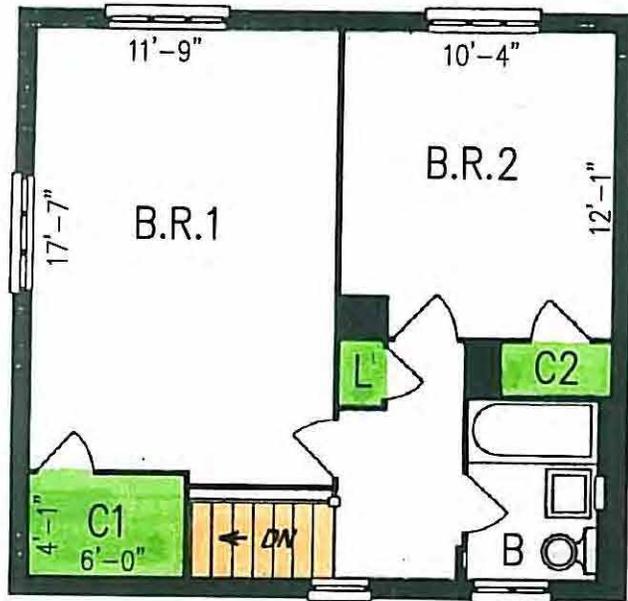
FIRST FLOOR

TYPE: 6		SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM 1	209 SF	LIVING ROOM	249 SF	975 SF
F9	F91	BEDROOM 2	126 SF	DINING ROOM	105 SF	
FL9	FL91	CLOSET 1	24 SF	KITCHEN	75 SF	
FR9	FR91	CLOSET 2 (4'-4" x 2'-3")	10 SF	HEATING (3'-0" x 2'-11")	9 SF	
		BATHROOM (4'-11" x 7'-2")	35 SF	CLOSET 3 (3'-11" x 2'-8")	11 SF	
		LINEN CLOSET (1'-3" x 2'-8")	3 SF	STAIR	40 SF	
		HALL	39 SF	INTERIOR WALLS	18 SF	
		INTERIOR WALLS	22 SF			
		SECOND FLOOR TOTAL	468 SF	FIRST FLOOR TOTAL	507 SF	

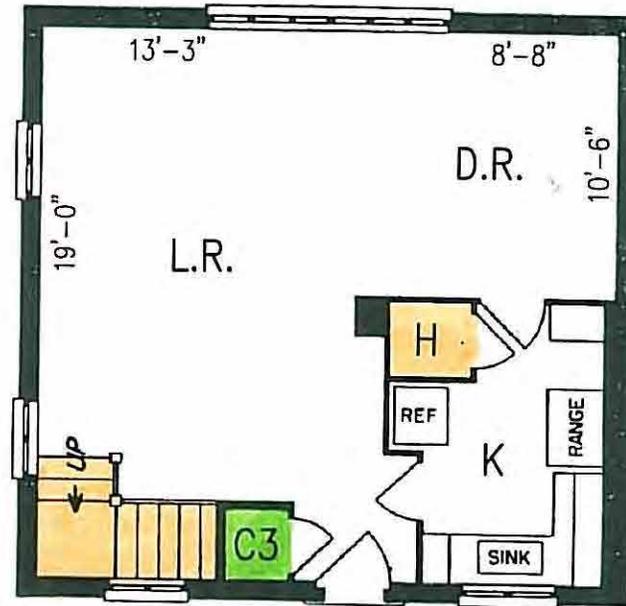
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SECOND FLOOR



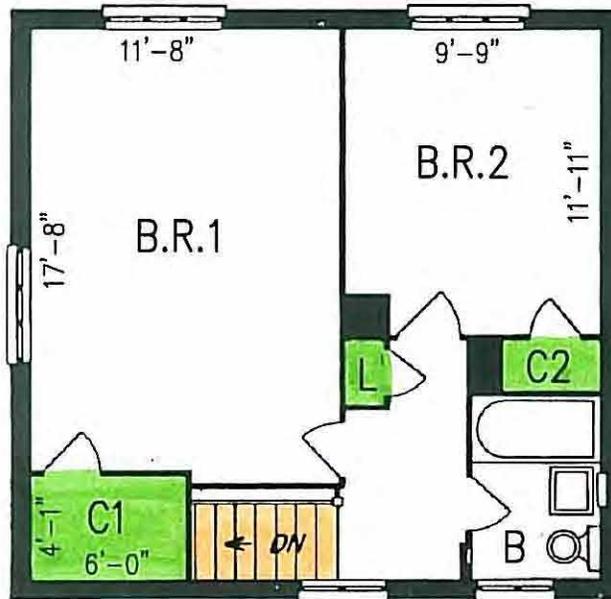
FIRST FLOOR

TYPE: 7		SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES: FOE9 FOEL9	MIRRORED: FOE91 FOEL91	BEDROOM 1	209 SF	LIVING ROOM	260 SF		
		BEDROOM 2	125 SF	DINING ROOM	92 SF		
		CLOSET 1	24 SF	KITCHEN	75 SF		
		CLOSET 2 (4'-2" x 2'-2")	9 SF	HEATING (3'-0" x 2'-10")	8 SF		
		BATHROOM (4'-9" x 7'-1")	35 SF	CLOSET 3 (3'-11" x 2'-8")	11 SF		
		LINEN CLOSET (1'-2" x 2'-6")	3 SF	STAIR	40 SF		
		HALL	39 SF	INTERIOR WALLS	20 SF		
		INTERIOR WALLS	21 SF				
		SECOND FLOOR TOTAL	465 SF	FIRST FLOOR TOTAL	506 SF		971 SF

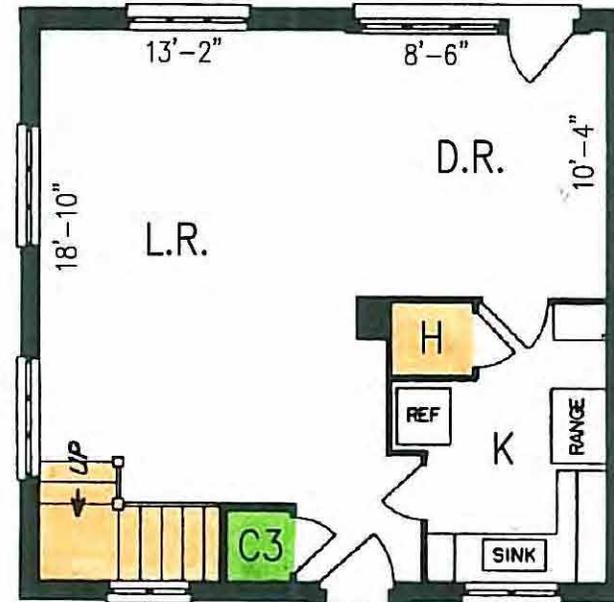
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SECOND FLOOR



FIRST FLOOR

TYPE:	8	SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES:	MIRRORED:	BEDROOM 1	209 SF	LIVING ROOM	255 SF		
F3	F31	BEDROOM 2	115 SF	DINING ROOM	87 SF		
FS3	FS31	CLOSET 1 (6'-0" x 4'-1")	24 SF	KITCHEN	76 SF		
		CLOSET 2 (3'-9" x 2'-5")	9 SF	HEATING (3'-0" x 2'-10")	8 SF		
		BATHROOM (4'-11" x 7'-3")	36 SF	CLOSET 3 (3'-11" x 2'-9")	11 SF		
		LINEN CLOSET (1'-2" x 2'-8")	3 SF	STAIR	41 SF		
		HALL	40 SF	INTERIOR WALLS	16 SF		
		INTERIOR WALLS	16 SF				
		SECOND FLOOR TOTAL	452 SF	FIRST FLOOR TOTAL	494 SF		946 SF

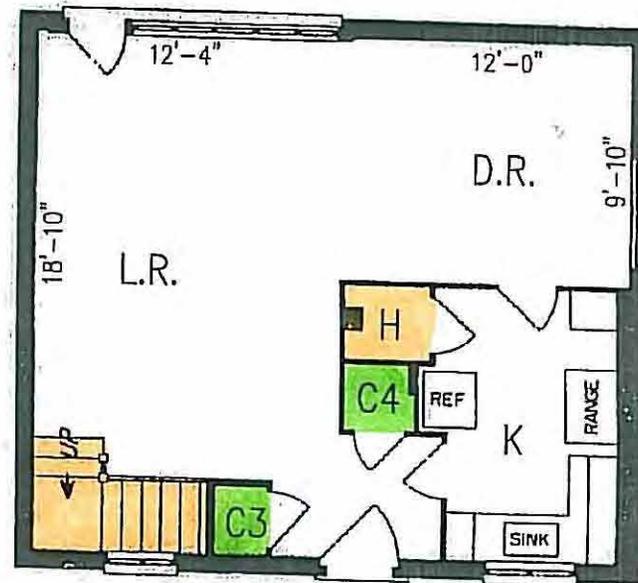
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SECOND FLOOR



FIRST FLOOR

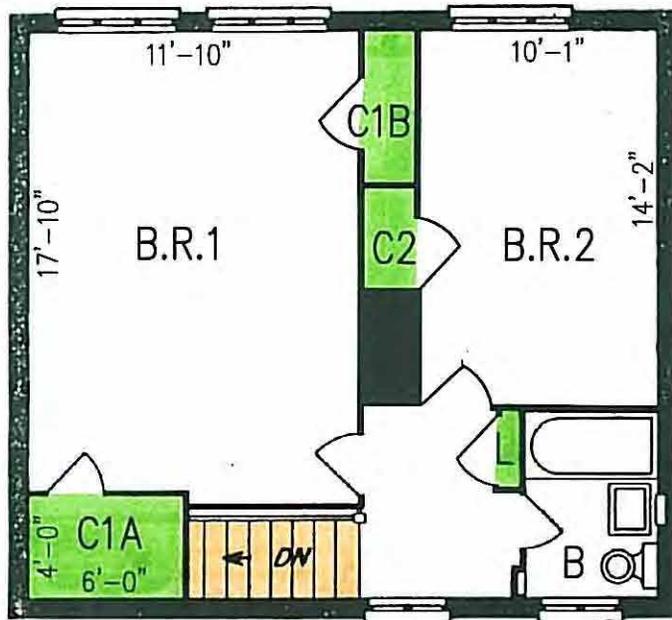
TYPE: 9		SECOND FLOOR AREAS	FIRST FLOOR AREAS	TOTAL AREA		
INCLUDES: V1 V4 V6 2x1 Garden	MIRRORED: V11 V41 V61	BEDROOM 1	224 SF	LIVING ROOM	255 SF	
		BEDROOM 2	135 SF	DINING ROOM	119 SF	
		CLOSET 1	24 SF	KITCHEN	82 SF	
		CLOSET 2 (5'-9" x 2'-3")	13 SF	HEATING (3'-9" x 2'-11")	11 SF	
		BATHROOM (4'-11" x 7'-3")	36 SF	CLOSET 3 (4'-0" x 2'-8")	11 SF	
		LINEN CLOSET (2'-11" x 1'-4")	4 SF	CLOSET 4 (2'-10" x 2'-9")	8 SF	
		HALL	52 SF	STAIR	42 SF	
		INTERIOR WALLS	29 SF	INTERIOR WALLS	15 SF	
		SECOND FLOOR TOTAL	517 SF	FIRST FLOOR TOTAL	543 SF	1,060 SF

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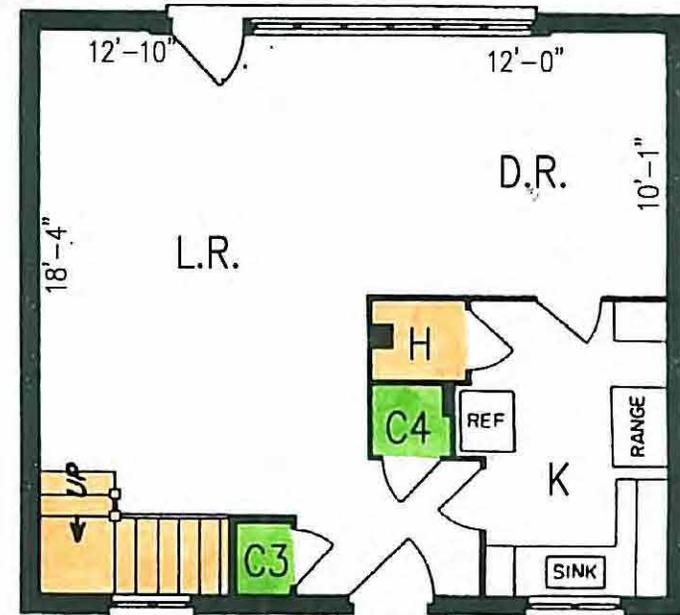
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SECOND FLOOR



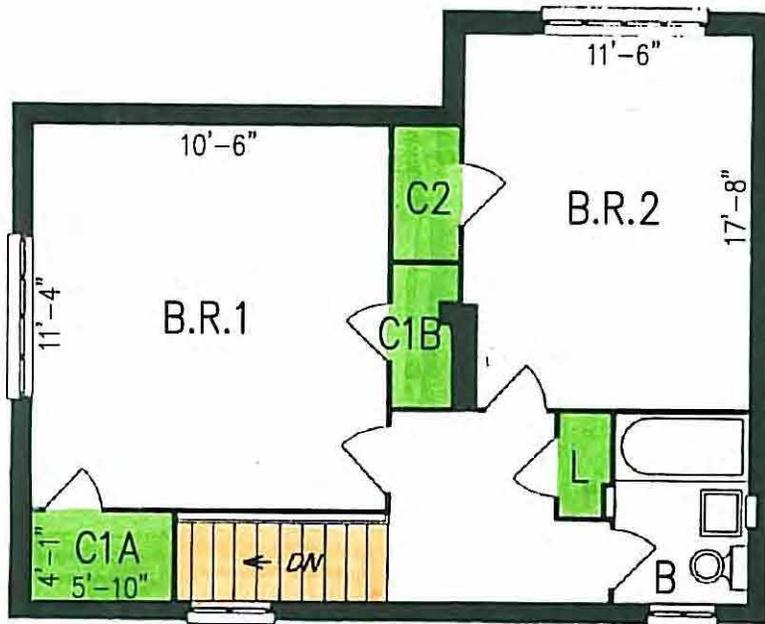
FIRST FLOOR

TYPE: 10		SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA
INCLUDES: V3 V5	MIRRORED: V31 V51	BEDROOM 1	206 SF	LIVING ROOM	260 SF	1,056 SF
		BEDROOM 2	143 SF	DINING ROOM	121 SF	
		CLOSET 1A	24 SF	KITCHEN	82 SF	
		CLOSET 1B (2'-3" x 6'-0")	13 SF	HEATING (3'-0" x 3'-1")	9 SF	
		CLOSET 2 (2'-3" x 4'-1")	9 SF	CLOSET 3 (3'-11" x 2'-9")	11 SF	
		BATHROOM (4'-11" x 4'-11")	35 SF	CLOSET 4 (2'-9" x 2'-9")	8 SF	
		LINEN CLOSET (1'-10" x 3'-10")	7 SF	STAIR	42 SF	
		HALL	46 SF	INTERIOR WALLS	16 SF	
		INTERIOR WALLS	24 SF			
		SECOND FLOOR TOTAL	507 SF	FIRST FLOOR TOTAL	549 SF	

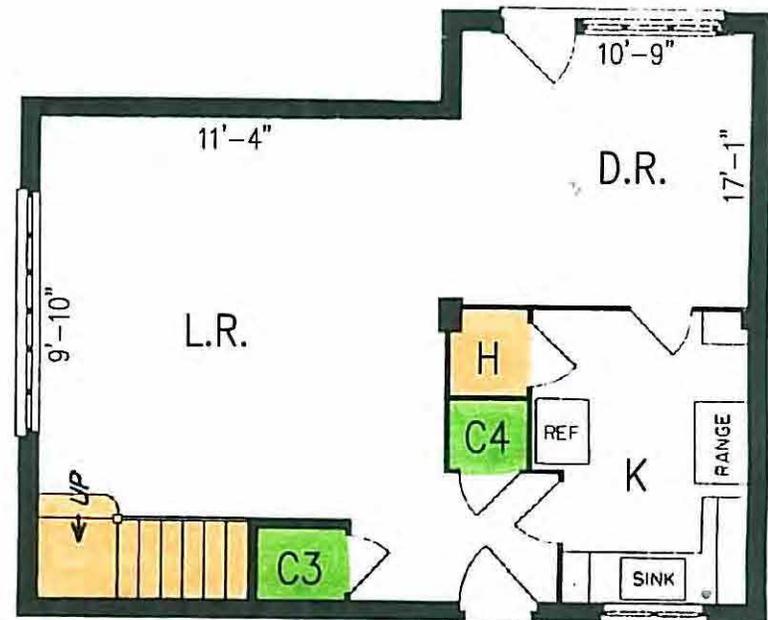
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SECOND FLOOR



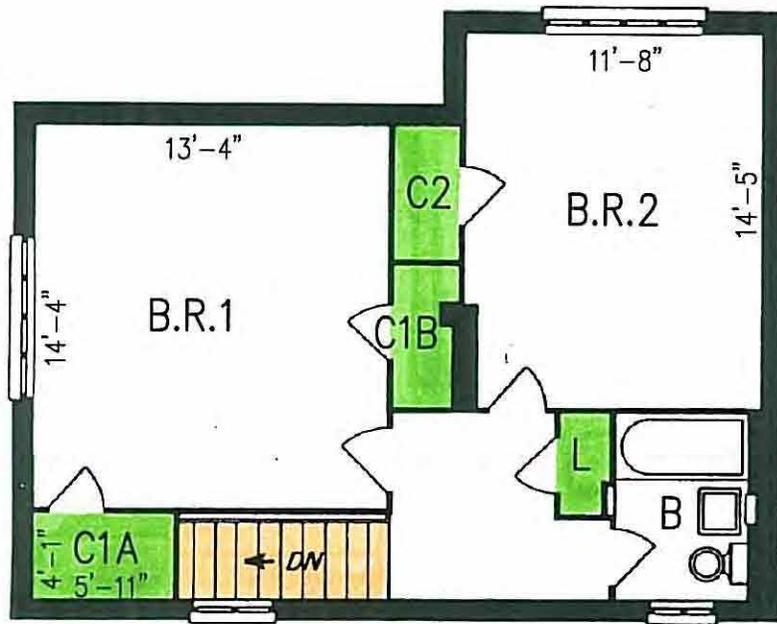
FIRST FLOOR

TYPE:	11	SECOND FLOOR AREAS	FIRST FLOOR AREAS	TOTAL AREA
INCLUDES: V2 VEs2	MIRRORED: V21 VEs21	BEDROOM 1 194 SF	LIVING ROOM 274 SF	1,081 SF
		BEDROOM 2 158 SF	DINING ROOM 116 SF	
		CLOSET 1A 24 SF	KITCHEN 86 SF	
		CLOSET 1B 13 SF	HEATING (3'-0" x 3'-2") 10 SF	
		CLOSET 2 14 SF	CLOSET 3 (5'-5" x 2'-8") 14 SF	
		BATHROOM (4'-11" x 7'-2") 35 SF	CLOSET 4 (3'-1" x 2'-9") 8 SF	
		LINEN CLOSET (1'-8" x 4'-3") 7 SF	STAIR 42 SF	
		HALL 54 SF	INTERIOR WALLS 10 SF	
		INTERIOR WALLS 22 SF		
		SECOND FLOOR TOTAL 521 SF	FIRST FLOOR TOTAL 560 SF	

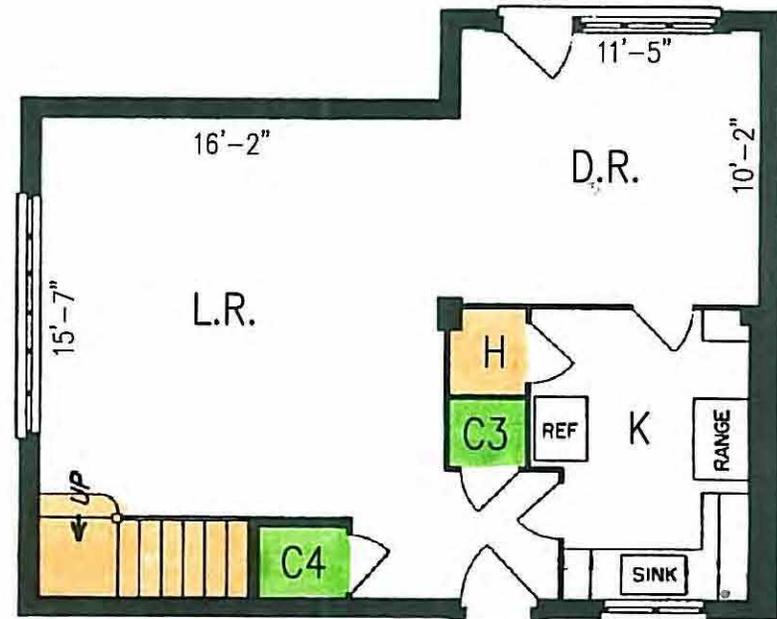
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SECOND FLOOR



FIRST FLOOR

TYPE: 12		SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES: V02	MIRRORED: V021	BEDROOM 1	193 SF	LIVING ROOM	278 SF		
		BEDROOM 2	163 SF	DINING ROOM	116 SF		
		CLOSET 1A	24 SF	KITCHEN	86 SF		
		CLOSET 1B (2'-6" x 5'-6")	13 SF	HEATING (3'-2" x 3'-0")	9 SF		
		CLOSET 2 (2'-6" x 5'-8")	14 SF	CLOSET 3 (3'-2" x 2'-9")	9 SF		
		BATHROOM (5'-0" x 7'-3")	36 SF	CLOSET 4 (5'-2" x 2'-8")	14 SF		
		LINEN CLOSET (1'-8" x 4'-3")	7 SF	STAIR	42 SF		
		HALL	54 SF	INTERIOR WALLS	26 SF		
		INTERIOR WALLS	26 SF				
		SECOND FLOOR TOTAL	530 SF	FIRST FLOOR TOTAL	579 SF		1,109 SF

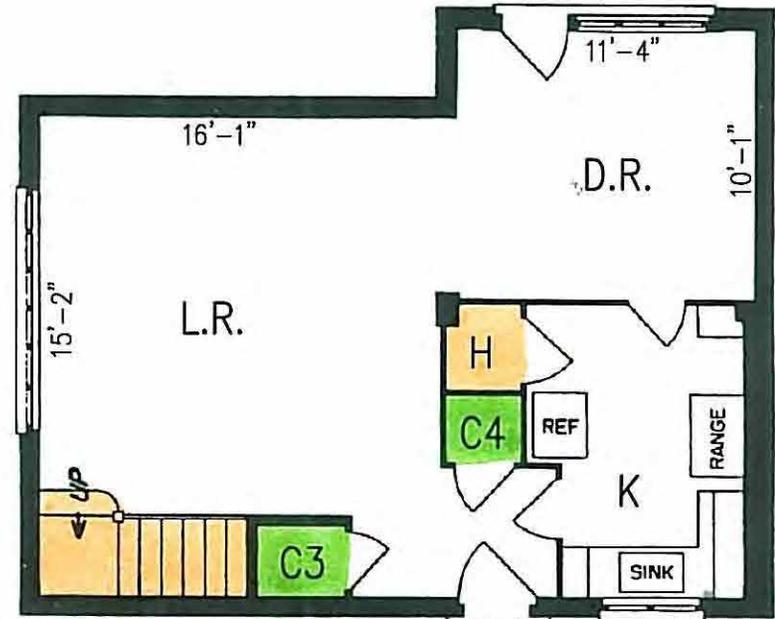
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SECOND FLOOR



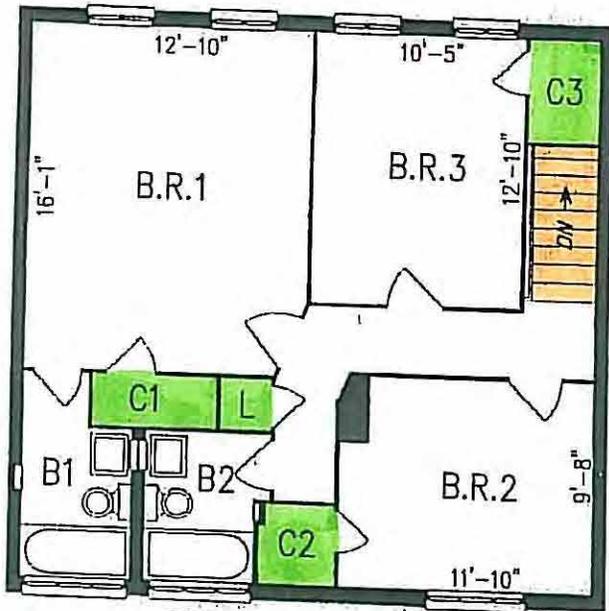
FIRST FLOOR

TYPE: 13		SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES: VOEs2	MIRRORED: VOEs21	BEDROOM 1	191 SF	LIVING ROOM	263 SF		
		BEDROOM 2	162 SF	DINING ROOM	120 SF		
		CLOSET 1A	24 SF	KITCHEN	87 SF		
		CLOSET 1B	14 SF	HEATING (3'-0" x 3'-2")	10 SF		
		CLOSET 2 (2'-9" x 5'-6")	15 SF	CLOSET 3 (3'-0" x 2'-10")	8 SF		
		BATHROOM (4'-11" x 7'-3")	36 SF	CLOSET 4 (5'-1" x 2'-8")	14 SF		
		LINEN CLOSET (1'-5" x 4'-2")	6 SF	STAIR	42 SF		
		HALL	55 SF	INTERIOR WALLS	19 SF		
		INTERIOR WALLS	28 SF				
		SECOND FLOOR TOTAL	531 SF	FIRST FLOOR TOTAL	563 SF		1,094 SF

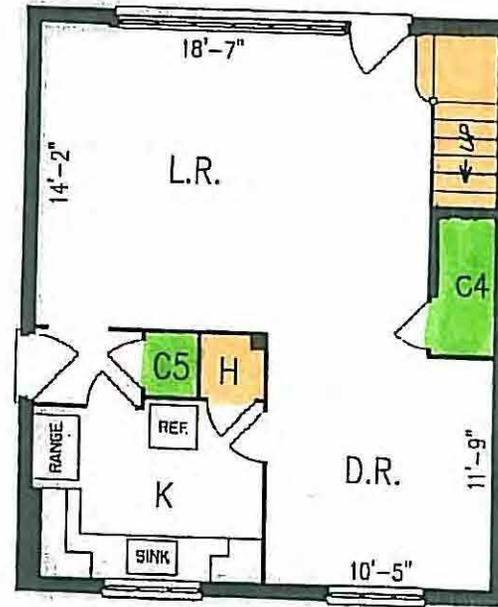
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SECOND FLOOR



FIRST FLOOR

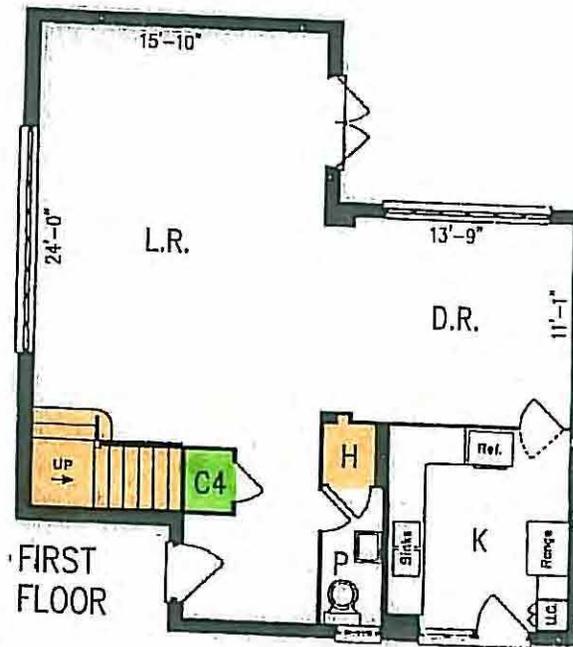
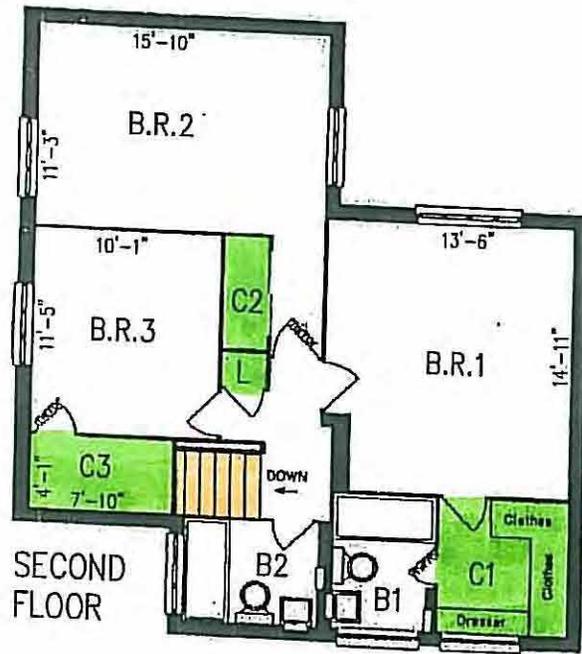
TYPE: 14		SECOND FLOOR AREAS	FIRST FLOOR AREAS	TOTAL AREA	
INCLUDES:	MIRRORED:	BEDROOM 1	LIVING ROOM	260 SF	
S1	S11	BEDROOM 2	DINING ROOM		
S2	S21	BEDROOM 3	KITCHEN		
S3	S31	CLOSET 1 (5'-8" x 2'-5")	HEATING (3'-0" x 3'-1")		
SAbd2	SAbd21	CLOSET 2 (3'-9" x 3'-10")	CLOSET 4 (5'-4" x 3'-5")		
3x2 Garden		CLOSET 3 (3'-8" x 5'-0")	CLOSET 5 (2'-2" x 3'-1")		
gc.1		BATHROOM 1	STAIR		
		BATHROOM 2	INTERIOR WALLS		
		LINEN CLOSET (2'-4" x 2'-5")	ENTRY (5'-4" x 3'-5")		
		HALL			
		INTERIOR WALLS			
		SECOND FLOOR TOTAL	FIRST FLOOR TOTAL		1,241 SF
		670 SF	571 SF		

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TYPE:	15	SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES:	MIRRORED:	BEDROOM 1	193 SF	LIVING ROOM	378 SF		
8-5	S-51	BEDROOM 2	197 SF	DINING ROOM	151 SF		
3x2.5 Patio		BEDROOM 3	115 SF	KITCHEN (9'-9" x 11'-0")	107 SF		
		CLOSET 1 (7'-3" x 7'-3")	52 SF	HEATING (3'-2" x 3'-4")	12 SF		
		CLOSET 2 (2'-6" x 6'-2")	16 SF	POWER ROOM (3'-7" x 7'-6")	27 SF		
		CLOSET 3	32 SF	CLOSET 4 (2'-8" x 3'-6")	10 SF		
		BATHROOM 1 (5'-5" x 7'-3")	39 SF	STAIR	50 SF		
		BATHROOM 2 (7'-4" x 5'-4")	39 SF	INTERIOR WALLS	15 SF		
		LINEN CLOSET (2'-6" x 2'-1")	5 SF	ENTRY	58 SF		
		HALL	37 SF				
		INTERIOR WALLS	35 SF				
		SECOND FLOOR TOTAL	760 SF	FIRST FLOOR TOTAL	808 SF		1,568 SF

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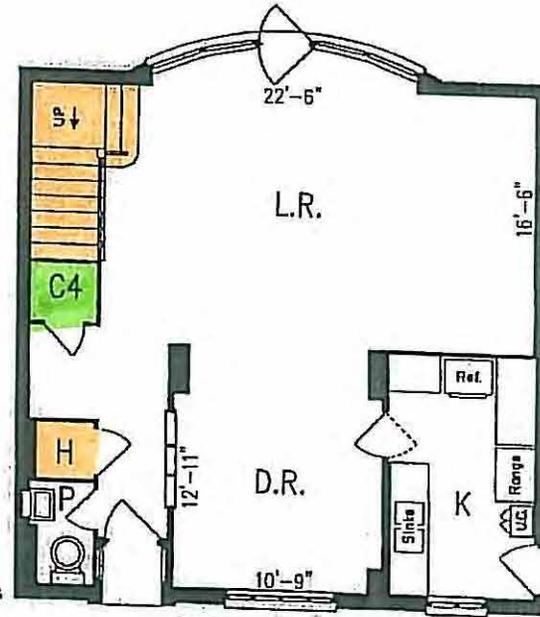
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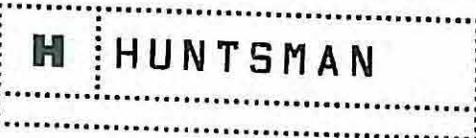


SECOND FLOOR



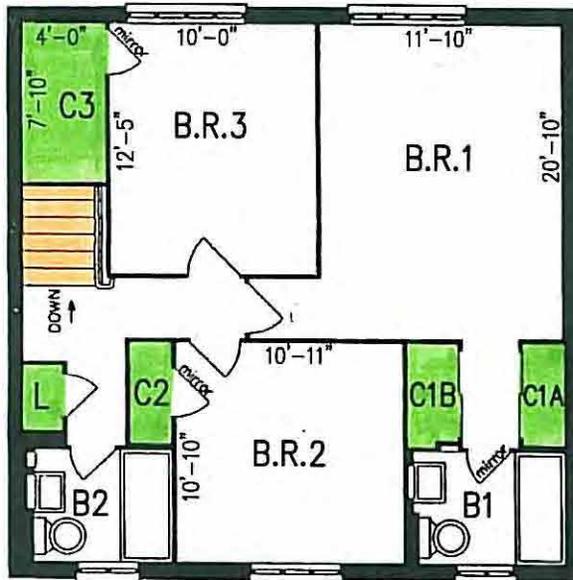
FIRST FLOOR

TYPE: 16		SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES: SKL-4 (except 504 & 580 Arballo)	MIRRORED: SKL-41 (except 502 & 578 Arballo) SKAL-41	BEDROOM 1	208 SF	LIVING ROOM	332 SF		
		BEDROOM 2	118 SF	DINING ROOM	135 SF		
		BEDROOM 3	123 SF	KITCHEN (7'-5" x 12'-8")	94 SF		
		CLOSET 1A (2'-2" x 5'-4")	11 SF	HEATING (3'-6" x 3'-0")	10 SF		
		CLOSET 1B (2'-5" x 5'-3")	13 SF	POWDER ROOM	18 SF		
		CLOSET 2 (2'-1" x 5'-0")	10 SF	CLOSET 4 (3'-6" x 2'-11")	10 SF		
		CLOSET 3	31 SF	STAIR	51 SF		
		BATHROOM 1 (7'-4" x 5'-5")	39 SF	INTERIOR WALLS	19 SF		
		BATHROOM 2 (7'-0" x 5'-5")	38 SF	ENTRY	58 SF		
		LINEN CLOSET (2'-0" x 2'-3")	4 SF				
		HALL	47 SF				
		INTERIOR WALLS	30 SF				
		SECOND FLOOR TOTAL	672 SF	FIRST FLOOR TOTAL	727 SF		1,399 SF

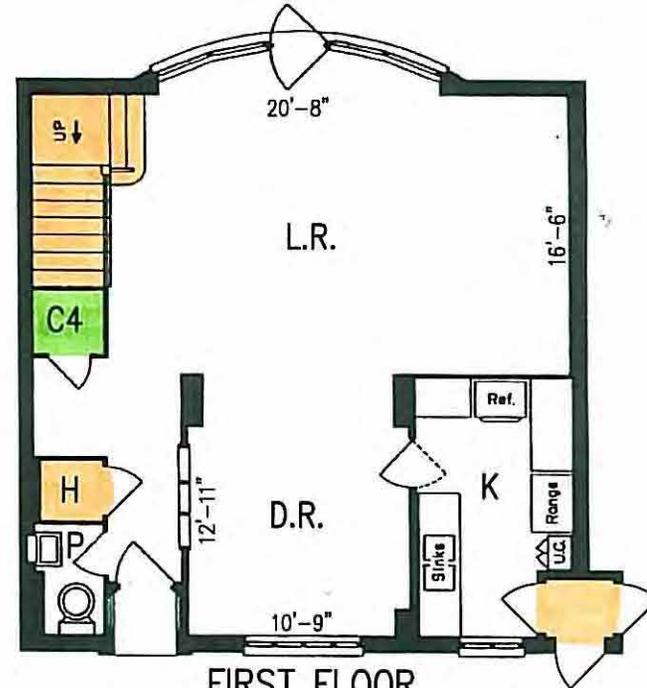


VILLAS PARK MERCED AREA CALCULATIONS

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SECOND FLOOR



FIRST FLOOR

TYPE:	17	SECOND FLOOR AREAS	FIRST FLOOR AREAS	TOTAL AREA			
INCLUDES: SKL-4 (except 504 & 580 Arballo only)	MIRRORED: SKL-41 (except 502 & 578 Arballo only)	BEDROOM 1	208 SF	LIVING ROOM	332 SF		
		BEDROOM 2	118 SF	DINING ROOM	135 SF		
		BEDROOM 3	123 SF	KITCHEN (7'-5" x 12'-8")	88 SF		
		CLOSET 1A (2'-2" x 5"-4")	11 SF	HEATING (3'-6" x 3'-0")	11 SF		
		CLOSET 1B (2'-5" x 5'-3")	13 SF	POWDER ROOM	18 SF		
		CLOSET 2 (2'-1" x 5'-0")	10 SF	CLOSET 4 (3'-6" x 2'-11")	10 SF		
		CLOSET 3	31 SF	STAIR	51 SF		
		BATHROOM 1 (7'-4" x 5'-5")	39 SF	INTERIOR WALLS	20 SF		
		BATHROOM 2 (7'-0" x 5'-5")	38 SF	ENTRY	58 SF		
		LINEN CLOSET (2'-0" x 2'-3")	4 SF	50% OF SHARED ENTRY (4'-0" x 3'-2")	6 SF		
		HALL	47 SF				
		INTERIOR WALLS	30 SF				
		SECOND FLOOR TOTAL	672 SF	FIRST FLOOR TOTAL	729 SF		1,401 SF

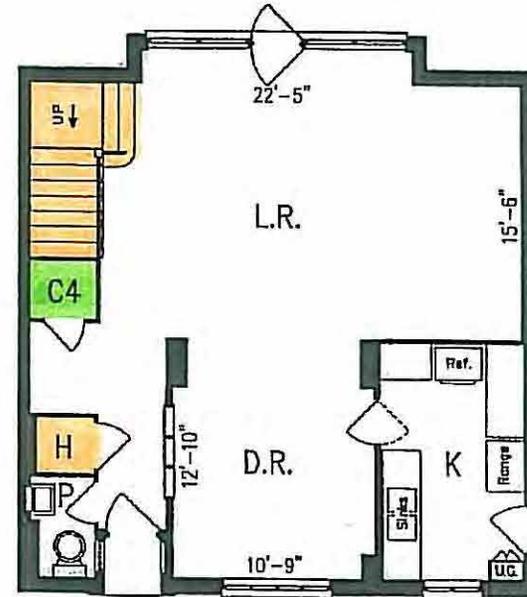
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SECOND FLOOR



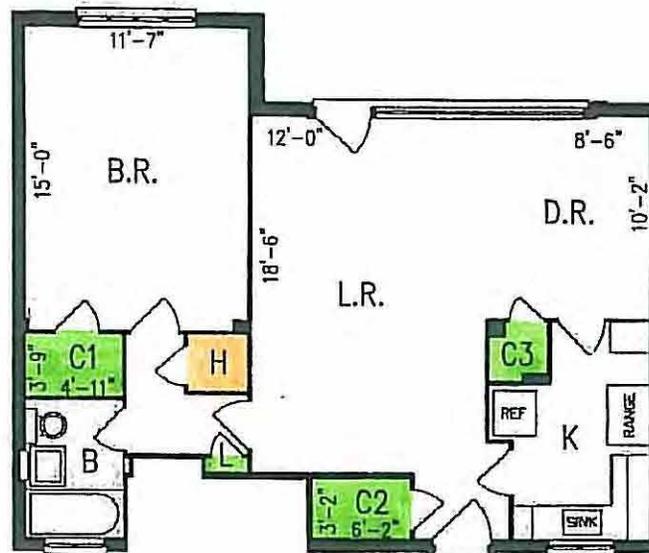
FIRST FLOOR

TYPE:	18	SECOND FLOOR AREAS		FIRST FLOOR AREAS		TOTAL AREA	
INCLUDES:	MIRRORED:	BEDROOM 1	206 SF	LIVING ROOM	321 SF		
Bka-4	Ska-41	BEDROOM 2	120 SF	DINING ROOM	134 SF		
3x2.5 Patio		BEDROOM 3	122 SF	KITCHEN (7'-5" x 12'-8")	94 SF		
		CLOSET 1A (2'-2" x 4'-11")	11 SF	HEATING (3'-7" x 3'-0")	11 SF		
		CLOSET 1B (2'-6" x 4'-11")	12 SF	POWDER ROOM	17 SF		
		CLOSET 2 (2'-1" x 5'-0")	10 SF	CLOSET 4 (3'-6" x 2'-11")	10 SF		
		CLOSET 3	30 SF	STAIR	52 SF		
		BATHROOM 1	39 SF	INTERIOR WALLS	22 SF		
		BATHROOM 2 (7'-0" x 5'-4")	37 SF	ENTRY	58 SF		
		LINEN CLOSET (2'-1" x 2'-2")	4 SF				
		HALL	47 SF				
		INTERIOR WALLS	34 SF				
		SECOND FLOOR TOTAL	672 SF	FIRST FLOOR TOTAL	719 SF		1,391 SF

H HUNTSMAN

VILLAS PARK MERCED AREA CALCULATIONS

02.14.06
05.104.10
NOT TO SCALE



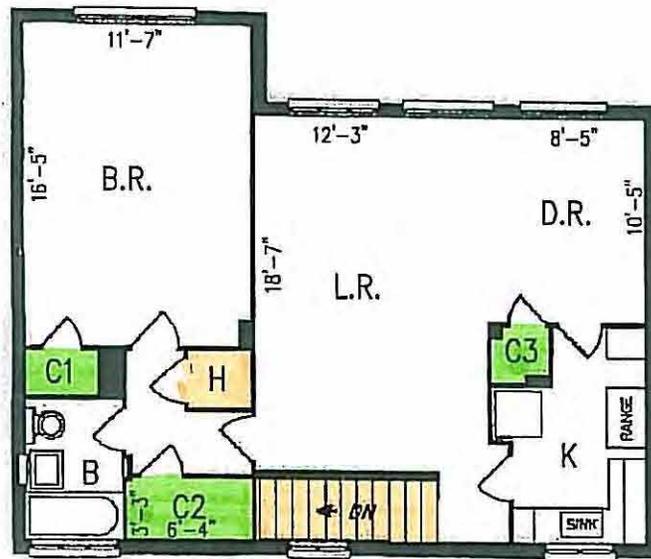
FIRST FLOOR

TYPE	19	AREAS	TOTAL AREA
INCLUDES: T1 1x1 Garden	MIRRORED: T11	BEDROOM 173 SF	723 SF
		CLOSET 1 19 SF	
		BATHROOM (4'-11" x 7'-3") 36 SF	
		LINEN CLOSET (2'-4" x 1'-2") 3 SF	
		HALL 29 SF	
		HEATING (3'-7" x 3'-4") 12 SF	
		LIVING ROOM 240 SF	
		DINING ROOM 86 SF	
		KITCHEN 76 SF	
		CLOSET 2 19 SF	
		CLOSET 3 (3'-0" x 3'-6") 11 SF	
		INTERIOR WALLS 19 SF	

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VILLAS PARK MERCED AREA CALCULATIONS

02.10.06
05.104.10
NOT TO SCALE



SECOND FLOOR



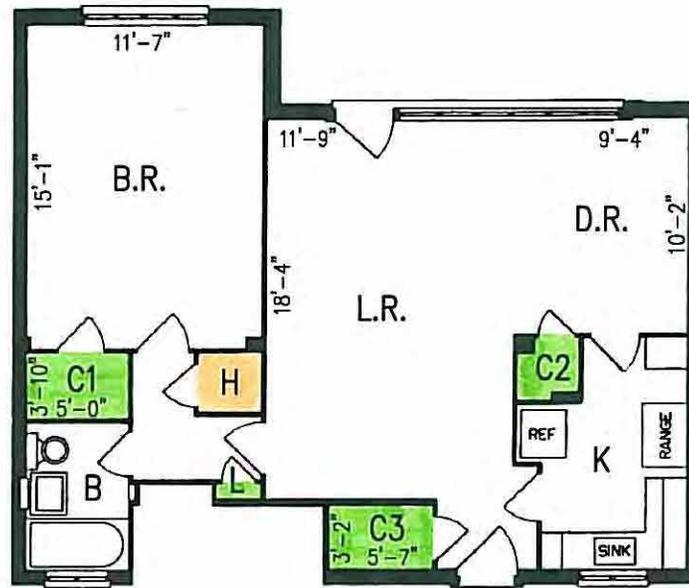
FIRST FLOOR

TYPE: 20		AREAS	TOTAL AREA
INCLUDES: T2 1x1 Garden	MIRRORED: T21	BEDROOM	190 SF
		CLOSET 1 (4'-11" x 2'-5")	12 SF
		BATHROOM (4'-11" x 7'-3")	36 SF
		CLOSET 2	21 SF
		HALL	30 SF
		HEATING (3'-1" x 3'-0")	9 SF
		LIVING ROOM	246 SF
		DINING ROOM	88 SF
		KITCHEN	82 SF
		CLOSET 3 (3'-1" x 3'-1")	9 SF
		STAIR	35 SF
		INTERIOR WALLS	17 SF
		ENTRY	17 SF
			792 SF

H HUNTSMAN

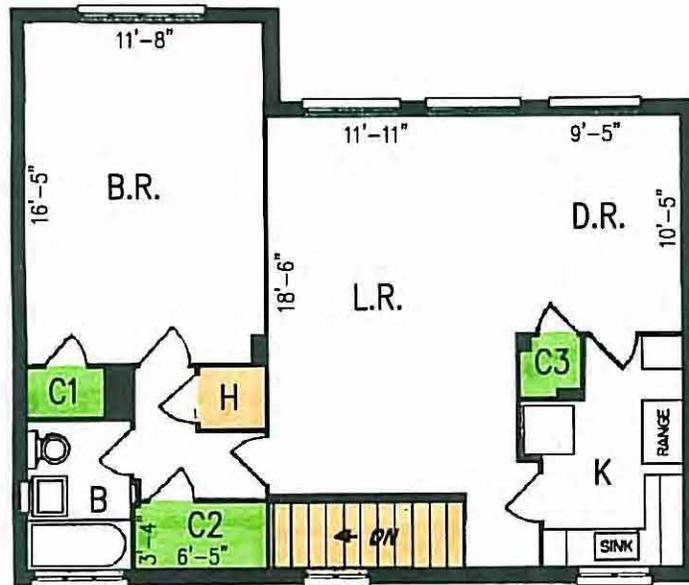
VILLAS PARK MERCED AREA CALCULATIONS

02.10.06
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 NOT TO SCALE

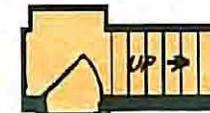


FIRST FLOOR

TYPE	21	AREAS	TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM	174 SF
T0d1	T0d11	CLOSET 1	19 SF
T0dEd1	T0dEd11	BATHROOM (5'-0" x 7'-3")	36 SF
		LINEN CLOSET (2'-5" x 1'-2")	3 SF
		HALL	29 SF
		HEATING (3'-7" x 3'-4")	12 SF
		LIVING ROOM	235 SF
		DINING ROOM	95 SF
		KITCHEN	77 SF
		CLOSET 2 (3'-1" x 3'-2")	10 SF
		CLOSET 3	17 SF
		INTERIOR WALLS	30 SF
			737 SF

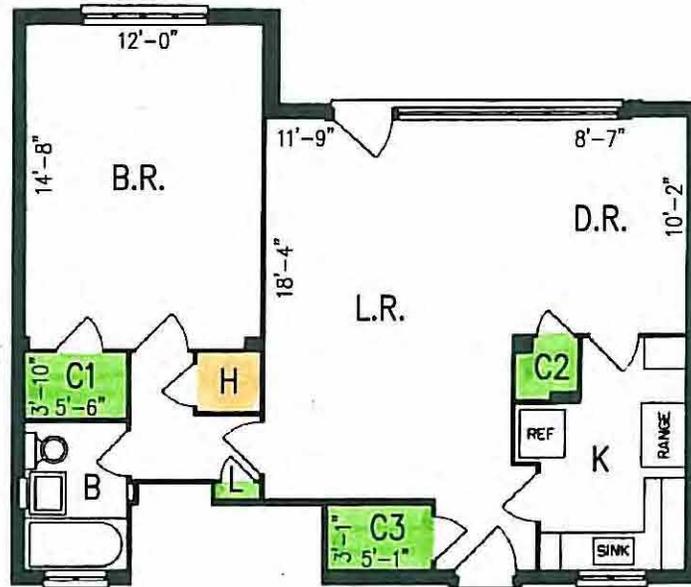


SECOND FLOOR



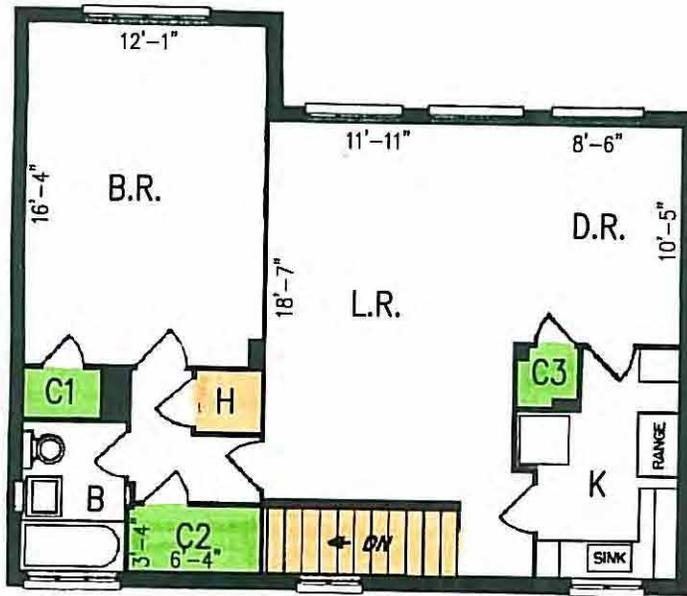
FIRST FLOOR

TYPE:	22	AREAS	TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM	192 SF
T0d2	T0d21	CLOSET 1 (3'-8" x 2'-5")	9 SF
T0dEd2	T0dEd21	BATHROOM (4'-11" x 7'-3")	30 SF
		HALL	30 SF
		HEATING (3'-1" x 3'-0")	9 SF
		CLOSET 2	21 SF
		CLOSET 3 (3'-1" x 3'-0")	9 SF
		LIVING ROOM	237 SF
		DINING ROOM	99 SF
		KITCHEN	76 SF
		STAIR	35 SF
		INTERIOR WALLS	35 SF
		ENTRY	17 SF
			799 SF

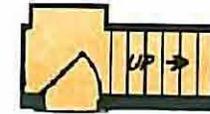


FIRST FLOOR

TYPE:	23	AREAS	TOTAL AREA
INCLUDES: T0b1	MIRRORED: T0b11	BEDROOM 176 SF	726 SF
		CLOSET 1 21 SF	
		BATHROOM (5'-0" x 7'-3") 36 SF	
		LINEN CLOSET (2'-5" x 1'-1") 3 SF	
		HALL 29 SF	
		HEATING (3'-5" x 3'-5") 12 SF	
		LIVING ROOM 233 SF	
		DINING ROOM 88 SF	
		KITCHEN 77 SF	
		CLOSET 2 (3'-3" x 3'-2") 10 SF	
		CLOSET 3 16 SF	
		INTERIOR WALLS 25 SF	



SECOND FLOOR



FIRST FLOOR

TYPE	24	AREAS	TOTAL AREA
INCLUDES: T0b2	MIRRORED: T0b21	BEDROOM	197 SF
		CLOSET 1 (4'-5" x 2'-5")	11 SF
		BATHROOM (4'-11" x 7'-3")	36 SF
		HALL	30 SF
		HEATING (3'-2" x 2'-11")	9 SF
		CLOSET 2 (6'-4" x 3'-4")	21 SF
		LIVING ROOM	240 SF
		DINING ROOM	89 SF
		KITCHEN	76 SF
		CLOSET 3 (3'-1" x 3'-0")	9 SF
		STAIR	35 SF
		INTERIOR WALLS	26 SF
		ENTRY	17 SF
			796 SF

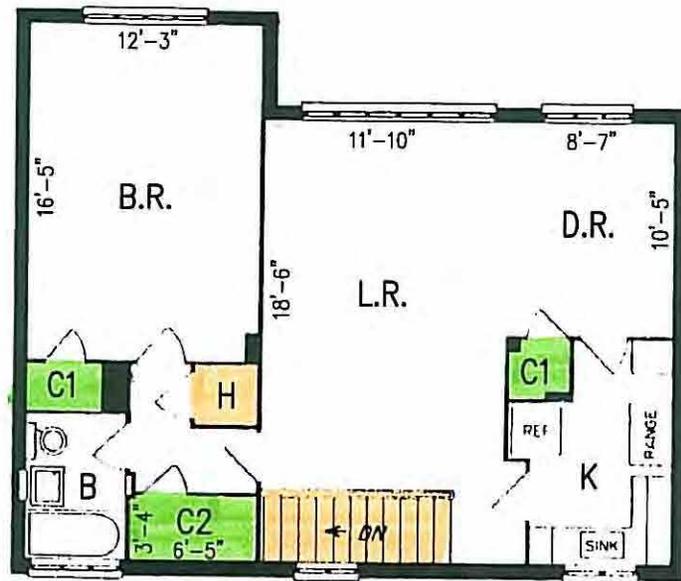
H HUNTSMAN

VILLAS PARK MERCED AREA CALCULATIONS

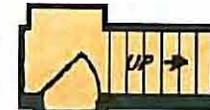
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NOT TO SCALE



SECOND FLOOR



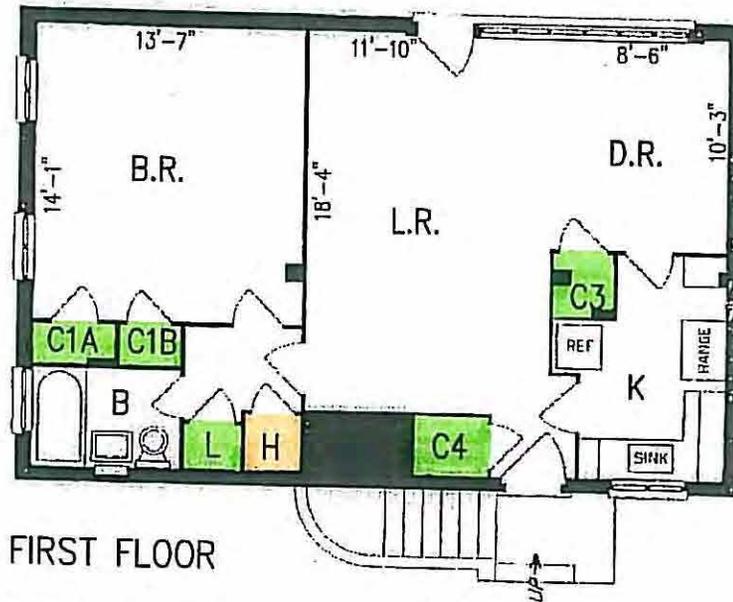
FIRST FLOOR

TYPE: 25		AREAS	TOTAL AREA
INCLUDES: TEL2	MIRRORED: TEL21	BEDROOM	201 SF
		CLOSET 1 (4'-4" x 2'-5")	11 SF
		BATHROOM (5'-0" x 7'-3")	36 SF
		HALL	30 SF
		CLOSET 2	21 SF
		HEATING (3'-2" x 3'-0")	9 SF
		LIVING ROOM	235 SF
		DINING ROOM	89 SF
		KITCHEN	77 SF
		CLOSET 3 (3'-1" x 2'-10")	9 SF
		STAIR	38 SF
		INTERIOR WALLS	29 SF
		ENTRY	18 SF
			803 SF

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VILLAS PARK MERCED AREA CALCULATIONS

02.14.06
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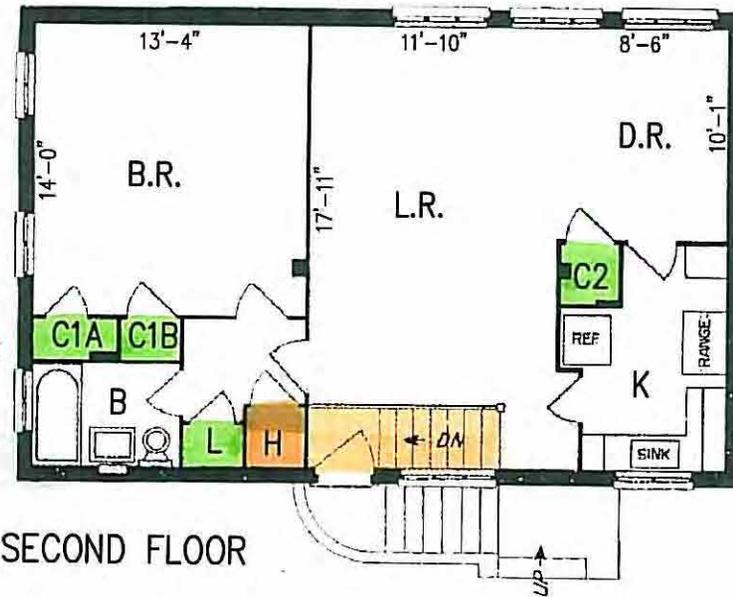


TYPE:	26	AREAS	TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM	192 SF
T5	T51	CLOSET 1A (3'-9" x 2'-2")	8 SF
{x1 Garden		CLOSET 1B (3'-0" x 2'-2")	7 SF
		BATHROOM (7'-3" x 4'-11")	36 SF
		LINEN CLOSET (2'-10" x 2'-3")	6 SF
		HALL	27 SF
		HEATING (3'-0" x 3'-4")	10 SF
		LIVING ROOM	234 SF
		DINING ROOM	88 SF
		KITCHEN	76 SF
		CLOSET 3 (3'-0" x 3'-0")	9 SF
		CLOSET 4 (4'-6" x 3'-2")	14 SF
		INTERIOR WALLS	41 SF
			748 SF

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VILLAS PARK MERCED AREA CALCULATIONS

02.14.06
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NOT TO SCALE

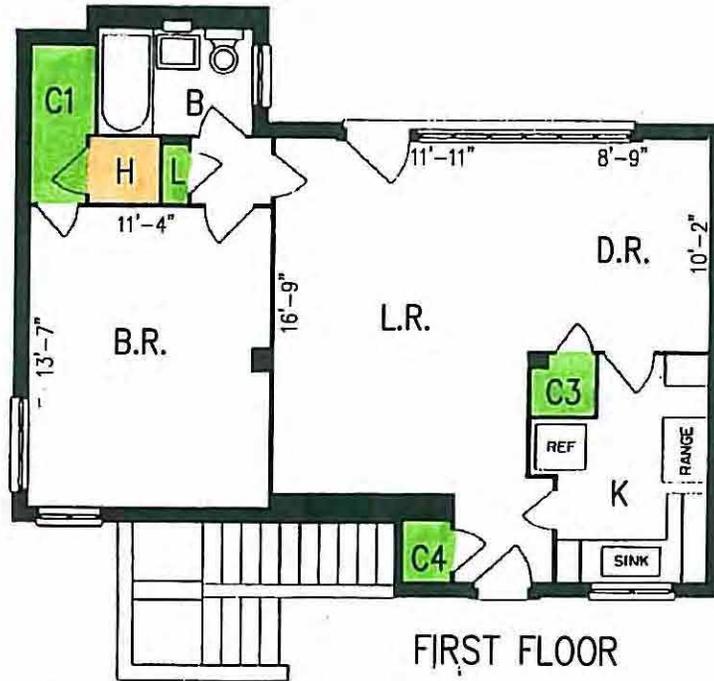


TYPE:	27	AREAS	TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM	186 SF
T6	T61	CLOSET 1A (3'-9" x 2'-1")	8 SF
		CLOSET 1B (3'-0" x 2'-1")	6 SF
		BATHROOM (7'-0" x 4'-11")	35 SF
		LINEN CLOSET (2'-11" x 2'-3")	7 SF
		HALL	28 SF
		HEATING (3'-1" x 3'-0")	9 SF
		LIVING ROOM	226 SF
		DINING ROOM	86 SF
		KITCHEN	75 SF
		CLOSET 2 (3'-1" x 3'-1")	9 SF
		STAIR	29 SF
		INTERIOR WALLS	25 SF
			729 SF

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VILLAS PARK MERCED AREA CALCULATIONS

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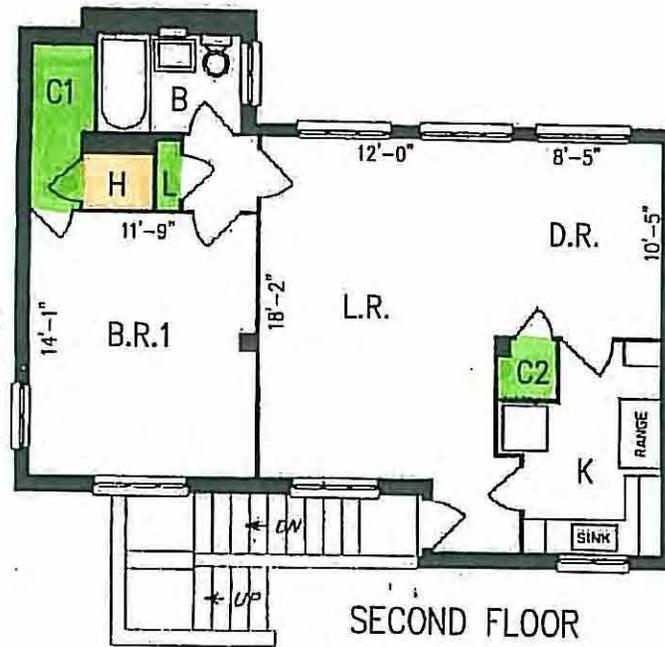


TYPE:	28	AREAS	TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM	154 SF
T3	T31	CLOSET 1	23 SF
		BATHROOM (7'-3" x 4'-11")	36 SF
		LINEN CLOSET (1'-6" x 3'-5")	5 SF
		HEATER (3'-2" x 2'-9")	9 SF
		HALL (3'-10" x 3'-7")	14 SF
		LIVING ROOM	223 SF
		DINING ROOM	89 SF
		KITCHEN	77 SF
		CLOSET 2 (3'-1" x 3'-2")	10 SF
		CLOSET 3 (2'-0" x 3'-0")	6 SF
		INTERIOR WALLS	45 SF
			691 SF

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VILLAS PARK MERCED AREA CALCULATIONS

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NOT TO SCALE



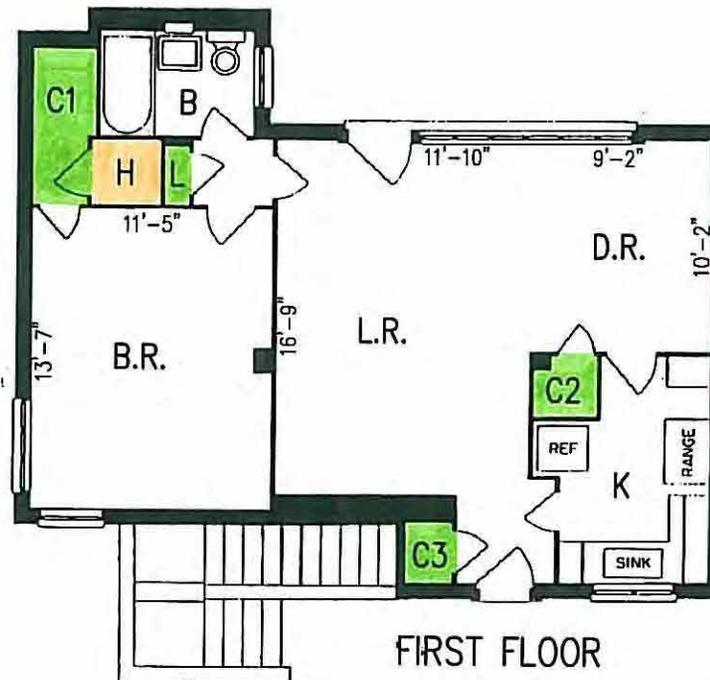
TYPE: 29		AREAS		TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM	164 SF	697 SF
T4	T41	CLOSET 1	32 SF	
TEL4	TEL41	BATHROOM (7'-3" x 4'-11")	36 SF	
1x1 Garden		LINEN CLOSET (1'-6" x 3'-3")	5 SF	
		HEATER (3'-2" x 2'-9")	9 SF	
		HALL (3'-9" x 3'-11")	15 SF	
		LIVING ROOM	237 SF	
		DINING ROOM	88 SF	
		KITCHEN	77 SF	
		CLOSET 2 (3'-1" x 3'-1")	9 SF	
		INTERIOR WALLS	25 SF	

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VILLAS PARK MERCED AREA CALCULATIONS

02.14.06
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NOT TO SCALE

Huntsman Architectural Group 50 California Street, Seventh Floor San Francisco, CA 94111 415.394.1212 www.huntsmanag.com

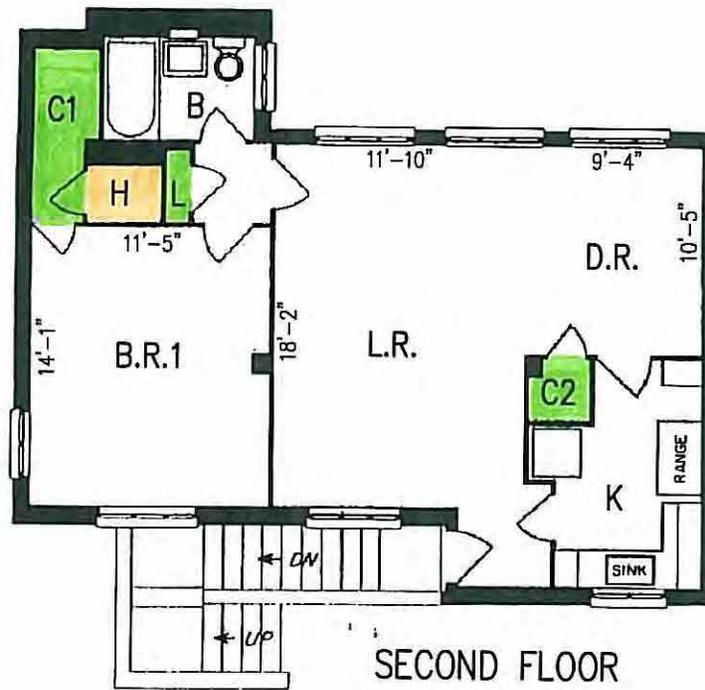


TYPE: 30		AREAS	TOTAL AREA
INCLUDES: T0d3 T0dEd3	MIRRORED: T0d31 T0dEd31	BEDROOM	155 SF
		CLOSET 1	23 SF
		BATHROOM (7'-0" x 4'-11")	35 SF
		LINEN CLOSET (1'-6" x 3'-5")	5 SF
		HEATING (3'-2" x 2'-8")	9 SF
		HALL (4'-0" x 3'-10")	15 SF
		LIVING ROOM	222 SF
		DINING ROOM	94 SF
		KITCHEN	77 SF
		CLOSET 2 (3'-1" x 3'-1")	10 SF
		CLOSET 3 (2'-1" x 2'-11")	6 SF
INTERIOR WALLS	56 SF		
			707 SF

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VILLAS PARK MERCED AREA CALCULATIONS

02.14.06
05.104.10
NOT TO SCALE



TYPE:	31	AREAS	TOTAL AREA
INCLUDES:	MIRRORED:	BEDROOM	161 SF
T0d4	T0d41	CLOSET 1	25 SF
T0dEd4	T0dEd41	BATHROOM (7'-3" x 4'-11")	36 SF
		LINEN CLOSET (1'-6" x 3'-5")	5 SF
		HALL (3'-8" x 3'-10")	14 SF
		HEATING (3'-2" x 2'-9")	9 SF
		LIVING ROOM	235 SF
		DINING ROOM	97 SF
		KITCHEN	76 SF
		CLOSET 2 (3'-1" x 3'-1")	9 SF
		INTERIOR WALLS	41 SF
			708 SF

H HUNTSMAN

VILLAS PARK MERCED AREA CALCULATIONS

02.14.06
05.104.10
NOT TO SCALE



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: FEBRUARY 10, 2011

Date: January 27, 2011
Case No.: **2008.0021EPMTZW**
Project Address: **Parkmerced Mixed-Use Development Program**
Project Sponsor: Seth Mallen, Parkmerced Investors, LLC
3711 19th Avenue
San Francisco, California 94132
(415) 584-4561
Staff Contact: Elizabeth Watty – (415) 558-6620
Elizabeth.Watty@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Dear Honorable Commissioners:

The Parkmerced Mixed-Use Development Program includes five guiding documents that combine to create a comprehensive and detailed blueprint for guiding all future land use, building, and community infrastructure improvements and programs at Parkmerced. These documents provide technical specifications and are incorporated by reference into both the Development Agreement and the proposed Planning Code Amendments.

Commissioners received hard copies of the five guiding documents along with the draft Ordinances on October 14, 2010, as part of the Initiation Packets. These documents have been, and continue to be, available on the Parkmerced page of the Department's website at: Parkmerced.sfplanning.org.

Two of the guiding documents – the Sustainability Plan and the Infrastructure Report – have been updated with minor edits: these drafts are dated 1.26.11. The other three guiding documents remain unchanged (10.14.10 drafts), as do the draft Ordinances.

In order to conserve resources, the Department is not providing additional hard copies of the three unchanged guiding documents (Design Standards & Guidelines, Transportation Plan, and Vision Plan) or the draft Ordinances in your packets. We are, however, including copies of the two revised guiding documents: the Sustainability Plan and Infrastructure Report.

Furthermore, a copy of the estimated budget of the City's costs associated with the Development Agreement (Exhibit B to the DA Resolution), as well as the latest draft of the Development Agreement, are not included in your packets. The Development Agreement will be delivered to you later today by OEWD, and the estimated budget of the City's costs to-date will be provided before the hearing on February 10, 2011.

If any Commissioner would like to receive an electronic copy or another hard copy of any of the guiding documents, please contact the Department; they will be forwarded to you at the earliest convenience.

Members of the public can view the guiding documents at 1650 Mission Street, Suite #400 or on the Planning Department's website at Parkmerced.sfplanning.org.



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary

Parkmerced Mixed-Use Development Program: Planning Code, Zoning Map, and General Plan Amendments; Development Agreement; Coastal Zone Permit

HEARING DATE: FEBRUARY 10, 2011

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: January 27, 2011
Case No.: 2008.0021EPMTZW
Project Address: Parkmerced
Zoning: RM-1 (Residential Mixed, Low Density), RM-4 (Residential Mixed, High Density), & RH-1(D) (Residential House, One-Family, Detached) Districts
Proposed Zoning: Parkmerced Special Use District
Height/Bulk: 40-X & 130-D
Assessor's Blocks: 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001
Project Sponsor: Seth Mallen, Parkmerced Investors, LLC
3711 19th Avenue
San Francisco, California 94132
(415) 584-4561
smallen@stellarmanagement.com
Staff Contact: Elizabeth Watty – (415) 558-6620
Elizabeth.Watty@sfgov.org
Recommendation: **Approval of the (1) CEQA Findings; and (2) Coastal Zone Permit Recommend Approval to the Board of Supervisors of: (1) Development Agreement; (2) Planning Code Text Amendments; (3) Zoning Reclassification; and (4) General Plan Map Amendment.**

Parkmerced is a 152-acre Site (including streets, 116-acre excluding streets) under single ownership in the southwestern part of the City. The existing Site, developed between 1941 and 1951, contains 3,221 housing units and is currently zoned RM-1, RM-4, and RH-1(D) with various height limits ranging from 130 feet to 40 feet. The owner of Parkmerced has submitted applications to the City for the long-term comprehensive re-design, re-development, and improvement of the Site. The project, which would be implemented over the course of three decades, would be approved and implemented through a Development Agreement between the City and the developer that legally enforces the benefits and

obligations of both parties, as well as through new Planning Code regulations and accompanying Plan documents that lay out the details for community infrastructure improvements, environmental programs, and other elements necessary to support the neighborhood.

The actions before the Commission needed to approve the proposed Parkmerced Mixed-Use Development Program include the following:

- Motion approving the CEQA Approvals Findings
- Resolution recommending approval of the Planning Code Text Amendments
- Resolution recommending approval of the Planning Code Map Amendments
- Resolution recommending approval of the General Plan Map Amendment
- Resolution recommending approval of the Development Agreement
- Motion approving the Coastal Zone Permit

PROJECT DESCRIPTION

Overview

The proposed Project is a long-term (approximately 20-30 years) mixed-use development program to comprehensively re-plan and re-develop the approximately 116-acre Site (152-acres including streets). The Project proposes to increase the residential density, provide new commercial and retail services, provide new transit facilities, new parks and open space amenities and improve existing utilities and stormwater management systems within the development Site. Of the existing 3,221 residential units on the Site, approximately 1,683 units located within the 11 existing towers would remain and approximately 1,538 existing apartments would be demolished and replaced in phases over the approximately 20 to 30-year development period. As provided in the proposed Development Agreement, all 1,538 new replacement units would be subject to the San Francisco Rent Stabilization Ordinance and existing tenants in the to-be-replaced existing apartment units would have rights to relocate into new replacement units of equivalent size with the same number of bedrooms and bathrooms at their existing rents. An additional 5,679 net new units would also be added to the Site for a project total of 8,900 units. New buildings on the Site would range in height from 35 feet to 145 feet, and would not be taller than the existing towers, which will remain. Neighborhood-serving retail and office space would also be constructed as part of the proposed Project and concentrated on Crespi Drive, near the northeast part of the Site and the light-rail line. The proposed new neighborhood core would be located within walking distance of all the residences within Parkmerced. In addition, small neighborhood-serving retail establishments would be constructed outside of the neighborhood core, in proximity to residential units throughout the Site. A new preschool/elementary school and daycare facility site, fitness center, and new open space uses including athletic fields, walking and biking paths, a new farm, which the Sponsor proposes will be organic, and community gardens would also be provided on the Project Site. Infrastructure improvements would include the installation of bioswale system to retain and treat stormwater on-site and renewable energy sources, such as wind turbines and photovoltaic cells, which are detailed in the *Sustainability Plan*. Transportation improvements would include the realignment of the Muni M-Oceanview light-rail line through the Project Site, redesign and redevelopment of all public streets within the Project Site to meet the City's Better Streets design standards, provision of car-share and bike-sharing stations throughout the Project Site, pedestrian safety

and traffic improvements to intersections adjacent to the Project Site, construction of new bicycle paths, provision of a free shuttle service to Daly City BART and other items detailed in the *Transportation Plan*.

Land Use, Urban Design, and Building Form

The Parkmerced Mixed-Use Development Program includes the retention of the 11 existing tower buildings, and the construction of approximately 5,679 new units. The new units will be constructed in new buildings that will be compatible with the existing structures, and will vary in height and design. The siting of new structures has been designed in such a way so to cluster new towers within existing towers' sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean from the adjacent neighborhoods. Parkmerced would be redesigned to increase clarity for travelers by creating a more legible hierarchy of street types, and by providing a grid that is easier to navigate. With a prevailing neighborhood fabric of 4-to-6 stories, taller structures of 8-10 stories will be located at key intersections and adjacent to notable locations and spaces to define centers of activity, provide landmarks and clarity for movement, and activate public spaces. Denser and taller development would be generally concentrated on the east half of the site, closer to 19th Avenue and the Muni light-rail to emphasize connection to public transit and this major transportation corridor, while tapering down in intensity toward the west. The design includes the following features:

- Street grid adjusted to reduce scale of blocks and improve circulation – introduction of new streets, alleys, and pedestrian paseos, realignment of some existing streets. Key elements of the original street grid design are preserved, including Juan Bautista Circle at the center with streets radiating outward, and Font Blvd as a major ceremonial connector. Gonzalez Drive is realigned as a major Boulevard on the south to improve circulation, organize major open spaces, and make room for creation of major public open space.
- Existing towers will remain. Low-rise 2-3 story buildings will all be replaced by street-facing buildings ranging in height from 35 to 145 feet. New towers will be clustered near the existing towers, in order to maintain existing view-sheds.
- In general, higher density and taller buildings will be located on the eastern half of the Site, closer to 19th Avenue and public transit (streetcar). The predominant neighborhood scale on the eastern half is a 65-foot (6-story) base, and 45 feet (4 stories) on the western half. These bases are punctuated by taller structures at key intersections and locations to provide wayfinding and highlight key public places, as well as provide diversity and texture in the urban fabric. Smaller streets on the west side would be lined by 3-story buildings.
- Except in the neighborhood commercial core, all buildings will have mandated landscaped setbacks and be lined on the ground floor with walk-up townhouse units that have individual front doors directly accessing the sidewalks.
- A new pedestrian-oriented neighborhood commercial area typical of San Francisco neighborhoods (with housing above ground floor retail), which will include a full-service supermarket, will be created at the northeast quadrant of the neighborhood, focused on a re-aligned Crespi Drive. Additional small, neighborhood retail (e.g. café, dry cleaners) would be sited adjacent to the neighborhood commons parks scattered around the Site. All residents would be within a short (5 minute) walk of supporting services.
- The overall neighborhood density proposed is approximately 59 units per acre, as compared to 40 units per acre in the Mission District and 86 units per acre in the Chinatown and North Beach Districts. This density is necessary to provide support for neighborhood shops and services

within walking distance, as well as facilitate the use of transit, bicycling, and walking for daily activities.

Open Space

The proposed Project would provide 68 acres of open space in a network of publically accessible neighborhood parks, athletic fields, public plazas, greenways and a farm, and in the form of private or semi-private open space areas such as centralized outdoor courtyards, roof decks, and balconies. These private and semi-private open spaces would be required with the development of each residential building within Parkmerced. The parks and open space would be more accessible and usable than the current public open spaces, which are predominantly characterized by wide street medians and undefined and un-programmed lawn areas surrounding towers. Most open space is currently provided in the form of semi-private interior-block shared courtyards. Parks and open space within, and in the vicinity of, the proposed Project would continue to receive a substantial amount of sunlight during the day when use is at its highest rate. Existing coastal views from parks located to the east and north of the Project Site would be maintained with implementation of the proposed Project. The main public open space would include:

- *Neighborhood Commons:* Six of these 0.35-acre neighborhood-scale parks (2.1-acres total) would be evenly distributed around the neighborhood to provide social gathering spaces and opportunity for passive and active recreation within a 2-minute walk of almost every resident. These spaces would be activated by small retail or community uses, like cafes, in adjacent buildings.
- *Transit Plaza:* A new 0.88 -acre public plaza with ancillary small retail at the northeast corner of the Site at Holloway/19th Avenue would feature a relocated City College/Parkmerced station for the Muni light-rail, providing a better and safer waiting environment for passengers than the existing station in the middle of 19th Avenue.
- *Diaz Plaza:* This small street in the neighborhood commercial heart would be pedestrianized into an active 0.34-acre plaza, with restaurants and shops opening out onto the plaza and activating the space.
- *Juan Bautista Circle:* The historic 2.44-acre circle would be renovated with new landscaping and amenities, including a pond (and underground cistern) to collect stormwater and serve as a major ecological feature to feed water into the stream system that leads through the Site to Lake Merced.
- *Stream Corridor:* Leading from the Circle toward Lake Merced, the stream corridor is the backbone of the open space system, connecting the major open spaces and providing a greenway through the heart of the neighborhood. Walking paths and passive recreational open spaces are proposed along the corridor, which would also provide important wildlife habitat. Including the Farm and the Belvedere Garden (see below), the Stream Corridor would be 12.06-acres.
- *Farm and Orchard:* The over 2-acre farm, which may be managed by a professional farmer, is intended to be a productive landscape to supply local farmers' markets and restaurants with organic, locally-grown produce, and would utilize local on-site compost to reduce resource

consumption of trucking food waste from the neighborhood. The farm would also provide educational and hands-on opportunities for residents.

- *Belvedere Garden*: A new garden overlook and terraced steps with water feature would provide a new direct pedestrian link from the neighborhood through the southwest corner of the Site to the major open spaces at Lake Merced.
- *Athletic Fields*: The 2.94-acre athletic fields would provide an opportunity for active recreation (e.g. soccer) in the neighborhood, as well as for adjacent off-site neighbors along Brotherhood Way, such as school and church groups (a new pedestrian connection is proposed to connect to Brotherhood Way).
- *Community Garden*: The existing small community garden located near the towers to the west of Juan Bautista Circle would be significantly expanded to 1.1-acres, offering many more residents, particularly those in towers and other units without private open space, the opportunity to garden.

In addition to these public open spaces, all new units would be required to provided either 36 square feet of private open space (e.g. balconies, private patios, stoops) or 48 square feet of shared common open space (e.g. courtyards, roof decks). Almost every block would include a shared semi-private courtyard, as delineated in the Regulating Plans.

Most open spaces would be, as currently, owned by the developer or future Master Homeowners' Association. Through the Development Agreement, these spaces would be required to be maintained in good condition in perpetuity, and would guarantee the rights of the public to use the spaces as they would any City park and establish minimum hours of operation.

Transportation

The comprehensive transportation program proposes to improve conditions for all modes of movement, and supports the objective of growing the neighborhood as a transit- and pedestrian-oriented district. The proposed improvements are as follows:

Pedestrian: A revised street grid providing smaller blocks, new streets, and mid-block paths for more direct and shorter connections for those on foot. All interior streets would be redesigned to exceed the minimum specifications of the Better Streets Plan for sidewalk width, amenities, and traffic calming. On the periphery of the neighborhood, several additional and safer crossings of the major streets are proposed on Lake Merced Boulevard, Brotherhood Way, and 19th Avenue. Finally, the land use program, with both increased residential density and a retail program, will provide and support services within walking distance.

Bicycle: New dedicated bicycle lanes and paths would be provided on Gonzalez Drive, Tapia Drive, Font Boulevard, Chumasero Drive, and Juan Bautista Circle to provide safe and direct connections for cyclists to important destinations and to link up with existing and planned bicycle routes outside of the neighborhood and at SFSU. Additionally, a new direct connection toward the Daly City BART station would be made possible by the reconfiguration of the interchange of Junipero Serra and Brotherhood Way.

Transit: The Project proposes to re-route the Muni light-rail line, which currently runs in the middle of 19th Avenue, through Parkmerced, to relocate one station from the middle of 19th Avenue to within the Site and to create two new stations. This alignment has been coordinated with SFMTA and offers several operational advantages for transit service (such as being able to run short-lines that do not continue all the way through low-ridership areas to Balboa Park), in addition to better serving in a safer, more pleasant, and more convenient environment the majority of the riders in this area, who come from the west side of 19th Avenue at Parkmerced and SFSU. SFMTA would have the option of running trains all the way through to Balboa Park or terminating at Parkmerced. The project proposes to dedicate necessary right-of-way easements and to build the infrastructure for this realignment. The project also dedicates easements for a future extension of the light-rail line toward the Daly City BART station. Finally, the project proposes to fund the purchase by the MTA of one light-rail vehicle in order to maintain headways.

Vehicular: The current limited and circuitous access to the neighborhood would be enhanced by providing new access points with new or reconfigured intersections along Lake Merced (at Gonzalez, Acevedo, and Vidal), on Brotherhood Way (at Chumasero), on Junipero Serra (at Chumasero), and on 19th Avenue (at Crespi Drive, and at Cambon if the Planning Commission chooses the “Connect Cambon to 19th Avenue” project variant). Other improvements are proposed at nearby intersections and sections of road to improve circulation, including but not limited to the addition of turn lanes and signalization changes.

Many of these improvements would require approval of the San Francisco Municipal Transit Authority (SFMTA), the California Public Utilities Commission (CPUC), and Caltrans; the Development Agreement includes provisions for seeking these approvals, and for proposing and implementing alternative projects that achieve equivalent public benefits should the proposals not garner necessary approvals from non-City agencies. Per the Development Agreement, the developer must get necessary approvals and permits for the rail project within 7 years after the approval of the Agreement and must begin construction on the rail project by the time 2,500 net new dwelling units have been constructed. Note that the first two years of the time period are reserved for the City to consider further modifications to the alignment based on ongoing studies of the 19th Avenue corridor (“the Tier 5 Muni Realignment”), (with funding provided in part by the Project Sponsor) and that construction of the rail project must be phased to allow later modification per any recommended Tier 5 Muni Realignment modifications.

The Transportation Plan also includes a comprehensive Transportation Demand Management (TDM) program that obligates the Developer to undertake certain programs and services, including free shuttles to Daly City BART and nearby shopping centers, transit pass subsidies of \$20 per unit per month, a Transportation Coordinator to assist residents and employees of the Site, and implementation of a bicycle-share program.

Off-street parking for the residential units will primarily, but not exclusively be in underground garages, and will be concentrated on the west side of the Site (while units are concentrated toward the eastern half) to discourage casual usage. As parking would be unbundled and market-priced, occupants who wish to have parking space would have the option to pay less to park further away from their residence. Per the proposed SUD, parking could be provided up to one space per dwelling unit and non-residential parking would be capped generally at one space per 750 square feet (with some

variation for specific uses). (Note that off-street parking would not strictly be required for any use per the SUD).

The *Transportation Plan* fully details goals and implementation actions for the Project.

Housing and Tenant Relocation

There are 3,221 dwelling units currently on-site. The housing stock is limited to two types: 2-3-story garden apartments (48% of total – 1,538 units) and 13-story tower apartments (52% of total – 1683 units). Of the existing units, 35% are one-bedroom units, 58% are two-bedroom units, and 7% are three-bedroom units.

The proposed Project would demolish all of the existing 2-story low-rise garden apartments and replace them with a much broader mixture and variety of housing and building types, including units of various types in 3- to 6-story townhomes and low rise buildings, 8- to 10-story mid-rise buildings, and 11- to 14-story towers. The Project would replace the existing units and add a net addition of approximately 5,679 units for a total of 8,900 units on-site. The percentage of one-bedroom units would remain at 35%, but there would be a larger percentage (15%) of three-bedroom units. Overall, the proportion of units in towers would decrease from 52.2% today to 34.4% as proposed. As the base of almost all new buildings will be lined with residential units, approximately 800 of the new units will be in the form of ground-level, walk-up units with direct, individual private access to sidewalks, front stoops, and/or courtyards.

The existing apartments slated for demolition are primarily wood-framed and stucco structures. To the extent practical, the existing structures will be “deconstructed”, allowing for maximum re-use or recycling of materials. The feasibility of materials reused or recycled may be limited by the requirements for abatement of hazardous materials and the potential value of the recycled material. The proposed demolition and deconstruction will occur in conjunction with the construction phases over the 20- to 30-year development period.

The proposed Development Agreement would guarantee that the Project replaces, on a one-for-one basis, all of the 1,538 existing units that would be demolished as part of the proposed Project. All existing tenants in these units (which are currently subject to the San Francisco Rent Stabilization Ordinance) would be offered a newly-constructed Replacement Unit of comparable size (all with new appliances, including washers, dryers, and dishwashers) at their existing rents, and all relocation expenses would be paid for by the Project Sponsor. Replacement Units in the new buildings would be chosen by existing tenants on a seniority basis. Under the terms of the proposed Development Agreement, all Replacement Units would be subject to the San Francisco Rent Stabilization Ordinance in perpetuity.

Before any existing units can be demolished, final certificates of occupancy must be issued for an equivalent Replacement Unit in a Replacement Building; no existing rent-controlled housing on the Project Site can be demolished unless and until an equivalent amount of rent-controlled replacement housing is constructed and ready for occupancy. At no time during the 30-year duration of the Development Agreement can there ever be less than the existing number of rent-controlled units, and due to the inevitable lags in construction and occupancy, there may likely be more than 3,221 rent-controlled units at any given time.

Existing tenants would be provided early advanced notice of the estimated schedule of construction for Replacement Buildings and demolitions and relocations through the City's approval of individual Development Phase Applications. Each Development Phase Approval (which must range between 500 and 2,500 units in size) would provide a high-level overview of which blocks and buildings within the existing Project Site are proposed for redevelopment and when.

Following Development Phase Approval and before a building permit for any future Replacement Building can be submitted, the Planning Director and the Executive Director of the Rent Board must then approve individual Tenant Relocation Plans, which would identify the location of any To-Be-Replaced Buildings and units and the corresponding location of any proposed Replacement Building with an equal number of new Replacement Units, the names, addresses, unit type and date of original occupancy of existing tenants that would be affected by the proposed Tenant Relocation Plan and an estimated schedule for relocation. In most cases, the earliest possible date that an existing tenant could be relocated after receiving such notice would be 2 years.

After commencement of construction on each Replacement Building, the Developer must provide any occupant in a To-Be-Replaced Building with an "Existing Tenant Notice." The notice must include (i) the name of each Existing Tenant at each address; (ii) the unit type for which each Existing Tenant qualifies; (iii) each Existing Tenant's numerical rank in seniority by unit type; (iv) if more than one person occupies an Existing Unit, the numerical rank in seniority of each person occupying each Existing Unit; (v) a detailed explanation of the rights of Existing Tenants to relocate to a Replacement Unit; (vi) notice that further information regarding such rights can be obtained from the Rent Board, including notice that any party can file a request for determination of tenancy status with the Rent Board if there is a dispute about whether an occupant is an Existing Tenant or any other dispute regarding the factual accuracy of the Existing Tenant Notice; (vii) the anticipated completion date for each Replacement Building; and (viii) the anticipated relocation dates for each Existing Tenant who chooses to relocate to a Replacement Building.

No earlier than one year or later than six months before issuance of the First Certificate of Occupancy for each Replacement Building, a "Replacement Unit Availability Notice" will be sent to any Existing Tenant in a To-Be-Replaced Building notifying them of (i) their numerical rank in seniority by unit type, (ii) the floor plans for each Replacement Building indicating the locations of available unit types, (iii) dates and times to visit a model Replacement Unit, and (iv) the date when they must deliver their Replacement Unit Preference Notice in order to exercise their right to relocate to a Replacement Unit

Each Existing Tenant wishing to relocate to a Replacement Unit must, within 20 days following the last available visit to a model Replacement Unit, deliver a "Replacement Unit Preference Notice" indicating their decision to relocate or not to relocate to a Replacement Building, and for those Existing Tenants choosing to relocate, their selection of all available Replacement Units of the unit type for which they qualify, ranked in the order of preference. Those Existing Tenants who don't want a Replacement Unit qualify for full relocation benefits under the Rent Ordinance.

Replacement units will then be assigned to each Existing Tenant based on their ranked selection by unit type, with first choices given to the tenants with the longest (most senior) occupancies. Existing Tenants are then given one more choice to accept their assigned Replacement Unit or reject it and instead accept full relocation benefits.

The tenant notification and Replacement Unit selection process is outlined in much greater detail in Section 4 of the Development Agreement.

Sustainability

A key objective of the Project is to create a neighborhood that substantially improves the resource efficiency of both the existing development and future growth. The moderate-density housing, mixed-use land use, fine-grained urban design, and transit-oriented transportation program described above aim to substantially reduce the per capita amount of vehicular travel, which currently makes up the largest share (40%) of Bay Area greenhouse gas emissions. Besides these measures that are the basis for the Project, the Project would reduce environmental impacts of the existing Site and its growth through the following measures, amongst others:

Energy: The project has a goal of “Net Zero” energy usage for new development. To help strive toward this goal, the Project is committed to numerous renewable energy production and efficiency measures. In accordance with the Development Agreement, the project would install renewable energy sources (e.g. photovoltaic cells or wind turbines) capable of providing 10% of the total estimated annual energy consumed by the Site, and cogeneration facilities capable of providing an additional 10% of the total estimated annual energy consumed. The project has also committed to construct all new buildings to improve on current Title 24 energy standards for residential building envelopes by at least 15%, and all other Title 24 energy standards by at least 10%.

Water: The Project proposes to reduce stormwater runoff into the combined sewer system (thereby reducing demand on the sewer and treatment infrastructure, as well as reducing frequency of discharge of untreated runoff into the ocean) by collecting and slowing the runoff of stormwater in an extensive system of in-street bio-swales, the Juan Bautista Circle pond and cistern, and the stream corridor. This system would partially restore historical stream flows from the Site into Lake Merced, replenishing the aquifer and improving water quality and water levels in Lake Merced. The Project is also located in the City’s Recycled Water Ordinance area, requiring that all new buildings be dual-plumbed for delivery of non-potable water for toilet flushing, building mechanical systems, irrigation and other non-potable water uses. The Project proposes to install recycled water distribution infrastructure (i.e. piping) throughout the project’s right-of-ways and connecting to new buildings, so that in the future the Project can connect to planned SFPUC recycled water supply systems (e.g. potentially running up Lake Merced Boulevard). This would substantially reduce demand from the Site for potable water from the City’s Hetch Hetchy system. The Project will reduce water consumption by up to 60% on a per capita basis.

The *Sustainability Plan* fully details goals and implementation actions for the Project.

APPROVAL PROCESS & KEY DOCUMENTS

Because Parkmerced is a long-term project to be developed over multiple phases and involving both the construction of new buildings and community improvements (including re-aligned streets and blocks and multi-phase public transportation improvements), the existing zoning rules are inadequate in addressing a project of this scope and in regulating and laying out the requirements for the development. Additionally, there are key issues in the project, such as rent-protections and relocation-rights of exiting tenants, which cannot logistically or legally be regulated simply through the Planning

Code or Planning Commission conditions of approval. Therefore, the Parkmerced development program would be implemented through three sets of documents:

Development Agreement

The Development Agreement is a legally-binding contract between the City and Project Sponsor that lays out all of the obligations of and benefits afforded the Project Sponsor and the City. Development Agreements are typical for master-planned developments of this scope. This document establishes the overall framework for the project and all of the public benefits negotiated by the City, in exchange for a guarantee of the right of the Project Sponsor to build the basic project in accordance with the Plan documents (see below) while the Agreement is in effect (30 years). The Agreement includes substantial protections and relocation benefits for existing tenants and a Phasing Plan that lists all required community improvements and specific net new unit and/or auto-trip thresholds when each improvement must be provided. The Development Agreement will need to be approved by the Planning Commission and the Board of Supervisors, and signed by the directors of other key agencies, including the SFMTA and SFPUC.

The core elements and concepts of the Development Agreement include:

- The Project Sponsor's obligation to maintain 3,221 rent controlled units (1,683 existing units and 1,583 replacement units) on the Site for the life of the project; and
- The Project Sponsor's obligation to construct Below-Market Rate units in accordance with the requirements of Planning Code section 415, with not less than 1/3 of such units constructed on-site or within 1,000 feet of the Site; and
- The Project Sponsor's obligation to construct and/or implement certain Community Improvements, including the proposed Muni M-Oceanview Realignment, other transportation system improvements, on-going transportation services such as the Daly City BART shuttle, open spaces and athletic fields, and the stormwater management infrastructure.

The Parkmerced Development Agreement is different than many of the City's other recent development agreements, in that the City does not own any land within the Project Site (other than existing streets and public utilities), and the City is not required to spend any public funds for any of the public or community improvements associated with the proposed Project, including maintenance of the majority of new publicly accessible spaces within the Project Site. In sum, the Developer is assuming nearly all of the financial risk.

In exchange, the Developer receives greater flexibility on the phasing of the Project over the next 30 years and additional assistance in the form of the elimination of maximum density controls, reduced setbacks and rear yard requirements, increased permissible height and bulk envelopes, elimination of a Conditional Use requirement for residential demolitions and for residential buildings over 40'-0", and by allowing more commercial mixed-use development than permitted under current zoning.

Unlike other recently approved development agreements, under the terms of this Development Agreement, the Developer is not required to maintain any development schedules or pre-determined physical development phases. Until the private development commences, the Developer is not required to provide any up-front public benefits; however, when private developed does proceed, the Development must comply with the Phasing Plan, which ensures "Proportionality, Priority and

Proximity Requirements" ("3Ps") for delivery of all public benefits. All public benefits will be delivered commensurate with new density and PM peak-hour vehicle trips, although the Developer will retain flexibility as to the order and timing of development in each phase.

Finally, the Development Agreement is a legally binding agreement that "runs with the land" and binds all future owners, regardless of how they acquire the property, whether through foreclosure or a conventional land transaction.

Since the Development Agreement is a legally-binding contract between the City and the Project Sponsor, it requires final approval from the Board of Supervisors. The Planning Commission provides an advisory recommendation to the Board of Supervisors, and the Department recommends that the Planning Commission recommend that the Board of Supervisors approve the Development Agreement, based on the clear mutual benefits, as outlined in the attached Development Agreement Resolution.

Phasing Plan, Project Phasing, Phase Applications, Design Review, and Implementing Approvals

The Phasing Plan is part of the Development Agreement. It specifies all of the community improvements and environmental mitigations required of the Project and contains the cumulative development triggers for their completion.

Nothing can be built on the Project Site until three levels of approvals are satisfied: (1) Development Phase Approvals; (2) Design Review Approvals; and (3) Implementing Approvals.

When the Developer decides to commence development, he will be required to first submit a Development Phase Application. The City retains full discretion to review each Development Phase Application to ensure that the Phasing Plan, and its associated community benefits, is being properly implemented. During the City's review of a Development Phase Application, it will ensure that improvements are (1) proportional to the cumulative amount of private development included in the proposed phase, (2) implemented in order of public policy priority, (3) provided in geographic proximity to the proposed private development, and (4) consistent with the operational needs and plans of all affected City Agencies.

Only after a Development Phase Approval is issued, the Developer must file individual Design Review Applications with the Planning Department before the issuance of any Implementing Approvals (like building permits) may be issued for any form of construction on the Project Site. The Department may exercise reasonable discretion in approving aspects of a Design Review Application that relate to qualitative or subjective requirements of the Design Standards & Guidelines; however, the Department may not reject any Design Review Application if it is consistent with the quantitative or objective requirements of the Design Standards & Guidelines, such as height and bulk, setbacks and street-walls, location of uses and size of such uses, and the amount of open space and parking.

Each new building and/or Community Improvement (for example, each park) constructed as part of the Parkmerced Mixed-Use Development Program will be subject to a design review process conducted by the Planning Department and governed by the terms of the proposed Parkmerced Special Use District. The design review process is intended to ensure that all buildings within Parkmerced are designed to

complement the aesthetic of the development, exhibit high quality architectural design and comply with the requirements of the Parkmerced Design Standards + Guidelines and the Parkmerced Sustainability Plan.

Planning Code: The Planning Code, through the creation of a Special Use District (SUD), would establish the core land use regulations for Parkmerced related to acceptable land uses, building height limits, bulk limits, setback requirements, open space for dwelling units, and parking. It also would establish the process for review and approval of specific building projects and land uses throughout the Project's implementation. The Plan Documents, particularly the Design Standards and Guidelines, supplement the regulations included in the SUD.

In order to regulate the growth and development of the Park Merced Site, the Project Sponsor proposes that the City make Planning Code Text Amendments to adopt a SUD applicable to the Parkmerced Site (Parkmerced Special Use District, "PMSUD"). The PMSUD would set forth a zoning overlay permitting a variety of neighborhood-oriented uses, and establish parking, car-share and bicycle-parking requirement intended to reduce automobile dependence within the Project. The PMSUD would establish height and bulk restrictions that accommodate the Project's proposed in-fill density at the level required to implement the Project. The SUD would also establish a design review process by which development over the next 20-to-30 years would be regulated to ensure an aesthetically pleasing and cohesive neighborhood emerges. By imposing comprehensive site-specific land use regulations, the PMSUD would provide for and enable the expansion of neighborhood-serving retail, services and other amenities and support the level of residential density required to implement the proposed Project.

The following Ordinances are necessary in order to implement the Parkmerced Mixed-Use Development Program:

Planning Code Amendments

- Create Planning Code Section 249.64, the "Parkmerced Special Use District" (PMSUD)
 - The PMSUD would establish sub-district zoning categories that include Residential, Mixed-Use, School, Community, and Open Space districts; height and bulk restrictions, parking regulations, car-share, bicycle-parking requirements; and establish a design review process for the phased development plan;
 - The PMSUD would allow for the demolition and replacement of 1,538 rent-controlled dwelling units;
 - The PMSUD would establish that the controls in the SUD be regulated by the *Parkmerced Design Standards and Guidelines* document as adopted and periodically amended by the Planning Commission, except for those controls specifically enumerated in the SUD; and
 - The PMSUD would establish a process for project design review, approval and the consideration of modifications to the controls of the SUD and the *Design Standards*.
- Amend Planning Code Section 270 (Bulk Limits) to create a new Bulk District ("PM") for the proposed "Parkmerced Special Use District."
- Amend Planning Code Sections 102.5 and 201 to include the Parkmerced Zoning Districts.

Zoning Map Amendments

- Amend Zoning Map SU13 to designate the Site as the proposed new “Parkmerced Special Use District;”
- Amend Zoning Map HT13 to reclassify the height limits within the Site according to the proposed Project; and
- Amend Zoning Map ZN13 to delete references to existing zoning within the Site and to refer to the proposed new “Parkmerced Special Use District” zoning districts [Parkmerced Residential (PM-R), Parkmerced Mixed Use – Social Heart (PM-MU1), Parkmerced Mixed Use – Neighborhood Commons (PM-MU2), Parkmerced School (PM-S), Parkmerced Community/Fitness (PM-CF), and Parkmerced Open Space (PM-OS)].

General Plan Map Amendment

- Amend the General Plan Urban Design Element Height Map (Map 4) to reflect the proposed height restrictions as described in the proposed Project.

Coastal Zone Permit

The Parkmerced Development Project necessitates approval by the Planning Commission of a Local Coastal Zone Permit, pursuant to Planning Code Section 330.1, since a portion of the Site (Assessor’s Blocks 7309, 7309-A, 7334, 7337, and 7333) is included in the boundaries of the Local Coastal Zone. A small portion of the southwest corner of the Project Site at the intersection of Lake Merced Boulevard and Brotherhood Way is located within the Coastal Zone area that is under the jurisdiction of the California Coastal Commission; because the later portion is not under the City and County of San Francisco’s jurisdiction with regard to Coastal Zone review, the Project Sponsor will seek approvals separately to the Coastal Commission prior to any improvements to that land.

Amendment of Local Coastal Program by California Coastal Commission

In order to fully implement the proposed Project, the Board of Supervisors must request an amendment of the Local Coastal Program (which includes the City’s zoning within the Coastal Zone area) by the California Coastal Commission to reflect the adoption of the Planning Code Text Amendments, Zoning Reclassification, and General Plan Amendments, and must further request that such amendments will become effective immediately upon approval by the California Coastal Commission, without further action required by the City and County of San Francisco.

The Plan Documents

There are five guiding documents that combine to create a comprehensive and detailed blueprint for guiding all future land use, building, and community infrastructure improvements and programs at Parkmerced. These documents provide technical specifications, development are incorporated by reference into both the Development Agreement and the Planning Code.

The Vision Plan lays out a conceptual framework for transforming the existing Parkmerced housing development into a “21st century model of a healthy neighborhood”.

The Design Standards and Guidelines prescribe urban design controls for land use, open spaces, streets, blocks and individual buildings. It contains the Regulating Plan which establishes the physical boundaries and measurements for all streets, blocks, parcels, open spaces, buildable areas, and easements. It also outlines a process for project implementation, establishing a design review process for

buildings that limits the modifications from the standards, and specifies the Planning Commission and public review processes for the design of large projects and community improvements.

The Sustainability Plan contains specific strategies and metrics which together address the management and conservation of energy, water and other natural resources, and also establishes goals for green building standards.

The Transportation Plan provides a framework and management plan for addressing transit and vehicular travel to and from the neighborhood.

The Infrastructure Report establishes an outline for anticipated site-wide improvements to all street and public rights-of-way, underground utilities, and grading, and includes detailed engineering plans for those improvements.

SITE DESCRIPTION AND PRESENT USE

Parkmerced is bounded by Lake Merced Boulevard to the west, Brotherhood Way to the south, Junipero Serra Boulevard, Felix Avenue, Cambon Drive, and 19th Avenue to the east, and Holloway Avenue, Varela Avenue, Serrano Drive, Font Boulevard, Pinto Avenue, and Vidal Drive to the north; it is within the RM-1 (Residential Mixed, Low-Density), RM-4 (Residential Mixed, High-Density), and RH-1(D) (Residential House, One-Family, Detached) Districts and 40-X and 130-D Height and Bulk Districts.

The Site measures 152-acres in total (including streets), and is defined by an axial street grid with a large open space in the center and a series of “pie-shaped” residential blocks. The residential units on each of these blocks surround a central courtyard open to the sky. The development is also articulated by landscaped boulevards and secondary streets that weave around buildings, open spaces, and larger open spaces in the vicinity of the tower buildings. The Site contains 3,221 existing rental apartments in 170 two-story residential buildings (townhouses) and 11 residential tower buildings that are 13 stories tall, as well as associated parking, buildings services, a leasing/operations office and a private pre-school/day care facility. There are also about 75 acres of existing open space throughout the Project Site in a network of lawns, courtyard areas, private open space, and playgrounds.

Parking for the residential apartments in the towers is currently provided in three above-grade centralized parking garages, which accommodate a total of 1,540 parking stalls. Parking for the townhouses is provided in attached carports, which provide a total of 1,507 parking spaces. An additional 151 parking spaces used for maintenance and office parking are provided in a surface parking lot. In addition to the 3,198 total private off-street parking spaces, there are 1,591 existing public on-street parking spaces.

As noted in the submitted Historic Resource Evaluation (HRE), the Parkmerced rental complex was constructed between 1941 and 1951 as the first all-rental community in San Francisco, as a response to the continued demand for housing the United States during and after World War II.¹ The buildings and site plan at Parkmerced were designed by Leonard Schultze & Associates for the Metropolitan Life

¹ “Historic Resource Evaluation & Cultural Landscape Assessment: Parkmerced” (April 29, 2009), prepared for Turnstone Consulting by Page & Turnbull, Inc. Available by request at the San Francisco Planning Department (1650 Mission Street, Suite 400, San Francisco, CA 94103) in the Case Docket for Case No. 2008.0021E. The document is referred to as the “Parkmerced HRE.”

Insurance Company (MetLife), while the landscaping of the open space and interior garden courtyards were designed by Thomas Church and other landscape architects from his office.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The 152-acre Site is located in the Lakeshore Neighborhood, in the southwest corner of San Francisco. The surrounding neighborhood includes Stonestown Galleria and San Francisco State University to the north; the Lakeside and Ingleside Terrace neighborhoods to the east; the Brotherhood Way religious and scholastic institutions, San Francisco Golf Club, and a residential neighborhood to the south; and Lake Merced and the Fleming and Harding Park Golf Courses to the west.

ENVIRONMENTAL REVIEW

On February 10, 2011, the Commission: adopted Motion No. XXXXX, certifying the Final Environmental Impact Report for the Project which is incorporated herein by this reference thereto as if fully set forth in this Motion.

HEARING NOTIFICATION REQUIREMENTS (FOR ENTITLEMENT HEARING)

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	January 21, 2011	January 12, 2011	29 days
Posted Notice	N/A	N/A	January 25, 2011	16 days
Mailed Notice	10 days	January 31, 2011	January 21, 2011	20 days

PUBLIC COMMENT

The Department has received a substantial amount of public testimony regarding the Project, both in support and opposition. Many of these comments were received during the public informational hearings held for this project (October 21, 2010, November 4, 18, 2010, December 9, 16, 2010, and January 13, 2011) and as part of the EIR process.

ISSUES AND OTHER CONSIDERATIONS

- *Rental Housing:* To avoid displacement of the residents of the existing 1,538 units proposed for demolition and to preserve the existing rent control protections, each of these 1,538 units will be replaced with a “replacement unit” located in a new building. Each resident of a unit proposed for demolition would be given the opportunity to relocate to a replacement unit prior to demolition of their existing unit. Under the terms of the proposed Development Agreement, for such relocated residents, the replacement unit would be rented at the same rent as the resident’s existing unit and would be subject to the same rent increase restrictions as contained in the San Francisco Rent Stabilization Ordinance for the life of the building. Any of the 1,538 replacement units that is not occupied by an existing tenant will be made available to a new tenant, and will also be subject to the same rent increase restrictions as contained in the San Francisco Rent Stabilization Ordinance. As a result, the Site will at all times contain 3,221 units (1,683 existing units plus 1,538 replacement units) subject to the terms of the San Francisco Rent Stabilization Ordinance. This is memorialized in the Development Agreement.

- *Greenhouse Gas Reduction Requirements:* AB 32 set statewide goals for greenhouse gas reductions and SB 375 further requires local regions and municipalities to coordinate land use and transportation plans to reduce greenhouse gas emissions. In the Bay Area, according to the Bay Area Air Quality Management District, 40% of greenhouse gas emissions come from transportation, primarily private vehicle travel. The average Bay Area household drives 18,000 miles per year. Low residential density and lack of mixed uses that prevent trips from being effectively served by public transit or made by walking or bicycling are the primary reasons for high Vehicle Miles Travelled (VMT) for Bay Area households. Regional growth will occur, and it is the duty of every Bay Area city to direct growth to infill areas that are supported by necessary services and well-served by public transportation and that do not expand the footprint of existing urbanized areas.

- *Connect Cambon to 19th Avenue project variant:* In response to concerns expressed by the owner of the Parkmerced Shopping Center on Cambon Drive, which is not located within the Project Site but is immediately adjacent to the Project Site, the Project Sponsor has requested approval of the *Connect Cambon to 19th Avenue* project variant ("Project Variant" here; however, please note, this is referred to as the "subvariant" in the FEIR), which is described in Appendix B of the Parkmerced Design Standards + Guidelines. Compared to the Proposed Project, this Project Variant includes (1) creating new right-turn vehicular access from 19th Avenue onto Cambon Drive; (2) the removal of the Diaz Avenue pedestrian paseo, between Cambon Drive and Gonzalez Drive, and conversion into a vehicular street; and (3) the removal of the westerly portion of Cambon Drive as a vehicular street, and conversion into a pedestrian paseo. The Planning Department believes that the decision about whether to implement the Project or the Project Variant should be postponed until the Tier 5 process, at which time there will be more detailed information available about the potential transit, vehicular, pedestrian and bicycle improvements along 19th Avenue, and how those modes would operate with the new right-turn vehicle access component of the Project Variant. However, the Department would support approval of both the Project and Project Variant, with a condition placed on the Project Variant that the vehicularized Diaz Avenue, between Cambon and Gonzalez Drives, retain the strong pedestrian connection to the Diaz pedestrian plaza. This should be reinforced in part by the elimination of the on-street parking and the widening of the sidewalks on this block.

REQUIRED COMMISSION ACTION

- The Planning Commission must **adopt the draft Motion to approve the CEQA Findings and adopt the MMRP**, in order to approve Parkmerced's Mixed-Use Development Program.

- The Planning Commission must **approve the draft Motion for the Coastal Zone Permit**, pursuant to Planning Code Section 330.5, in order to authorize the portion of Parkmerced's Mixed-Use Development Program that is within the Local Coastal Zone boundary.

- The Planning Commission must recommend **approval to the Board of Supervisors of the draft Resolution for the Parkmerced Development Agreement**, in order to approve Parkmerced's Mixed-Use Development Program.

- The Planning Commission must recommend **approval to the Board of Supervisors of the draft Resolution to amend the Text of Planning Code**, in order to approve Parkmerced's Mixed-Use Development Program.
- The Planning Commission must recommend **approval to the Board of Supervisors of the draft Resolution to amend the Zoning Maps**, in order to approve Parkmerced's Mixed-Use Development Program.
- The Planning Commission must recommend **approval to the Board of Supervisors of the draft Resolution to amend the General Plan's Urban Design Element Height Map (Map 4)**, in order to approve Parkmerced's Mixed-Use Development Program.

BASIS FOR RECOMMENDATION

- The Department finds the Parkmerced Mixed-Use Development Program to be a beneficial development to the City that could not be accommodated without the requested actions.
- The existing development of Parkmerced is car-centric, resulting in high per-capita greenhouse gas emissions.
- Parkmerced is currently resource consumptive, whereas the proposed Parkmerced Mixed-Use Development Program will result in an environmentally sustainable community, including restoration of the existing creek corridor and land dedicated to urban agriculture.
- The proposed Parkmerced Mixed-Use Development Program would treat stormwater run-off on-site through a system of bioswales, thereby decreasing the demand placed on the City's combined sewer stormwater system and reducing the frequency of discharge of untreated runoff into the ocean.
- The proposed Parkmerced Mixed-Use Development Program would result in increased rental and for-sale housing of various sizes and income levels, and would result in a diverse community.
- The proposed Parkmerced Mixed-Use Development Program would retain rent control protections for 3,221 units, which is equal to the number of units on the Site which are currently afforded such protections.
- The proposed Parkmerced Mixed-Use Development Program would result in an entire community completely built in conformity with the City's recently adopted Better Streets Plan.
- The proposed Parkmerced Mixed-Use Development Program establishes a detailed design review process for buildings and community improvements.
- The proposed Parkmerced Mixed-Use Development Program would create a transit-oriented neighborhood, reducing auto trips by up to 50%.
- The proposed Parkmerced Mixed-Use Development Program would include transportation investments, including Muni rail re-alignment through the Project Site, which would further improve service to the area and provide more operational options to the MTA. The proposal

paves the way and provides a down-payment for more long-term “Tier 5” options, and the Development Agreement paves the way for evaluating and incorporating additional Tier 5 options by the City. Without this Project, the City may not be able to achieve the necessary transportation improvements in the 19th Avenue corridor.

- The proposed Parkmerced Mixed-Use Development Program would result in numerous public improvements to the intersections adjacent to and surrounding Parkmerced, providing circulation benefits not just for Parkmerced but for the wider community
- The Parkmerced Mixed-Use Development Program would create a social heart for the community, and would create a traditional pedestrian-oriented neighborhood commercial district within close walking distance of all Parkmerced residents.
- The Parkmerced Mixed-Use Development Program would create 68 acres of usable open space providing active and passive recreational opportunities for residents of Parkmerced and the surrounding community.
- The proposed Parkmerced Mixed-Use Development Program would result in 1,500 permanent jobs.

RECOMMENDATION:	Approval of the (1) CEQA Findings; and (2) Coastal Zone Permit Recommend Approval to the Board of Supervisors of: (1) Development Agreement; (2) Planning Code Text Amendments; (3) Zoning Reclassification; and (4) General Plan Map Amendment.
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Attachments:

- EIR Certification Draft Motion
- CEQA Findings Draft Motion
- Planning Code Text Amendment, Zoning Reclassification, General Plan Amendments Draft Resolution
- Development Agreement Draft Resolution
- Coastal Zone Permit Draft Motion
- Draft Ordinances (Planning Code Text, Reclassification, General Plan Map)
- Development Agreement
- Map Exhibits
- Parkmerced Design Standards and Guidelines
- Parkmerced Transportation Plan
- Parkmerced Vision Plan
- Parkmerced Infrastructure Report
- Parkmerced Sustainability Plan



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion Environmental Impact Report Certification

HEARING DATE: FEBRUARY 10, 2011

Hearing Date: February 10, 2011
Case No.: 2008.0021E
Project Address: 3711 19th Avenue
Zoning: RM-4, RM-1 and RH-1(D)
40-X and 1Height and Bulk District
Block/Lot: 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001
Project Sponsor: Seth Mallen, Parkmerced Investors, LLC
3711 19th Avenue
San Francisco, CA 94132
Staff Contact: Rick Cooper – (415) 575-9027
rick.cooper@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED PARKMERCED PROJECT

MOVED, that the San Francisco Planning Commission (“Commission”) hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2008.0021E, Parkmerced Project, 3711 19th Avenue (“Project”), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (“Department”) fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, “CEQA”), the State CEQA Guidelines (Cal. Code of Regulations Title 14, Section 15000 *et seq.*, (“CEQA Guidelines”) and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”).

- A. The Department determined that an Environmental Impact Report ("EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on May 20, 2009
 - B. On May 12, 2010, the Department published the Draft Environmental Impact Report ("DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.
 - C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on May 12, 2010.
 - D. On May 12, 2010, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
 - E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on May 12, 2010.
2. The Commission held a duly noticed public hearing on the DEIR on June 17, 2010, and received public comment. The period for acceptance of written comments ended on July 12, 2010.
 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 61-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received and based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on October 28, 2010, distributed to the Commission and all parties who commented on the DEIR, and made available to the public at the Department at 1650 Mission Street.
 4. The Department has prepared a Final Environmental Impact Report (FEIR), consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document, all as required by law.
 5. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, and are part of the record before the Commission.
 6. On February 10, 2011 the Commission reviewed and considered the FEIR and finds that the contents of the FEIR and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31.

7. The Planning Commission finds that the FEIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby CERTIFIES THE COMPLETION of the FEIR in compliance with CEQA and the CEQA Guidelines.
8. The Commission, in certifying the completion of the FEIR, finds that the project described in it:
 - A. Will result in the following significant and unavoidable project-specific environmental impacts:
 - 1) Elimination of a visual/scenic resource of the built environment through the demolition of the existing garden apartment buildings and the removal of the existing landscaping;
 - 2) Impairment of the significance of the Parkmerced historic district, an historical resource, through the demolition of the existing garden apartment buildings and removal of existing landscape features on the Project Site;
 - 3) Construction-related transportation impacts in the project vicinity due to construction vehicle traffic and road construction associated with the realignment of the existing light rail tracks;
 - 4) Traffic impacts at 8 intersections, including:
 - Junipero Serra Boulevard/Sloat Boulevard/St. Francisco Boulevard/Portola Drive – Significant contribution to LOS F conditions during the weekday PM peak hour and weekend midday peak hour;
 - Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp – Significant contribution to LOS F conditions during the weekday PM peak hour;
 - 19th Avenue/Sloat Boulevard – LOS E to LOS F in the AM peak hour;
 - 19th Avenue/Winston Drive – LOS D to LOS E in the weekend midday peak hour and significant contribution to LOS F conditions during the PM peak hour;
 - Sunset Boulevard/Lake Merced Boulevard – LOS C to LOS E in the PM peak hour;
 - Lake Merced Boulevard/Winston Drive – LOS C to LOS E in the AM peak hour and LOS D to LOS F in the PM peak hour;
 - Lake Merced Boulevard/Font Boulevard – LOS D to LOS F in the AM peak hour and LOS C to LOS F in the PM peak hour; and
 - Lake Merced Boulevard/Brotherhood Way – LOS D to LOS E in the AM peak hour, LOS C to LOS F in the PM peak hour, and LOS C to LOS E in the weekend midday peak hour;

- 5) Traffic impacts on the following freeway segments:
 - Southbound State Route 1 (Junipero Serra Boulevard) weaving segment between the on-ramp from Brotherhood Way and the off-ramp to John Daly Boulevard – Significant contribution to LOS E conditions during the AM peak hour, and LOS E to LOS F during the PM peak hour; and
 - Northbound State Route 1 (Junipero Serra Boulevard) weaving segment between the Brotherhood Way on-ramp and Brotherhood Way off-ramp, due to uncertainty of proposed mitigation to remove the loop onramp and replace it with a left-turn onramp, which is subject to Caltrans' jurisdiction.
- 6) Potential transit impacts due to the exceedance of the available transit capacity of Muni transit routes serving the Project Study Area, due to uncertainty of proposed mitigation to provide additional transit vehicles, which is subject to SFMTA's jurisdiction;
- 7) Potential transit impacts to the M Ocean View light rail due to route realignment and subsequent increased travel time, due to uncertainty of proposed mitigation to provide additional light rail vehicles or install transit signal priority, which are both subject to the SFMTA's jurisdiction;
- 8) Potential transit impacts due to increased vehicular traffic resulting in increased travel times for operations of the Muni 17-Parkmerced, 18-48th Avenue, 28-19th Avenue, 28L-19th Avenue Limited and 29-Sunset bus lines, as well as SamTrans bus service along the Lake Merced Boulevard corridor, due to uncertainty of proposed mitigation to provide additional transit vehicles or install transit preferential treatments, which are both subject to SFMTA's jurisdiction;
- 9) Transit impacts due to increased travel times and effects to operations of the Muni 17-Parkmerced, 28-19th Avenue and 28L-19th Avenue Limited and 29-Sunset bus lines, as well as SamTrans bus service along the Lake Merced Boulevard corridor;
- 10) Noise impacts due to increased traffic;
- 11) Light rail noise and vibration impacts;
- 12) Noise impacts due to operation of stationary noise sources potentially exceeding noise level standards;
- 13) Construction-related toxic air contaminates impact;
- 14) Operational regional air quality impacts;
- 15) Temporary wind impacts during phased construction;

16) Potential wind impacts due to the proposed Special Use District, which could result in exceedances of the wind hazard criterion or increases in the area subject to winds greater than 26 mph;

17) : Operational biological impacts to special-status species, including interference with bird or bat movement and migration corridors and raptor nest sites due to operation of the 51 wind turbines on the western periphery of the Project Site;

B. Will contribute considerably to the following cumulative environmental impacts:

1) A cumulative impact to the Parkmerced historic district, an historical resource, through the demolition of the existing garden apartment buildings and removal of existing landscape features.

2) Cumulative traffic impacts at 13 intersections, including:

- Junipero Serra Boulevard/Sloat Boulevard/St. Francis Boulevard/Portola Drive;
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp;
- 19th Avenue/Sloat Boulevard;
- 19th Avenue/Winston Drive;
- 19th Avenue/Holloway Avenue;
- Brotherhood Way/Chumasero Drive;
- Sunset Boulevard/Lake Merced Boulevard;
- Lake Merced Boulevard/Winston Drive;
- Lake Merced Boulevard/Font Boulevard;
- Lake Merced Boulevard/Brotherhood Way;
- Lake Merced Boulevard/John Muir Drive;
- John Daly Boulevard/Lake Merced Boulevard; and
- Lake Merced Boulevard/Gonzalez Drive;

3) Cumulative impacts to traffic at four freeway segments on State Route 1 (Junipero Serra Boulevard):

- Southbound between the Brotherhood Way on-ramp and John Daly Boulevard off-ramp;
- Northbound between the off-ramp to Northbound I-280 and the John Daly Boulevard on-ramp;
- Northbound between the John Daly Boulevard on-ramp and the Alemany Boulevard off-ramp; and

- Northbound between the Brotherhood Way loop on- and off-ramps, due to uncertainty of proposed mitigation to remove the loop onramp and replace it with a left-turn onramp, which is subject to Caltrans' jurisdiction;
- 4) Cumulative impact to transit capacity under 2030 cumulative conditions by contributing transit ridership to screenlines expected to exceed available transit capacity;
 - 5) Cumulative noise impacts due to increases in traffic from the Project in combination with other development; and
 - 6) Cumulative air quality impacts;

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of [DATE].

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: [Date]



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion CEQA Findings

HEARING DATE: FEBRUARY 10, 2011

Date: January 27, 2011
Project Name: **Parkmerced Mixed-Use Development Program**
Case Number: 2008.0021EPMTZW
Initiated by: Seth Mallen, Parkmerced Investors, LLC
3711 – 19th Avenue
San Francisco, CA 94132
Staff Contact: Elizabeth Watty, Planner
Elizabeth.Watty@sfgov.org, 415-558-6620
Reviewed By: David Alumbaugh, Acting Director Citywide Planning
David.Alumbaugh@sfgov.org, 415-558-6601
Recommendation: **Adopt CEQA Findings**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING PROJECT APPROVAL FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) TO ALLOW THE FULL IMPLEMENTATION OF THE PARKMERCED MIXED-USE DEVELOPMENT PROGRAM (“PROJECT”), BEING ALL OF ASSESSOR’S BLOCKS 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001, IN THE RM-1 (RESIDENTIAL MIXED, LOW DENSITY), RM-4 (RESIDENTIAL MIXED, HIGH DENSITY), & RH-1(D) (RESIDENTIAL HOUSE, ONE-FAMILY, DETACHED) DISTRICTS.

PREAMBLE

In determining to approve the Parkmerced Project (“Project”) described in Section A, Project Description below, the San Francisco Planning Commission (hereinafter “Commission”) makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the 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 Administration Code.

FINDINGS

The San Francisco Planning Commission hereby incorporates by reference as though fully set forth herein the findings for the Project approval of the Parkmerced Mixed-Use Development Program (hereinafter the "Project") attached hereto as **Exhibit A** pursuant to the California Environmental Quality Act, California Public Resources Code, Sections 21000 et seq. ("CEQA"), the Guidelines for Implementation of CEQA, Title 15 California Code of Regulations Sections 15000 et. seq. ("Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"), entitled Environmental Quality:

A. Project Description

The Parkmerced Mixed-Use Development Program is a long-term (20-30 year) mixed-use development program to comprehensively replan and redevelop the Parkmerced Project Site—the "Project" identified in the Final EIR. The Project would increase residential density, provide a neighborhood core with new commercial and retail services, modify transit facilities, and improve utilities within the development site. A new site for a Pre-K-5 school and/or day care facility, a fitness center, and new open space uses, including athletic playing fields, walking and biking paths, an approximately 2-acre farm, and community gardens, would also be provided. About 1,683 of the existing apartments located in 11 tower buildings would be retained. Over an approximately 20-year period of phased construction, the remaining 1,538 existing apartments would be demolished in phases and fully replaced, and an additional 5,679 net new units would be added to the Project Site, resulting at full build-out in a total of about 8,900 units on the Project Site.

The Project includes construction of (or provides financing for construction of) a series of transportation improvements, which include rerouting the existing Muni Metro M Ocean View line from its current alignment along 19th Avenue. The new alignment, as currently envisioned and analyzed in the Final EIR, would leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in Parkmerced. The Muni M line trains would then travel alternately along one of two alignments: trains either would re-enter 19th Avenue south of Felix Avenue and terminate at the existing Balboa Park station, or they would terminate at a new station, with full layover and terminal facilities, constructed on the Project Site at the intersection of Font Boulevard and Chumasero Drive.

The Proposed Project also includes a series of infrastructure improvements, including the installation of a combination of renewable energy sources, such as wind turbines and photovoltaic cells, to meet a portion of the Proposed Project's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. The filtered stormwater would then either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

Amendments to the San Francisco Planning Code and the San Francisco General Plan are also proposed as part of the Proposed Project. The Planning Code amendments would change the Height and Bulk District Zoning Map and would add a Special Use District (SUD) applicable to

the entire Project Site, which would include an overlay of density and uses within the SUD. A Development Agreement is also proposed as part of the Project, as well as adoption of the *Parkmerced Design Standards and Guidelines*, which contain specific development guidelines.

The Final EIR also evaluated a Project sub-variant, which would construct a right-turn ingress along 19th Avenue between Crespi Drive and Junipero Serra Boulevard at Cambon Drive. This new access location would provide ingress for southbound vehicles only and would not provide access out onto 19th Avenue.

B. Planning and Environmental Review Process

The Project Sponsor applied for environmental review on January 8, 2008. The Department determined that an Environmental Impact Report was required and provided public notice of the preparation of such on May 20, 2009, and held a public scoping meeting on June 8, 2009. The Department published a Draft Environmental Impact Report (DEIR) on May 12, 2010. The Commission held a public hearing to solicit testimony on the DEIR on June 17, 2010. The Department received written comments on the DEIR for 61-days, beginning on May 12, 2010. The Department published the Comments and Responses on October 28, 2010. The DEIR, together with the Comments and Responses document, constitute the Final Environmental Impact Report (FEIR) for the Parkmerced Mixed-Use Development Program. The Commission certified the FEIR on February 10, 2011, in Motion No. XXXX.

Pursuant to the California Environmental Quality Act, Public Resources Code Section 21000 *et seq.*, (CEQA), Title 14 California Code of Regulations Section 15000 *et seq.* (CEQA Guidelines), and Chapter 31 of the San Francisco Administrative Code, the Planning Commission has reviewed and considered the FEIR, which is available for public review at the Planning Department's offices at 1650 Mission Street.

Pursuant to CEQA Guidelines Section 15162, the Commission finds that the proposed actions before this Commission are within the scope of the project analyzed in the FEIR and (1) that no substantial changes are proposed in the Project and no substantial changes have occurred with respect to the circumstances under which this Project will be undertaken that would require major revisions to the FEIR due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified effects and (2) no new information that was not known and could not have been known shows that the project will have any new significant effects not analyzed in the FEIR or a substantial increase in the severity of any effect analyzed or that new mitigation measures should be included that have not. The Commission further finds that an addendum to the FEIR is not required due to any changes in the Project or the Project's circumstances.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby adopts the CEQA Findings attached hereto as **Exhibit A** and the Mitigation Monitoring and Reporting Program (MMRP) attached hereto as **Exhibit B**, which are incorporated herein by reference as though fully set forth.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on Thursday, February 10, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011

ATTACHMENT A

PARKMERCED PROJECT 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 the Parkmerced Project (“Project”) described in Section I, Project Description below, the San Francisco Planning Commission makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the 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 Administration Code.

This document is organized as follows:

Section I provides a description of the Project proposed for adoption, 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;

Section III identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation and describes the disposition of the mitigation measures;

Section IV identifies significant impacts that cannot be avoided or reduced to less-than-significant levels and describes any applicable mitigation measures as well as the disposition of the mitigation measures;

Section V 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; and

Section VI 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 to Resolution No.** _____. 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 Environmental Impact Report for the Project (“Final EIR”) 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 Environmental Impact Report (“Draft EIR” or “DEIR”) or the Comments and Responses document (“C&R”) in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

I. APPROVAL OF THE PROJECT

A. Project Description

By this action, the San Francisco Planning Commission approves the long-term mixed-use development program to comprehensively replan and redesign the Parkmerced Project Site—the "Project" identified in the Final EIR. The Project would increase residential density, provide a neighborhood core with new commercial and retail services, modify transit facilities, and improve utilities within the development site. A new site for a Pre-K-5 school and/or day care facility, a fitness center, and new open space uses, including athletic playing fields, walking and biking paths, an approximately 2-acre farm, and community gardens, would also be provided. About 1,683 of the existing apartments located in 11 tower buildings would be retained. Over an approximately 20-year period of phased construction, the remaining 1,538 existing apartments would be demolished in phases and fully replaced, and an additional 5,679 net new units would be added to the Project Site, resulting at full build-out in a total of about 8,900 units on the Project Site.

The Project includes construction of (or provides financing for construction of) a series of transportation improvements, which include rerouting the existing Muni Metro M Ocean View line from its current alignment along 19th Avenue. The new alignment, as currently envisioned and analyzed in the Final EIR, would leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in Parkmerced. The Muni M line trains would then travel alternately along one of two alignments: trains either would re-enter 19th Avenue south of Felix Avenue and terminate at the existing Balboa Park station, or they would terminate at a new station, with full layover and terminal facilities, constructed on the Project Site at the intersection of Font Boulevard and Chumasero Drive.

The Proposed Project also includes a series of infrastructure improvements, including the installation of a combination of renewable energy sources, such as wind turbines and photovoltaic cells, to meet a portion of the Proposed Project’s energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. The filtered stormwater would then either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

Amendments to the San Francisco Planning Code and the San Francisco General Plan are also proposed as part of the Proposed Project. The Planning Code amendments would change the Height and Bulk District Zoning Map and would add a Special Use District (SUD) applicable to the entire Project Site, which would include an overlay of density and uses within the SUD. A Development Agreement is also proposed as part

of the Project, as well as adoption of the *Parkmerced Design Standards and Guidelines*, which contain specific development guidelines.

The Final EIR also evaluated a Project sub-variant, which would construct a right-turn ingress along 19th Avenue between Crespi Drive and Junipero Serra Boulevard at Cambon Drive. This new access location would provide ingress for southbound vehicles only and would not provide access out onto 19th Avenue.

B. Project Objectives

The Final EIR discusses several Project objectives identified by the Project Sponsor. The objectives are as follows:

- Adopt a land use program for Parkmerced that provides an innovative model of environmentally sustainable design practices, to, among other things maximize walking, bicycling and use of public transportation, and minimize the impacts and use of private automobiles by implementing a land use program with increased residential density and a commercial neighborhood core located within comfortable walking distance of transit service and residences.
- Increase the supply of housing near a new neighborhood core containing new neighborhood-serving retail, office, transit,
- Reconfigure the existing open space at Parkmerced to provide larger and more usable open spaces such as a major new park, athletic playing fields, organic farm, walking and bicycling paths, and community gardens.
- Reconnect Parkmerced to the Lake Merced watershed by restoring the pre-development hydrology.
- Provide high-density, mixed-income housing, including below-market rate units, with a variety of housing types consistent with transit-oriented development to attract a diversity of household types, especially families.
- Protect and enhance the diversity of Parkmerced by protecting existing residents from displacement through a phasing plan designed to ensure that all existing residents will be able to remain at Parkmerced while having to relocate once only and into a new apartment, if necessary, and that this new apartment would be rented at the same rent-controlled rate as the resident's existing apartment prior to demolition (and also subject to the existing protections against rent increases of the San Francisco Rent Control Ordinance).
- Make possible the construction of affordable below market rate units.
- Provide housing in an urban infill location to help alleviate the effects of suburban sprawl and protect the green belt.
- Create a circulation and transportation system designed to reduce the amount of future automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, and that emphasizes transit-oriented development, and

promotes the use of public transportation and car-sharing, through an innovative and comprehensive demand management program.

- Construct major infrastructure improvements intended to demonstrate leadership in sustainable engineering and to reduce the neighborhood's per capita use of the City's electrical, natural gas, water, and wastewater infrastructure while demonstrating pioneering leadership in sustainable design and through providing new benchmarks for sustainable development practices in accordance with the Project's Sustainability Plan, such as orienting street grids and open spaces to optimize solar exposure and to reduce winds; installing efficient light and HVAC systems; installing low-flow plumbing; and planting drought-tolerant species to minimize irrigation demands
- Create a development that is financially feasible, that allows for the delivery of the proposed level of infrastructure, public benefits, protections for existing tenants, and affordable housing, and that can fund the Project's capital costs and on-going operation and maintenance costs relating to the redevelopment and long-term operation of the Property.
- Create a level of development sufficient to support the costs of relocating and protecting existing tenants and sufficient to support the costs of the infrastructure improvements.

C. Environmental Review

The Project Sponsor applied for environmental review on January 8, 2008. Pursuant to and in accordance with the requirements of Section 21094 of the Public Resources and in accordance with Sections 15063 and 15082 of the CEQA Guidelines, the San Francisco Planning Department, as lead agency, prepared a Notice of Preparation ("NOP") on May 20, 2009, and held a Public Scoping Meeting on June 8, 2009.

The NOP was distributed to the State Clearinghouse and mailed to: governmental agencies with potential interest, expertise, and/or authority over the project; interested members of the public; and occupants and owners of real property surrounding the project area. The Public Scoping Meeting was held at the YMCA Annex, 3150 20th Avenue, San Francisco, CA 94132. Twenty-seven individuals spoke at the Public Scoping Meeting. During the public review period, 26 comment letters were submitted to the Planning Department by public agencies and other interested parties. The Public Scoping Summary Report is included as Appendix A of the Draft EIR. Commenters identified the following topics to be evaluated in the Draft EIR: Land Use; Aesthetics; Population and Housing; Historic Resources/Preservation; Transportation; Air Quality; Wind; Recreation and Open Space; Utilities (Water, Stormwater) and Sustainability; Biological Resources; Geology; Hazards; Hydrology and Water Quality; Hazards; and Alternatives.

The San Francisco Planning Department then prepared the Draft EIR, which describes the Project and the environmental setting, 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 EIR considers the impact of the Project and the cumulative

impacts associated with the proposed 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 EIR 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 EIR on May 12, 2010. The Draft EIR was circulated to local, state, and federal agencies and to interested organizations and individuals for review and comment beginning on May 12, 2010 for a 61-day public review period, which ended on July 12, 2010. The San Francisco Planning Commission held a public hearing to solicit testimony on the Draft EIR on June 17, 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 EIR, which were sent through mail, fax, or email.

The San Francisco Planning Department then prepared the Comments and Responses (“C&R”). This document, which provides written response to each comment received on the Draft EIR, was published on October 28, 2010 and included copies of all of the comments received on the Draft EIR and individual responses to those comments. The C&R 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 EIR, which includes the Draft EIR, the C&R document and any Errata Sheets, and all of the supporting information and certified the Final EIR on February 10, 2010. In certifying the Final EIR, this Planning Commission determined that the Final EIR does not add significant new information to the Draft EIR that would require recirculation of the Final EIR under CEQA because the Final EIR 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 EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

D. Approval Actions

1. Planning Commission Actions

The Planning Commission is taking the following actions and approvals:

- Review and recommendation to the Board of Supervisors to approve an ordinance adopting a Development Agreement.
- Review and recommendation to the Board of Supervisors to approve an ordinance adopting a new Parkmerced SUD setting forth heights, bulk, density and uses.

- Review and recommendation to the Board of Supervisors to adopt an ordinance amending the San Francisco Zoning Map Height and Bulk Maps.
- Review and approval of amendments to the *General Plan* Urban Design Element height map for consistency with the proposed SUD.

2. Zoning Administrator Actions

- Determination of consistency with the Local Coastal Program and approval of a Coastal Zone Permit.

3. San Francisco Board of Supervisors Actions

The Planning Commission’s certification of the Final EIR may be appealed to the Board of Supervisors. If appealed, the Board of Supervisors will determine whether to uphold the certification or to remand the Final EIR to the Planning Department for further review.

Additional actions to be taken by the Board of Supervisors include:

- Review and approval of an ordinance adopting a Development Agreement.
- Approval of amendments to the Planning Code Height and Bulk Maps and the *General Plan* Urban Design Element height map.
- Approvals to vacate existing streets and accept dedication of new streets.
- Review and approval of an ordinance adopting a new Parkmerced SUD setting forth heights, bulk, density and uses.
- Review of the proposed improvements to Brotherhood Way and other City streets and approval of those improvements.

4. Other—Federal, State, and Local Agencies

Implementation of the Project will involve consultation with or required approvals by other local, state and federal regulatory agencies, including, but not limited to, the following:

- Department of Public Works (Approval of a subdivision map).
- Executive Director and Board of Directors of the Municipal Transit Agency (SFMTA) (Approval of the proposed realignment of the Muni M Ocean View light rail line through Parkmerced and other potential changes to the Municipal Railway system).
- California Department of Transportation [Caltrans] District 4, California Public Utilities Commission [CPUC] and San Francisco State University [SFSU] (Approval of the proposed realignment of the Muni M Ocean View light rail tracks across 19th Avenue into and out of the Project Site and other modifications to State Route 1 (Junipero Serra Boulevard), including installation of additional travel and turn lanes and reconfiguration of median landscaping).

- Department of Public Works and Planning Department (Review of the proposed improvements to Brotherhood Way and other City streets and approval of those improvements).
- SFMTA and the Transportation Advisory Staff Committee (TASC) (Coordination of all roadway and transit changes).
- California Department of Fish and Game (Issuance of an incidental take permit, if necessary, pursuant to Section 2081 of the California Endangered Species Act for operation of 51 wind turbines).
- U. S. Army Corps of Engineers (Issuance of a Section 404 Permit pursuant to the Clean Water Act for construction of an on-site stormwater filtration system and discharge of the filtered water to Lake Merced, if necessary).

To the extent that the identified mitigation measures require consultation with or approval by these other agencies, the Planning Commission urges these agencies to assist in implementing, coordinating, or approving the mitigation measures, as appropriate to the particular measure.

E. Findings About Significant Environmental Impacts And Mitigation Measures

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

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

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

mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

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

In the Sections II, III and IV below, the same findings are 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 EIR or the mitigation measures recommended in the Final EIR for the Project.

F. Location and Custodian of Records

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR 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 NOT TO BE SIGNIFICANT AND THUS DO NOT REQUIRE MITIGATION

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

Land Use

- Physically divide an established community or have a substantial adverse impact on the character of the vicinity.
- Create incompatible cumulative land use impacts on established communities.

Aesthetics

- Transform the visual character of the Project Site.
- Affect scenic vistas from publicly accessible areas.
- Be a prominent new visual feature at the western perimeter of the Project Site (wind turbines).
- Increase the lighting requirements within the Project Site and the potential for glare.
- Contribute to cumulative impacts on visual quality and scenic vistas.

Population and Housing

- Induce substantial direct temporary population growth during project construction.
- Induce substantial employment growth in an area either directly or indirectly.
- Displace substantial numbers of people and/or existing housing units or create demand for additional housing, necessitating the construction the construction of replacement housing.
- Induce substantial project-level or cumulative population growth in the area either directly or indirectly.

Transportation and Circulation

- Create significant traffic impacts at four study intersections (*19th Avenue/Juniper Serra Boulevard; 19th Avenue/Ocean Avenue; Brotherhood Way/West Driveway Holy Trinity Greek Orthodox and Open Bible Churches; John Muir Drive/Lake Merced Boulevard*) that operate at LOS E or LOS F under Existing Conditions.
- Add transit trips to the Downtown Screenlines in excess of available capacity.
- Add transit trips to the Downtown Screenlines, but would not increase demands in excess of available capacity (Project sub-variant).
- Add transit trips to the Regional Screenlines in excess of available capacity and contribute significantly to Regional Screenlines where overall ridership is projected to exceed available capacity.
- Add transit trips to the Regional Screenlines, but would not increase demands in excess of available capacity (Project sub-variant).
- Create a significant impact due to the construction of bicycle facilities within the Project Site to serve additional users.
- Create a significant impact due to the construction of pedestrian facilities within the Project Site to serve additional users.
- Create a significant impact due to an increase the need for loading spaces.
- Affect air traffic.
- Create hazards due to any proposed design features.
- Result in significant emergency access impacts.
- Significantly contribute traffic at six study intersections (*Junipero Serra Boulevard/Ocean Avenue/Eucalyptus Drive; 19th Avenue/Junipero Serra Boulevard; 19th Avenue/Ocean Avenue; 19th Avenue/Eucalyptus Drive; Brotherhood Way/West Driveway Holy Trinity Greek Orthodox and Open Bible Churches; and Holloway Avenue/Varela Avenue*) that would operate at LOS E or F under 2030 cumulative conditions.

- Contribute to cumulative increases in transit ridership at the Downtown Screenlines so as to exceed available capacity.
- Contribute to cumulative increases in transit ridership at the Downtown Screenlines so as to exceed available capacity (Project sub-variant).
- Contribute to cumulative increases in transit ridership at the Regional Screenlines so as to increase demand in excess of available capacity or contribute significantly to Regional Screenlines where overall cumulative ridership is projected to exceed available capacity.
- Contribute to cumulative increases in transit trips to the Regional Screenlines so as to increase demand in excess of available capacity or contribute significantly to Regional Screenlines where overall cumulative ridership is projected to exceed available capacity (Project sub-variant).

Air Quality

- Result in localized construction dust-related air quality impacts.
- Affect regional air quality due to Project construction.
- Result in a substantial amount of vehicle trips that could cause or contribute to an exceedance of the CO ambient air quality standards due to Project operation.
- Expose sensitive receptors to substantial concentrations of toxic air contaminants due to Project operation.
- Result in localized construction dust-related air quality impacts under BAAQMD 2010 Guidelines.
- Result in operation-related impact to CO ambient air quality standards under BAAQMD 2010 Guidelines.
- Generate significant odors.
- Conflict with adopted plans related to air quality.

Greenhouse Gas Emissions

- 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).
- 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.

Wind and Shadow

- Result in an increase in the number of hours that the 26-mph wind hazard criterion is exceeded or an increase in the area that is subjected to winds greater than 26 mph (Representative project only, not the proposed SUD).
- Would not result in a cumulative increase in the number of hours that the 26-mph wind hazard criterion is exceeded or an increase in the area that is subjected to winds greater than 26 mph (Representative project only, not the proposed SUD).

- Adversely affect the use of any park or open space under the jurisdiction of the Recreation and Park Commission.
- Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.
- Cumulatively adversely affect the use of any park or open space under the jurisdiction of the Recreation and Park Commission or create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.

Recreation

- Increase the use of existing park and recreational facilities to such an extent that there would be a significant adverse effect on these facilities.
- Significantly contribute to cumulative impacts on recreational use to existing public parks or recreational facilities.

Utilities and Services Systems

- Increase the demand for water to such an extent that there would be a significant adverse impact.
- Contribute considerably to significant cumulative impacts on water supply.
- Require new water delivery infrastructure to adequately serve the Project Site.
- Cumulatively result in for a need for new water delivery infrastructure.
- Require new or expansion of wastewater collection or treatment facilities to adequately serve the Project Site.
- Contribute considerably to cumulative impacts on wastewater conveyance and treatment due to Project operation.
- Exceed the solid waste disposal capacity of the Project-serving landfill.
- Contribute considerably to cumulative impacts on solid waste disposal facilities.

Public Services

- Result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.
- Cumulatively result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.
- Result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency medical services.
- Cumulatively result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency medical services.
- Result in additional demand for educational facilities, either at the project-level or cumulatively.
- Cumulatively result in the additional demand for educational facilities.

Biological Resources

- Conflict with local policies or ordinances protecting biological resources.
- Result in substantial adverse cumulative effects to biological resources.

Geology and Soils

- Expose people or structures to potential adverse effects due to ground shaking, ground failure, or liquefaction.
- Be located on unstable soil, or could become unstable as a result of the Proposed Project, and potentially result in soil instability or soil corrosivity.
- Be located on corrosive soils.
- Result in significant cumulative impacts with respect to geology, soils or seismicity.

Hydrology and Water Quality

- Result in an increase of combined sewer overflows from the City's combined sewer system.
- Result in depletion of groundwater or reduction of groundwater levels.
- Contribute runoff water due to Project operation that would exceed the capacity of the existing stormwater drainage system or create substantial additional sources of polluted runoff due to Project operation.
- Place housing or structures within a 100-year flood hazard area or expose people or structures to a significant risk involving flooding.
- Be susceptible to inundation by seiche, tsunami, or mudflow.
- Contribute significantly to cumulative impacts on hydrology and water quality due to Project construction.

Hazards and Hazardous Materials

- Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Result in hazardous emissions or use of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a risk of loss, injury or death involving fires.
- Result in cumulative hazardous materials impacts.

Mineral and Energy Resources

- Result in the loss of availability of a known mineral resource and/or a locally important mineral resource recovery.
- Encourage activities that could result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner.

Agricultural Resources and Forest Lane

- Result in the conversion of farmland, or involve other changes that would result in conversion of farmland to non-agricultural use.
- Result in conflicts with existing zoning for agricultural use or Williamson Act contracts.
- Negatively affect forests or timberland.

III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION AND THE DISPOSITION OF THE MITIGATION MEASURES

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 in Section IV concern mitigation measures set forth in the EIR. These findings discuss mitigation measures and improvement measures as identified in the Final EIR for the Proposed Project. The full text of the mitigation measures and improvement measures is contained in the Final EIR and in Attachment B, the Mitigation Monitoring and Reporting Program. The Planning Commission finds that the impacts identified in this Section III would be reduced to a less-than-significant level through implementation of the mitigation measures contained in the Final EIR, included in the Proposed Project, or imposed as conditions of approval and set forth in Attachment B.

This Commission recognizes that some of the mitigation measures are partially within the jurisdiction of other agencies. 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.

Impact CR-3: Project construction activities could disturb significant archaeological resources, if such resources are present within the Project Site.

There is a reasonable presumption that significant subsurface archaeological features are present within the Project Site. For example, Lake Merced would have provided resources for native Ohlone people, resulting in the possibility of subsurface artifacts. Historical accounts indicate that the Mission San Francisco de Asis used the Lake Merced area as a corral for mission-owned livestock. Following Mission ownership, a Spanish cattle rancher may have had a corral in the vicinity of the Project Site. The Spring Valley Water company operated a pump station at Lake Merced, and two dwellings associated with this pump station were reported to be located on the Project Site. If subsurface artifacts encountered during construction of the Proposed Project were not appropriately handled, it could be a significant impact.

Mitigation Measure M-CR-3a: Archaeological Testing, Monitoring, Data Recovery, and Reporting for Phase I

Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases

Impact CR-4: Project construction activities could disturb human remains, if such resources are present within the Project Site.

Prehistoric human burials could be encountered if Native Americans used the area near Lake Merced. Loss of these materials during construction would be a significant impact.

Mitigation Measure M-CR-3a: Archaeological Testing, Monitoring, Data Recovery, and Reporting for Phase I

Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases

Impact CR-5: Project construction activities could disturb paleontological resources.

Project construction activities could disturb significant paleontological resources, if such resources are present within the site in the sedimentary Colma Formation, which has yielded vertebrate fossils in other locations on the San Francisco peninsula. This would be a significant impact.

Mitigation Measure M-CR-5: Paleontological Resources Monitoring and Mitigation Program

Impact CR-6: Disturbance of archaeological and paleontological resources within the Project Site could contribute to a cumulative loss in the ability of the site to yield significant historic and scientific information.

When considered with other past and proposed development projects along and near the San Francisco shoreline, the disturbance of archaeological and paleontological resources within the Project Site could contribute to this cumulative loss.

Mitigation Measure M-CR-3a: Archaeological Testing, Monitoring, Data Recovery, and Reporting for Phase I

Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases

Mitigation Measure M-CR-5: Paleontological Resources Monitoring and Mitigation Program

Impact TR-2: Implementation of the Proposed Project would result in significant traffic impacts at study intersections (Less-Than-Significant with Mitigation for the intersection at 19th Avenue/Crespi Drive only)

The project's impacts at the intersection of 19th Avenue/Crespi Drive would be due primarily to the new northbound left-turn lane from 19th Avenue to Crespi Drive, proposed as part of the Project.

Mitigation Measure M-TR-2A: Do not construct the proposed northbound left-turn lane from 19th Avenue onto Crespi Drive

Impact TR-3b: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at 14 study intersections (Less-Than-Significant with Mitigation for the intersection at 19th Avenue/Crespi Drive only)

The project's contribution to a cumulative impact at the intersection of 19th Avenue/Crespi Drive would be due primarily to the new northbound left-turn lane from 19th Avenue to Crespi Drive, proposed as part of the Project.

Mitigation Measure M-TR-2A: Do not construct the proposed northbound left-turn lane from 19th Avenue onto Crespi Drive

Impact NO-1: Project-related construction activities would increase noise levels above existing ambient conditions.

Construction noise would be substantially greater than existing ambient noise levels and would have the potential to result in significant impacts to existing sensitive receptors. Although proposed construction activities would occur over a period of approximately 20 years, the activities that would impact sensitive receptors in any one location would be temporary. Construction contractors would be required to comply with the San Francisco Noise Ordinance. Additional mitigation would be needed to reduce noise levels to a less than significant level.

Mitigation Measure M-NO 1a: Reduce Noise Levels During Construction

Mitigation Measure M-NO 1b: Pile Driving Noise-Reducing Techniques and Muffling Devices

Impact NO-2: Construction activities could expose persons and structures to excessive ground-borne vibration or ground-borne noise levels.

Impact activities such as pile driving could produce detectable vibration within nearby buildings during construction, and could be detectable by sensitive receptors. This could be a significant impact.

Mitigation Measure M-NO-2: Pre-construction Assessment to Minimize Vibration Levels Associated with Impact Activities.

Impact NO-6: Proposed residences and other sensitive uses would be located in incompatible noise environments.

Existing noise levels exceed 65 dBA (Ldn) in some locations. The Land Use Compatibility Guidelines for Community Noise (see Figure V.F.2) indicate that any new residential construction in areas with noise levels above 65 dBA (Ldn) must have a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. The Land Use Compatibility Guidelines indicate that analysis of noise reduction features should occur for the proposed Pre-K-5 school and day

care facility. Without adequate design, these uses could be subject to significant impacts due to traffic-generated noise.

Mitigation Measure M-NO-6: Residential Use Plan Review by Qualified Acoustical Consultant

Impact NO-8: Garbage collection would occur at different locations and could increase associated noise levels at elevated receivers.

When garbage is collected, the residences nearest and overlooking refuse containers would experience higher noise levels than the more distant units. In some locations this would be a significant noise impact unless it is accounted for in building design.

Mitigation Measure M-NO-8: Residential Building Plan Review by Qualified Acoustical Consultant

Impact BI-1: Construction of an outfall for discharge of stormwater runoff into the willow basin could affect the habitat of San Francisco gumplant and other special-status plant species.

Construction activities in the willow basin south of Brotherhood Way where stormwater from the Project Site may flow prior to discharge to Lake Merced could impact an existing population of San Francisco gumplant, which is considered rare or endangered in California and elsewhere. Impacting the designated gumplant would be significant.

Mitigation Measure M-BI-1a: Pre-construction Survey for Gumplant

Mitigation Measure M-BI-1b: Avoidance During Construction

Mitigation Measure M-BI-1c: Restoration and Expansion of Gumplant Population That Is Not Avoided in Measure M-BI-1b

Impact BI-2: Construction of an outfall for stormwater runoff into Lake Merced could affect habitats of special-status animal species.

If discharge of treated stormwater to Lake Merced is implemented, construction of a new outfall or restoration of an existing outfall into the Lake could impact the habitat of the salt marsh common yellowthroat or the western pond turtle, both California Species of Special concern, which would be a significant impact.

Mitigation Measure M-BI-2a: Pre-construction Survey for Common Yellowthroat Nesting Activities and Buffer Area

Mitigation Measure M-BI-2b: Monitoring for Western Pond Turtles During Construction

Mitigation Measure M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area

Impact BI-3: Construction of a new stormwater outfall, or restoration of an existing one, would affect freshwater marsh and other riparian habitat along the shore of Lake Merced and in the willow basin.

To repair the existing stormwater outfall(s) at the shoreline of Lake Merced, or to install a new one(s), marsh and riparian vegetation, such as willow and wax myrtle trees, would be removed from the construction zone. This is a potentially significant impact.

Mitigation Measure M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area

Mitigation Measure M-BI-3a: Restrict Vegetation Removal Activities in Wetland and Riparian Areas During Outfall Construction

Mitigation Measure M-BI-3b: Vegetation Restoration in Outfall Construction Area

Impact BI-4: Removing trees and shrubs could remove migratory bird habitat and impede the use of nesting (nursery) sites.

Vegetation removal and/or building demolition during the breeding season (approximately March through August) could remove trees, shrubs, and/or buildings that support active nests. This is a potentially significant impact.

Mitigation Measure M-BI-4: Breeding Bird Pre-construction Surveys and Buffer Areas

Impact BI-5: The Proposed Project could have an adverse effect on wetlands as defined by Section 404 of the Clean Water Act.

To repair the existing stormwater outfall(s) at the shoreline of Lake Merced or to install a new one(s), marsh and riparian vegetation would be removed from a construction zone and directing stormwater from the Project Site to the willow basin prior to discharge to Lake Merced could affect riparian vegetation, including wetlands, which would be a significant impact.

Mitigation Measure M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area

Mitigation Measure M-BI-3a: Restrict Vegetation Removal Activities in Wetland and Riparian Areas During Outfall Construction

Mitigation Measure M-BI-3b: Vegetation Restoration in Outfall Construction Area

Impact BI-7: Maintenance of the proposed stormwater treatment system (bioswales, constructed stream, wetlands, and ponds) could affect special-status animal species.

The proposed on-site stormwater treatment bioswales, stream, wetlands, and ponds would be planted with native wetland and riparian vegetation that would support native wildlife, including special-status species such as western pond turtle, and protected nesting birds. Although this would be considered a beneficial impact and an enhancement of habitat values, periodic vegetation or sediment removal for maintenance of the treatment system could adversely impact those species, which is a potentially significant impact.

Mitigation Measure M-BI-7a: Pre-maintenance Surveys for Active Bird Nests and Buffer Areas

Mitigation Measure M-BI-7b: Monitoring During Maintenance Activities

Impact BI-9: Construction of new building towers could adversely impact bird or bat movement and migration.

The proposed new high-rise towers could result in bird injuries and death from collisions with glass panels or windows. This would be a significant impact.

Mitigation Measure M-BI-9: Bird-Safe Design Practices

Impact BI-10: Changes in duration and depth of inundation in the willow basin from stormwater runoff could impact riparian vegetation.

The large specimens of wax myrtle growing in the bottom of the willow basin may not be able to withstand an increase in inundation depth or duration. Although wax myrtle is not a special-status plant species, these trees provide a locally unique component of the sensitive riparian habitat in the willow basin and an increase in inundation depth and duration may adversely affect them, which could be a significant impact.

Mitigation Measure M-BI-10: Study and Modification to Willow Basin To Control Water Level and Duration of Inundation

Impact GE-1: The Proposed Project could result in substantial soil erosion or loss of topsoil during construction.

Existing ground coverings would be removed during construction, exposing soil to wind and rainwater runoff erosion. This is a potentially significant impact.

Mitigation Measure HY-1: Best Management Practices for SWPPP

Impact HY-1: The Proposed Project could violate a water quality standard or a waste discharge requirement, or otherwise substantially degrade water quality.

During construction of the Proposed Project, existing vegetation and pavements would be temporarily removed and surface soils would be disturbed due to excavation and grading activities on the Project Site.

Stormwater runoff could cause erosion and entrainment of sediments from the exposed soils. If not managed properly, the sediments would be carried in watercourses and cause sediments to be discharged to the sewer system where they would reduce the capacity of the sewer lines, potentially causing sewer overflows. The potential for releases of fuels, oils, paints, and solvents is present at most construction sites. Once released, these chemicals would flow or be carried by stormwater runoff, wash water, and dust control water to the sewer, potentially reducing the quality of the receiving waters. This would be a significant impact.

Mitigation Measure M-HY-1: Best Management Practices for SWPPP

Impact HY-4: The Proposed Project could alter the existing drainage patterns on the Project Site, resulting in substantial erosion or siltation or localized flooding.

Excavation and grading of the Project Site during the construction phases of the Proposed Project would remove existing vegetation and pavements, thus exposing the sandy soil of the Project Site to erosion by runoff, which could be a significant impact.

Mitigation Measure M-HY-1: Best Management Practices for SWPPP

Impact HZ-2: The Proposed Project could create a hazard to the public or the environment through the accidental release of hazardous materials into the environment.

A limited Phase II Environmental Site Assessment investigation was conducted, and soil samples showed minimal evidence of chemical releases from the former maintenance activities in the vicinity of the Maintenance Building and the fan room at the Higuera parking garage. The concentrations of chemicals detected do not pose a threat to human health or the environment based on U.S. Environmental Protection Agency Region IX health-based screening values. Further, the concentrations are below levels that typically may lead to a requirement for cleanup by regulatory agencies, and thus are not considered significant environmental concerns. Although soil contamination in significant amounts is not expected, if previously unidentified soil contaminants exist, hazardous materials could be released into the environment, resulting in a significant impact.

Mitigation Measure M-HZ-2A: Hazardous Materials – Testing for and Handling of Contaminated Soil

Mitigation Measure M-HZ-2B: Hazards – Decontamination of Vehicles

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

Based on substantial evidence in the whole record of these proceedings, the Planning Commissions finds that, where feasible, changes or alterations have been required, or incorporated into, the Proposed Project to reduce the significant environmental impacts as identified in the Final EIR and listed below. The

Commission finds that the mitigation measures in the Final EIR and described below are appropriate, and that changes have been required in, or incorporated into, the Proposed Project that, pursuant to 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 environmental effects associated with implementation of the Proposed Project that are described below. The Commission adopts all of the mitigation measures and improvement measures set forth in the Mitigation Monitoring and Reporting Plan (MMRP), attached as Attachment B. The Commission further finds, however, for some of the impacts listed below, despite the implementation of feasible mitigation measures and improvement measures, the effects remain significant and unavoidable.

Based on the analysis contained within the Final EIR, other considerations in the record, and the significance criteria identified in the Final EIR, the Planning Commission finds that because some aspects of the Proposed Project could cause potentially significant impacts for which feasible mitigation measures are not available to reduce the impact to a less-than-significant level, those impacts are significant and unavoidable. The Planning Commission recognizes that although mitigation measures are identified in the Final EIR that would reduce some significant impacts, the measures are uncertain or infeasible for reasons set forth below, and therefore those impacts remain significant and unavoidable or potentially significant and unavoidable.

The Planning Commission determines that the following significant impacts on the environment, as reflected in the Final EIR, 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 VII below. This finding is supported by substantial evidence in the record of this proceeding.

Impact AE-1: The proposed demolition of the existing garden apartment buildings and the proposed removal of the existing landscaping would eliminate a visual/scenic resource of the built environment.

To implement the Proposed Project, all of the two-story garden apartment buildings within the Project Site (170 buildings) would be demolished, along with existing landscaping and mature trees throughout most of the Project Site, thereby eliminating a visual/scenic resource of the built environment. Due to extensive reconstruction and regrading on the Project Site, about 82 percent of trees would be removed from the Project Site or relocated throughout the planned 20-year phased construction period. These changes are significant impacts.

No feasible mitigation is available that would preserve most of the existing visual character of the Project Site yet allow the Proposed Project to be substantially implemented. Demolition of most of this visual/scenic resource is necessary to implement the Proposed Project and realize its objectives, which include provision of high-density housing and implementation of environmentally sustainable design practices. The Proposed Project could not be implemented without demolition of most of the existing

visual/scenic resource. Therefore, this impact remains significant and unavoidable and no mitigation measures are available.

Impact CR-1: The proposed demolition of the existing garden apartment buildings and removal of existing landscape features on the Project Site would impair the historical significance of the Parkmerced historic district historical resource.

The Parkmerced residential complex is eligible for inclusion in the California Register of Historical Resources as a historic district. Demolition of all of the two-story garden apartment buildings and removal of all of the interior landscaping on the Project Site would be a significant impact.

Mitigation Measure M-CR-1: Documentation and Interpretation

Implementation of this mitigation measure would not be sufficient to reduce the significant impact to less-than-significant levels. The impact remains significant and unavoidable. No feasible mitigation is available that would preserve the essential integrity of the Parkmerced complex and still allow the Proposed Project to be implemented, as demolition of most of the historical resource is necessary for implementation.

Impact CR-2: The proposed demolition of the existing garden apartment buildings and removal of existing landscape features on the Project Site would contribute to a cumulative impact on the historic significance of the Parkmerced historic district historical resource.

The Parkmerced historic district resource encompasses the entire original Parkmerced complex, including the Project Site and three properties owned by others. The owners of the other three properties are planning for future redevelopment of their respective parcels, which, in combination with the Proposed Project, would result in a significant cumulative impact.

Mitigation Measure M-CR-1: Documentation and Interpretation

Implementation of this mitigation measure would reduce the contribution of the Proposed Project to significant cumulative impacts on historical resources, but not to a less-than-significant level. No feasible mitigation is available that would preserve the integrity of the Parkmerced complex. Therefore, the impact remains significant and unavoidable.

Impact TR-1: Construction of the Proposed Project (with or without the proposed sub-variant) would result in transportation impacts in the Proposed Project vicinity due to construction vehicle traffic and road construction associated with the realignment of the existing light rail tracks.

The primary construction truck routes in the Project Study Area would be Lake Merced Boulevard, Brotherhood Way, 19th Avenue, and Junipero Serra Boulevard. During the construction period, temporary and intermittent disruption to existing and proposed transit routes and bus stops may occur, and some bus routes may need to be temporarily rerouted. In addition, temporary and intermittent interference with

transit operations caused by increased truck movements to and from the construction sites may occur. Due to the reduction in travel lanes, the remaining travel lanes would become more congested with automobiles, trucks and buses, which would pose a greater challenge for bicycle travel in the area. Given the magnitude of development proposed for the area, the Proposed Project's prolonged construction period, and the lack of certainty about the timing of other development projects in the area, significant Project-related and significant Project contributions to cumulative traffic and circulation impacts could occur on some roadways, such as Lake Merced Boulevard, Brotherhood Way, 19th Avenue, and Junipero Serra Boulevard. Implementation of individual traffic control plans would minimize impacts associated with each project and reduce each project's contribution to cumulative impacts in the Study Area.

Mitigation Measure M-TR-1: Parkmerced Construction Traffic Management Program

Given the magnitude of the proposed development and the duration of the construction period, some disruptions and increased delays could still occur even with implementation of M-TR-1, and it is possible that significant construction-related transportation impacts on local San Francisco and regional roadways could still occur. Construction-related transportation impacts therefore remain significant and unavoidable.

Impact TR-2: Implementation of the Proposed Project would result in significant traffic impacts at study intersections.

Of the 34 study intersections, 13 are projected to operate at unacceptable levels of service (LOS) under existing conditions with the Proposed Project during at least one peak hour. At 6 of the 13 study intersections with unacceptable operations, the Proposed Project would result in project-specific impacts:

- 19th Avenue/Sloat Boulevard – LOS E to LOS F in the AM peak hour;
- 19th Avenue/Winston Drive – LOS D to LOS E in the weekend midday peak hour;
- Sunset Boulevard/Lake Merced Boulevard – LOS C to LOS E in the PM peak hour;
- Lake Merced Boulevard/Winston Drive – LOS C to LOS E in the AM peak hour and LOS D to LOS F in the PM peak hour;
- Lake Merced Boulevard/Font Boulevard – LOS D to LOS F in the AM peak hour and LOS C to LOS F in the PM peak hour; and
- Lake Merced Boulevard/Brotherhood Way – LOS D to LOS E in the AM peak hour, LOS C to LOS F in the PM peak hour, and LOS C to LOS E in the weekend midday peak hour.

Mitigation measures to reduce significant impacts at the intersections of 19th Avenue/Sloat Boulevard and 19th Avenue/Winston Drive are infeasible. Additional travel lanes would be needed along 19th Avenue at both intersection, requiring acquisition of substantial additional right-of-way and demolition of existing occupied structures. In addition, 19th Avenue is under the jurisdiction of the California Department of Transportation (Caltrans) and outside of the jurisdiction or control of the Planning Commission. Widening the 19th Avenue roadway would increase the pedestrian crossing distance at both intersections, which is inconsistent with San Francisco's goal of improving pedestrian circulation and safety in the Parkmerced Study Area. At the 19th Avenue/Winston Drive intersection, restriping the eastbound shared through-left-turn lane as a dedicated left-turn lane would result in a dual left-turn lane configuration; and

would improve LOS to acceptable levels without widening the roadway and would improve LOS. However, it would present a pedestrian safety conflict by providing a dual left-turn lane operating on the same phase as a conflicting crosswalk with high pedestrian volumes at the entrance to a major shopping center. Therefore, implementation of this measure would be inconsistent with the City's goals of promoting walking and bicycling and is infeasible.

Mitigation measures are available to reduce significant impacts to less-than-significant levels at the remainder of the identified intersections. However, in a number of cases the feasibility of mitigation is uncertain and requires additional discretionary actions by other agencies and/or additional feasibility studies by other agencies outside of the Planning Commission's jurisdiction prior to implementation.

Mitigation Measure M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard

Implementation of this mitigation measure would reduce significant impacts at the intersection of Sunset Boulevard/Lake Merced Boulevard to less-than-significant levels. The San Francisco Municipal Transportation Agency (SFMTA) is currently evaluating the feasibility of this measure and has not yet finalized its evaluation. Because the feasibility of this measure is currently uncertain and implementation is outside the jurisdiction of the Planning Commission, the impact remains significant and unavoidable. The Planning Commission urges the SFMTA to implement this measure if it is found feasible.

Mitigation Measure M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive

The feasibility of this measure is uncertain due to the adjacent unsignalized intersection, approximately 75 feet south of Winston Drive, which would conflict with the northbound right-turn lane. Further study by SFMTA is required to determine whether this mitigation measure is feasible. If feasible, implementation of this measure would reduce significant impacts at the intersection of Lake Merced Boulevard/Winston Drive to less-than-significant levels. Because the feasibility of this measure is currently uncertain and implementation is outside the jurisdiction of the Planning Commission, the impact remains significant and unavoidable. The Planning Commission urges the SFMTA to implement this measure if it is found feasible.

Mitigation Measure M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection

The measure would improve operations at the intersection of Lake Merced Boulevard/Font Boulevard to acceptable levels and the impact would be less than significant. The feasibility of this measure is uncertain, as substantial roadway restriping and signal optimization and coordination at multiple additional intersections would be necessary. In addition, provision of dual left-turn lanes against a pedestrian signal may be considered a safety hazard for pedestrians. Further study by SFMTA is required to determine feasibility. Because the feasibility of this measure is currently uncertain and implementation is outside the jurisdiction of the Planning Commission, the impact remains significant and unavoidable. The Planning Commission urges the SFMTA to carry out feasibility studies and, if found feasible, to implement the measure.

Mitigation Measure M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements at the intersection of Lake Merced Boulevard/Brotherhood Way

The feasibility of this intersection is uncertain, as it would require widening of the roadway and may not fit within the existing right-of-way. Further study is needed by SFMTA to determine the feasibility of this measure, and the measure is outside the jurisdiction of the Planning Commission. The intersection would continue to operate at an unacceptable LOS F during both the AM and PM peak hours even with implementation of this measure, although operations would be substantially improved. Therefore, this impact remains significant and unavoidable.

Impact TR-3: Implementation of the Proposed Project would result in considerable traffic contributions at study intersections that operate at LOS E or LOS F under Existing Conditions

Vehicle trips generated by the Proposed Project would contribute significantly to critical movements at two intersections that currently operate at unacceptable LOS E or F. This is a significant traffic impact.

- Junipero Serra Boulevard/Sloat Boulevard/St. Francisco Boulevard/Portola Drive – LOS F during the weekday PM peak hour and weekend midday peak hour.
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp – LOS F during the weekday PM peak hour

No feasible mitigation measures are available to reduce the Proposed Project's contribution to unacceptable levels of service at these intersections. At the Junipero Serra/Sloat/St. Francis/Portola complex intersection, the presence of the M Ocean View and K Ingleside light rail tracks in the center median and the constrained right-of-way makes addition of more travel lanes infeasible. Acquisition of substantial right-of-way and demolition of existing privately-owned and occupied structures, reducing the City's tax base, would be required. In addition, a wider intersection would increase pedestrian crossing distances across Junipero Serra Boulevard, which is inconsistent with the City's goal of improving pedestrian circulation and safety. Therefore, the impact at this intersection is significant and unavoidable.

At the Junipero Serra/I-280 Ramps/SR-1 Ramp intersection, the complex geometry of the intersection and constrained environment make additional lanes infeasible. Considerable additional right-of-way would be necessary, requiring acquisition of private property and demolition of occupied structures. In addition, this location is in Daly City, and the I-280 Ramps are under the jurisdiction of Caltrans; both are outside the jurisdiction of the City and County of San Francisco. Therefore, the impact at this intersection is significant and unavoidable.

Impact TR-6: Implementation of the sub-variant in conjunction with the Proposed Project would result in the same traffic impacts at study intersections as identified in Impacts TR-2, TR-3, and TR-4 for conditions with the Proposed Project.

The sub-variant would include a right-turn ingress from 19th Avenue into the Project Site at Cambon Drive for southbound vehicles; no access from the Project Site to 19th Avenue would be provided. Impact TR-4 would be less-than-significant with the Proposed Project, as listed in Section II above. With the sub-variant, impacts TR-2 and TR-3 remain significant and unavoidable as discussed above.

Impact TR-8: Implementation of the Proposed Project would result in significant traffic impacts on one freeway segment.

The freeway mainline segment on southbound State Route 1 (SR 1, Junipero Serra Boulevard) between the on-ramp from Brotherhood Way and the off-ramp to John Daly Boulevard would deteriorate from LOS E in the PM peak hour to LOS F with the addition of project-generated traffic. No feasible mitigation is available to reduce this impact to a less-than-significant level. Additional mainline capacity would be necessary, requiring acquisition of considerable additional right-of-way and demolition of existing occupied structures. In addition, a portion of this segment is located in Daly City, and the freeway is under the jurisdiction of Caltrans; therefore, any mitigation would be outside the jurisdiction of the City and County of San Francisco. The impact remains significant and unavoidable.

Impact TR-9: Implementation of the Proposed Project would have significant traffic impacts at two freeway segments that operate at LOS E or LOS F under Existing Conditions.

The Proposed Project would result in a significant increase in traffic volumes in the PM peak hour on the freeway segment of northbound SR 1 (Juniper Serra Boulevard) between the on-ramp from Brotherhood Way and the off-ramp to Brotherhood Way, contributing significantly to an existing LOS F operating condition. The Proposed Project would result in a significant increase in traffic volumes in the AM and PM peak hours on the freeway segment of southbound State Route 1 (Junipero Serra Boulevard) between the on-ramp from Brotherhood Way and the direct off-ramp at John Daly Boulevard.

Mitigation Measure M-TR-9: Eliminate the weaving segment between the loop on-ramp from Brotherhood Way and the loop off-ramp to Brotherhood Way by reconfiguring the interchange

This mitigation measure would affect northbound SR1 ramps, and would improve the weaving section operations to acceptable LOS in the AM and PM peak hours. The feasibility of measure is uncertain because it requires discretionary actions by SFMTA and Caltrans and is outside the jurisdiction of the Planning Commission. Therefore the impact remains significant and unavoidable. The Planning Commission urges those agencies to implement this measure.

Impact TR-11: Implementation of the sub-variant, either in conjunction with the Proposed Project or the Project Variant would have significant traffic impacts at the same freeway segments expected to experience significant traffic impacts associated with the Proposed Project, as identified in Impacts TR-8 and TR-9.

The sub-variant would not change travel demand or traffic volumes generated by the Proposed Project, and the impacts would be the same as those identified for the Proposed Project. See findings for Impacts TR-8 and TR-9, above.

Impact TR-12: Implementation of the Proposed Project would exceed the available transit capacity of transit routes serving the Project Study Area.

Project-related transit trips would cause the Study Area northeast screenline to exceed Muni's capacity utilization standard of 85 percent in the outbound (toward Parkmerced) direction during the PM Peak Hour. This would be a significant Project impact. Mitigation measures to reduce or eliminate this impact

are infeasible for the following reasons: a) adding a third car to some M Ocean View trains during the PM peak hour would allow the line to operate under 85 percent capacity utilization, but the cost to upgrade surface level stations would be substantial and in some locations space may not be physically available to extend the stations; or b) increasing frequency of service on the M Ocean View line by adding additional trains would allow the line to operate under 85 percent capacity utilization, but SFMTA has indicated that the Market Street Subway currently operates at capacity during peak hours and it may not be feasible to add additional trains without reducing service elsewhere. In addition, the SFMTA and the Board of Supervisors, who control the operating budget for Muni, cannot commit to funding increased service on the M Ocean View line in perpetuity. Therefore the impact remains significant and unavoidable.

Impact TR-14: Implementation of the sub-variant would result in significant impacts on the same Muni Study Area Screenlines as identified in Impact TR-12 for the Proposed Project.

The sub-variant would not change travel demand or transit capacity compared to the Proposed Project. See the findings under Impact TR-12, above.

Impact TR-21: The Proposed Project would reroute the M Ocean View light rail line into the Project Site, extending its route and imparting an additional five minutes of travel time to complete each run. Without additional light rail vehicles, Muni could not operate this longer route at current headways.

The Proposed Project's extension of the light rail route into Parkmerced would make the route longer, reducing transit capacity. This would be a significant impact.

M-TR-21A: Purchase an additional light rail vehicle for the M Ocean View.

Or

M-TR-21B: Install Transit Signal Priority (TSP) treatments to improve transit travel times on the M Ocean View such that M-TR-21A (an additional vehicle) is not required.

Implementing either mitigation measure would maintain transit headways and reduce the impact to less-than-significant levels. Implementation of measure M-TR-21A would require a discretionary action by SFMTA, is outside the jurisdiction of the Planning Commission, and is therefore uncertain at this time. Implementation of measure M-TR-21B is preferred because it would maintain transit headways and improve travel times for riders. Implementation of measure M-TR-21B would require feasibility studies and discretionary actions by SFMTA and Caltrans and is outside the jurisdiction of the Planning Commission and this therefore also uncertain at this time. Therefore, the impact remains significant and unavoidable. The Commission urges SFMTA and Caltrans to perform feasibility studies and implement measure M-TR-21B if feasible, and if not feasible, urges SFMTA to implement measure M-TR-21A.

Impact TR-22: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the Lake Merced Boulevard corridor, which would increase travel times and impact operations of the 18 46th Avenue bus line.

Project-related transit delays due to congestion along Lake Merced Boulevard and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 18 46th Avenue bus line during the AM and PM peak hours. Although the 18 46th Avenue route may change in the future, it would be replaced in part by the 17 Parkmerced, with the same significant impact. Therefore, mitigation measures would apply to whichever bus route is in place at the time.

Mitigation Measure M-TR-22A: Construct intersection mitigations to reduce congestion caused by vehicular delay.

Mitigation measure M-TR-22A would construct the intersection improvements identified in measures M-TR-2C, M-TR-2D, and M-TR-2E, above. As noted there, these measures require approval by SFMTA and are outside the jurisdiction of the Planning Commission. This measure alone would improve conditions but would not reduce the impact to less-than-significant levels and the impact would remain significant and unavoidable.

Mitigation Measure M-TR-22B: Maintain the proposed headways of the 1846th Avenue, by conducting a study to evaluate the feasibility of constructing a transit-only queue-jump lane on Lake Merced Boulevard at Font Boulevard, and considering southbound queue-jumps on Lake Merced Boulevard at State Drive and Font Boulevard.

Feasibility of this measure is uncertain due to the need for further study. In addition, it would conflict with mitigation measures M-TR-2C and M-TR-2E. Implementation requires approval by SFMTA and is outside the jurisdiction of the Planning Commission; therefore the feasibility of this measure is uncertain and the impact remains significant and unavoidable.

Mitigation Measure M-TR-22C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 18 46th Avenue.

Implementation of this measure alone, without either measure M-TR-2A or M-TR-2B, may not reduce the impact to a less-than-significant level. Additionally, the purchase of more than one bus and one light rail train by the Project Sponsor is financially infeasible. Therefore, this measure may be infeasible if more than one bus is required to address the impact. Even if feasible, if this mitigation measure is implemented alone, the impact remains significant and unavoidable.

Impact TR-23: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the 19th Avenue corridor, which would increase travel times and affect operations of the 17 Parkmerced.

Project-related transit delays due to congestion on 19th Avenue between Holloway Avenue and Winston Drive and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 17 Parkmerced bus route during the PM peak hour.

Mitigation Measure M-TR-23: Maintain the proposed headways of the 17 Parkmerced, by implementing transit-only lanes along the length of 19th Avenue between Holloway Avenue and Winston Drive if feasible.

Implementation of measure M-TR-23 would require substantial study and public outreach and would result in secondary traffic impacts associated with removal of a traffic lane. This mitigation measure would require discretionary approvals by SFMTA and Caltrans and is thus outside the jurisdiction of the Planning Commission. Feasibility of this mitigation measure is thus uncertain at this time and the impact remains significant and unavoidable.

Impact TR-24: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the 19th Avenue corridor, which would increase travel times and affect operations of the 28 19th Avenue and 28L 19th Avenue Limited.

Project-related transit delays due to congestion on 19th Avenue and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 28 19th Avenue and 28L 19th Avenue Limited bus lines.

M-TR-24: Implement the Project Variant (i.e., conversion of the fourth southbound lane to high-occupancy vehicle, toll, and transit-only use).

Implementation of the Project Variant would require substantial additional study and public outreach, and would result in secondary traffic impacts associated with the removal of a mixed-flow traffic lane on 19th Avenue. Implementation would require discretionary approval by the SFMTA and Caltrans. Therefore, implementation of the Project Variant is uncertain and its feasibility is not known because it is outside the jurisdiction of the Planning Commission and other City agencies. The impact on Muni lines 28 19th Avenue and 28L 19th Avenue Limited remains significant and unavoidable.

Impact TR-25: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the Sunset Boulevard, Lake Merced Boulevard, Winston Drive, and 19th Avenue corridors, which would increase travel times and affect operations of the 29 Sunset.

Project-related transit delays due to congestion along sunset Boulevard, Lake Merced Boulevard, Winston Drive, and 19th Avenue, and passenger loading delays associated with increased ridership would result in significant impacts to the operation of the 29 Sunset bus line in the PM peak hour.

Mitigation Measure M-TR-25A: Implement mitigation measure M-TR-23 which addresses transit improvements (i.e. transit-only lanes) along 19th Avenue from Holloway Avenue to Winston Drive.

Mitigation Measure M-TR-25B: Maintain the proposed headways of the 29 Sunset, based on a study conducted to evaluate the effectiveness and feasibility of installing transit priority elements along Lake Merced Boulevard between Winston Drive and Sunset Boulevard.

Mitigation Measure M-TR-25C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 29 Sunset.

As noted above, Mitigation Measure M-TR-23, called for in Mitigation Measure M-TR-25A, was found to be infeasible as outside the jurisdiction of the City; this finding also applies to M-TR-25A. In addition, implementation of M-TR-25A alone is not expected to eliminate the need for an additional transit vehicle in the PM peak hour. Therefore, the impact remains significant and unavoidable even if Mitigation Measure M-TR-25A were feasible.

Implementation of measure M-TR-25B is infeasible because implementation is outside the jurisdiction of the Planning Commission. Implementation of measure M-TR-25C alone, without M-TR-25A or M-TR-25B, may not be sufficient to reduce impacts to less-than-significant levels. Moreover, purchase of more than one bus and one light rail train by the project sponsor is financially infeasible. In summary, implementation of measures that together would reduce the impact to a less-than-significant level is outside the Planning Commission's jurisdiction and are thus uncertain at this time, and may be financially infeasible if more than one bus is needed to mitigate the impact. Therefore, impacts on the 29 Sunset bus line remain significant and unavoidable.

Impact TR-26: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the Lake Merced Boulevard corridor, which would increase travel times and affect operations of a SamTrans bus line along this facility.

SamTrans Route 122 would experience substantial delays at key intersections along Lake Merced Boulevard, including at Brotherhood Way, Higuera Avenue, and Font Boulevard. This would be a significant impact in the AM and PM peak hours.

Mitigation Measure M-TR-26: Maintain proposed headways on SamTrans Route 122 by implementing mitigation measures M-TR-22A (land modifications at intersections along Lake Merced Boulevard) and M-TR-22B (implementation of transit priority treatment on Lake Merced Boulevard).

See findings above regarding mitigation measures M-TR-22A and M-TR-22B.

Impact TR-28: Implementation of the sub-variant would contribute traffic to existing traffic volumes at intersections along key transit corridors, which would cause congestion and increase travel times and impact operations of transit lines. With implementation of the sub-variant, the Proposed Project would have the same significant impacts as identified for the Proposed Project in Impacts TR-21 to TR-26.

With implementation of the sub-variant, the impacts on transit travel times would be nearly identical to the Proposed Project and remain significant and unavoidable.

See findings above regarding Impacts TR-21 to TR-26 and related mitigation measures.

Impact TR-36: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at 14 study intersections.

Of the 34 study intersections, 20 intersections would operate at unacceptable LOS E or F in at least one peak hour under 2030 cumulative conditions. Of those intersections, the Proposed Project would contribute considerably to critical congested movements at the following 14 intersections and the Project's contribution to cumulative impacts would be significant:

- Junipero Serra Boulevard/Sloat Boulevard/St. Francis Boulevard/Portola Drive
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp
- 19th Avenue/Sloat Boulevard

- 19th Avenue/Winston Drive
- 19th Avenue/Holloway Avenue
- 19th Avenue/Crespi Drive
- Brotherhood Way/Chumasero Drive
- Sunset Boulevard/Lake Merced Boulevard
- Lake Merced Boulevard/Winston Drive
- Lake Merced Boulevard/Font Boulevard
- Lake Merced Boulevard/Brotherhood Way
- Lake Merced Boulevard/John Muir Drive
- John Daly Boulevard/Lake Merced Boulevard
- Lake Merced Boulevard/Gonzalez Drive

Mitigation measures for the Proposed Project's contribution to significant cumulative impacts at these intersections are infeasible for the reasons set forth here:

- Junipero Serra Boulevard/Sloat Boulevard/St. Francis Boulevard/Portola Drive
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp

Mitigation measures to reduce significant cumulative impacts and the Proposed Project's contribution to the cumulative impacts at these locations are infeasible for the same reasons identified in the finding for Impact TR-3, above. Therefore, the Project's contribution to the cumulative impacts at these intersections is significant and unavoidable.

- 19th Avenue/Sloat Boulevard
- 19th Avenue/Winston Drive

Mitigation measures to reduce the Proposed Project's contribution to significant cumulative impacts at these locations are infeasible for the same reasons identified in the finding for Impact TR-2, above. Therefore, the Proposed Project's contribution to the cumulative impacts at these intersections is significant and unavoidable.

- 19th Avenue/Holloway Avenue

Mitigation Measure M-TR-36A: Retime signal at 19th Avenue/Holloway Avenue to allocate more green time to the east-west movements.

Implementation of this measure would achieve acceptable operations at the intersection of 19th Avenue / Holloway Avenue. However, 19th Avenue is a coordinated corridor with closely spaced intersections where the traffic signal timing is interconnected. Traffic progression relies on the interconnectivity between each signal. Retiming the signal at this intersection would require evaluation of the entire corridor, and is the responsibility of the SFMTA. Implementation of this measure is uncertain, based on

the results of the evaluation of the corridor, and is outside the Planning Commission's jurisdiction. Therefore, the measure is infeasible, and the impact remains significant and unavoidable.

- Brotherhood Way/Chumasero Drive

M-TR-36B: Construct a dedicated westbound right-turn lane and convert the shared westbound through/right-turn lane to a dedicated westbound through lane at the Brotherhood Way/Chumasero Drive intersection.

Implementation of this mitigation measure would reduce the Proposed Project's significant cumulative impact to a less-than-significant level. If the existing pedestrian overcrossing across Brotherhood Way at this intersection were to remain, widening the roadway to implement this measure may not be feasible due to conflicts with structural support columns for the overcrossing. In addition, implementation of the measure is the responsibility of the SFMTA and is outside the jurisdiction of the Planning Commission. Therefore, the Proposed Project's contribution to the significant impact at this intersection remains significant and unavoidable.

- Sunset Boulevard/Lake Merced Boulevard

Mitigation Measure M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard

Implementation of this measure is infeasible for the same reasons as identified in the finding related to Impact TR-2, Mitigation Measure M-TR-2B, above. Therefore, the Proposed Project's contribution to the significant impact at this intersection remains significant and unavoidable.

- Lake Merced Boulevard/Winston Drive

Mitigation Measure M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive

Implementation of this measure is infeasible for the same reasons as identified in the finding related to Impact TR-2, Mitigation Measure M-TR-2C, above. In addition, implementation would improve operations but would remain at an unacceptable LOS E in the PM peak hour. Therefore, the Proposed Project's contribution to cumulative impacts at this intersection remains significant and unavoidable.

- Lake Merced Boulevard/Font Boulevard

Mitigation Measure M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection

Implementation of this measure would improve operations at this intersection, but not such that operations would improve to an acceptable LOS D or better under 2030 cumulative conditions. Additional capacity would be necessary, including providing a dual right-turn lane in the westbound direction. However, a dual right-turn lane against a pedestrian signal is considered a safety hazard and would be inconsistent with the City's goals of promoting walking and bicycling. Therefore, in addition to the finding of infeasibility for Mitigation Measure M-TR-2D presented above, mitigation measures to

reduce the impact to a less-than-significant level are infeasible for pedestrian safety reasons, and the impact remains significant and unavoidable.

- Lake Merced Boulevard/Brotherhood Way

Mitigation Measure M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements at the intersection of Lake Merced Boulevard and Brotherhood Way

Implementation of this measure would improve operations at this intersection, but it would continue to operate at LOS F during both the AM and PM peak hours. A second northbound left-turn lane would be needed in addition to this mitigation measure to reduce the Proposed Project's contribution to significant cumulative impacts to a less-than-significant level and provide an acceptable LOS. However, provision of dual northbound left-turn lanes would present a pedestrian safety conflict with the crosswalk on the northern leg of the intersection. Implementation of this measure would be inconsistent with the City's goals of promoting walking and bicycling. Therefore, in addition to the finding of infeasibility for Mitigation Measure M-TR-2E presented above, mitigation measures to reduce the impacts at this intersection are infeasible for pedestrian safety reasons, and the impact remains significant and unavoidable.

- Lake Merced Boulevard/John Muir Drive

Mitigation Measure M-TR-36C: Install a traffic signal at Lake Merced Boulevard/John Muir Drive

Implementation of this measure would improve intersection operations to acceptable levels, reducing significant cumulative impacts to a less-than-significant level. Project Sponsor should contribute a fair share toward funding this mitigation measure. Because there is no funding mechanism in place to provide full funding, its feasibility is uncertain. Implementation of this measure is under the jurisdiction of the SFMTA. Therefore, this mitigation measure is uncertain and thus currently considered infeasible because it is outside the jurisdiction of the Planning Commission and because full funding is uncertain. The impact remains significant and unavoidable.

- John Daly Boulevard/Lake Merced Boulevard

Mitigation Measure M-TR-36D: Convert the dedicated southbound through lane into a dedicated left-turn lane at John Daly Boulevard/Lake Merced Boulevard

Implementation of this measure would improve intersection operations to acceptable levels, reducing significant cumulative impacts to a less-than-significant level. Project Sponsor should contribute a fair share toward funding this mitigation measure. Because there is no funding mechanism in place to provide full funding, its feasibility is uncertain. Implementation of this measure is under the jurisdiction of the City of Daly City. Therefore, this mitigation measure is uncertain and thus currently considered infeasible because it is outside the jurisdiction of the City and County of San Francisco and because full funding is uncertain. The impact remains significant and unavoidable.

- Lake Merced Boulevard/Gonzalez Drive

Mitigation Measure M-TR-36E: Install and auxiliary lane from Brotherhood Way through the Lake Merced Boulevard/Gonzalez Drive intersection to provide three northbound through lanes

Implementation of this measure would improve intersection operations to acceptable levels, reducing significant cumulative impacts in the PM peak hour. Further study is required to determine feasibility of this measure, and implementation would be under the jurisdiction of the SFMTA. Therefore implementation is uncertain and thus currently considered infeasible as outside the jurisdiction of the Planning Commission. The Proposed Project's contribution to cumulatively significant impacts remains significant and unavoidable. The Planning Commission urges the SFMTA to perform feasibility studies, and if feasible, to implement the measure.

- 19th Avenue/Holloway Avenue

Mitigation Measure M-TR-5: Configure the fourth travel lane on southbound 19th Avenue as a mixed flow lane as presented in the Project

Mitigation Measure M-TR-36A: Retime signal at 19th Avenue/Holloway Avenue to allocate more green time to the east-west movements

Implementation of these measures is infeasible for the same reasons as identified in Impact TR-5 and Impact TR36, above. Therefore the impact remains significant and unavoidable.

Impact TR-39: Implementation of the sub-variant in conjunction with the Proposed Project would result in the same significant cumulative traffic impacts at study intersections as identified in Impacts TR-35 and TR-36 for cumulative conditions with the Proposed Project.

The sub-variant would involve constructing a right-turn ingress along 19th Avenue between Crespi Drive and Junipero Serra Boulevard at Cambon Drive. The anticipated impact of this sub-variant in conjunction with the Proposed Project is minor. Mitigation measures identified for Impacts TR-35 and TR-36 would be the same for Impact TR-39 and the findings made above are applicable to this impact and related mitigation measures.

Impact TR-41: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at four freeway segments.

The four freeway segments that would be significantly affected by project-generated traffic in 2030 cumulative conditions are:

- Southbound SR 1 (Junipero Serra Boulevard): Weaving Segment Between Direct On-Ramp from Brotherhood Way and Direct Off-ramp to John Daly Boulevard
- Northbound SR 1 (Junipero Serra Boulevard): Basic segment between Off-Ramp to Northbound I-280 and On-Ramp from John Daly Boulevard
- Northbound SR 1 (Junipero Serra Boulevard): Weaving Segment between On-Ramp from John Daly Boulevard and Off-Ramp to Alemany Boulevard

These three freeway segments are located in Daly City and would require creating additional lanes on the freeway. Because they are in Daly City and the freeway is under the jurisdiction of Caltrans, any

mitigation measures that would improve service levels to acceptable levels are uncertain and currently considered infeasible as outside the jurisdiction of the City and County of San Francisco. Therefore, the Proposed Project's contribution to significant cumulative impacts would be significant and unavoidable.

- Northbound SR 1 (Junipero Serra Boulevard): Weaving Segment Between Loop On-Ramp from Brotherhood Way and Loop Off-ramp to Brotherhood Way

The Proposed Project would increase volumes on this segment of SR 1 by over 40 percent in the PM peak hour. This is a cumulatively considerable contribution and is a significant impact.

Mitigation Measure M-TR-9: Eliminate the weaving segment between the loop on-ramp from Brotherhood Way and the loop off-ramp to Brotherhood Way by reconfiguring the interchange

Although this mitigation measure would reduce the Proposed Project's contribution to significant cumulative impacts to less-than-significant levels, it is infeasible for the same reasons provided in the discussion of Impact TR-9, above, and the impact remains significant and unavoidable.

Impact TR-43: Implementation of the sub-variant would contribute to significant cumulative traffic impacts at four freeway segments expected to experience significant cumulative traffic impacts under future conditions with the Proposed Project, as identified in Impact TR-41.

The sub-variant would not affect travel demand or roadway configurations at Study Area freeway facilities. Therefore, the findings presented for Impact TR-41 are applicable to Impact TR-43.

Impact TR-44: The Proposed Project would contribute transit ridership to Study Area screenlines expected to exceed available capacity under 2030 cumulative conditions.

For the northeast screenline, the Proposed Project would contribute considerably to ridership demand that would exceed the capacity utilization threshold of 85 percent in both the AM peak hour (inbound, toward downtown) and the PM peak hour (outbound, toward Parkmerced). Mitigation that would reduce this contribution to a significant cumulative impact is infeasible for the same reasons as discussed in Impact TR-12, above. Therefore, the contribution to cumulatively significant impacts on this screenline is significant and unavoidable.

For the south and north screenlines, the Proposed Project would contribute to capacity utilization greater than 85 percent in the PM peak hour; the Proposed Project would also contribute to capacity utilization greater than 85 percent in the AM peak hour on the 28 19th Avenue bus line at the south screenline. This would be a significant cumulative impact.

Mitigation Measure M-TR-44: Provide additional capacity on the south and north screenlines by adding additional buses to the 28 19th Avenue and 28L 19th Avenue Limited lines.

Implementation of this mitigation measure would reduce cumulative impacts on the south and north screenlines to less-than-significant levels. Although San Francisco has a transit impact fee funding mechanism, it does not apply to residential projects. Therefore, while the project sponsor would be responsible for a fair share contribution toward the measure, full funding is not available to implement the measure, and the measure is infeasible. In addition, further feasibility and capacity studies by SFMTA

would be required prior to implementation. Therefore, the mitigation measure is outside the jurisdiction of the Planning Commission. The impacts remain significant and unavoidable.

Impact TR-46: Implementation of the sub-variant would result in significant impacts on the same Muni Study Area Screenlines as identified in Impact TR-44 for the Proposed Project.

The Project sub-variant would not affect cumulative travel demand or transit capacity at Study Area screenlines, compared to the Proposed Project. Therefore, mitigation for this impact is infeasible for the same reasons as provided in Impact Tr-44 and the impact remains significant and unavoidable.

Impact NO-3: Project-related traffic would increase noise levels above existing ambient conditions.

The Parkmerced Project would contribute to significant weekday traffic noise level increases along Gonzalez Drive, on the new roadway segment connecting Lake Merced Boulevard to the interior of the Project Site, in existing residences that remain unchanged and occupied when the new road is placed into service. The impact would occur until these residences were demolished and replaced with new, high-density residential buildings in a later phase of development

No feasible mitigation is available that would reduce traffic noise level increases along the affected portion of Gonzalez Drive. Relocating all tenants in existing buildings that remain along this new portion of Gonzalez Drive would reduce the impact to less-than-significant levels; however, relocation opportunities for these existing residents are not assured at this time. Therefore, while temporary, this impact is significant and unavoidable.

Impact NO-4: Increases in traffic from the project in combination with other development would result in cumulative noise increases.

Based on baseline and future traffic projections developed as part of the transportation analysis for the Proposed Project, the Proposed Project would contribute to significant cumulative roadside noise levels along Gonzalez Drive along the new roadway segment connecting Lake Merced Boulevard to the interior of the Project Site in existing residential units that remain occupied when the new roadway is in use. The significant cumulative noise impact would continue until these residences were demolished and replaced with new, high-density residential buildings in a later phase of development.

No feasible mitigation is available that would reduce cumulative traffic noise level increases along the affected portion of Gonzalez Drive. Relocating all tenants in existing buildings that remain along this new portion of Gonzalez Drive would reduce the impact to less-than-significant levels; however, relocation opportunities for these existing residents are not assured at this time. Therefore, this impact is significant and unavoidable.

Impact NO-5: Project-related light rail noise and vibration levels would increase above existing ambient conditions.

Light rail noise and vibration would have the potential to result in a significant increase in ambient noise and vibration conditions at the nearest sensitive receptor locations.

Mitigation Measure M-NO-5: Light Rail Noise and Vibration Reduction Plan

Implementation of Mitigation Measure M-NO-5 would ensure that the proposed realignment of the light rail line and its operations would be designed in a manner that would reduce the potentially significant noise and vibration impacts to a less-than-significant level. However implementation requires discretionary approval actions by the SFMTA, is outside the jurisdiction of the Planning Commission, and is therefore considered uncertain. Therefore, this mitigation measure is currently considered infeasible and thus impact remains significant and unavoidable. The Planning Commission urges the SFMTA to implement this measure.

Impact NO-7: Operation of stationary noise sources (e.g., district energy system, wind, turbines, fire station and police and fire substation(s), etc.) would increase existing noise levels, potentially exceeding noise level standards.

Operation of these noise sources would cause potentially significant impacts to the adjacent land uses including residences and other noise sensitive uses within the Project Site and near the Project Site boundaries.

Mitigation Measure M-NO-7: Stationary Operational Noise Sources

Implementation of Mitigation Measure M-NO-7 would achieve compliance with the noise level limits of the San Francisco Noise Ordinance and achieve acceptable levels at the property lines of nearby residences or other noise sensitive uses, as determined by the San Francisco Land Use Compatibility Guidelines for Community Noise standards. However, shielding the wind turbines and other stationary noise sources from noise sensitive land uses may diminish the utility or efficiency of the systems. In addition, specific information about the design of the stationary noise sources is not available and the feasibility and effectiveness of the noise attenuation that could be featured with the final designs are not known at this time. Therefore, this impact remains significant and unavoidable.

Impact AQ-3: Construction of the Proposed Project could expose persons to substantial levels of toxic air contaminants, which may lead to adverse health effects.

The Proposed Project could increase cancer risk from exposure to emissions of DPM and other TACs associated with off-road construction equipment and on-road haul trucks used during construction of the Proposed Project. Although most residents would have limited exposure either because construction would be occurring at substantial distances from their units or because construction activities would occur for about five years or less in any one location, there is potential for some residents to remain and relocate in such a way that their exposure could result in significant health risks.

Mitigation Measure M-AQ-3: Construction Exhaust Emissions

Implementation of construction emission control measures would reduce DPM exhaust emissions by implementing feasible controls and requiring up-to-date equipment, but the potential remains for receptors closest to the construction to be exposed. Therefore this impact remains significant and unavoidable.

Impact AQ-4: The Proposed Project’s operations could affect regional air quality.

The Proposed Project would result in an increase in criteria pollutant emissions that would be considered significant under BAAQMD significance thresholds.

No feasible mitigation measures are available beyond the extensive transportation demand management (TDM) program and other features of the proposed Sustainability Plan minimizing energy use that would reduce emissions below the BAAQMD significance thresholds. Therefore, this impact is significant and unavoidable.

Impact AQ-9: The Proposed Project could result in cumulative air quality impacts.

The Proposed Project would exceed BAAQMD significance thresholds for criteria pollutants, resulting in significant contributions to air quality impacts in the region.

No feasible mitigation is available that would reduce cumulative air quality impacts, as discussed above under Impact AQ-4 regarding the Proposed Projects effects on regional air quality. Therefore, this impact is significant and unavoidable.

Impact WS-1: The phased construction of the Proposed Project could result in a temporary increase in the number of hours that the 26-mph wind hazard criterion is exceeded or an increase in the area that is subjected to winds greater than 26 mph.

Although the Proposed Project, in its entirety, would not result in significant wind impacts and would in fact improve wind conditions on the Project Site, some potentially significant interim wind impacts may occur prior to the completion of construction.

Mitigation Measure M-WI-1A: Wind Impact Analysis for Proposed Buildings Over 100 feet in Height.

Mitigation Measure M-WI-1B: Wind Tunnel Testing for Proposed Buildings Over 50 feet in Height.

Implementation of Mitigation Measures M-WS-1a and M-WS-1b would reduce some, but possibly not all, potentially significant wind impacts to less-than-significant levels during the interior period prior to project build-out. No other mitigation measures have been identified that would feasibly reduce the potentially significant impact to less-than-significant levels during the construction period. Therefore this impact remains potentially significant and unavoidable.

Impact WS-3: The proposed Special Use District could result in increases in the number of hours that the 26-mph wind hazard criterion is exceeded or increases in the area that is subjected to winds greater than 26 mph.

Maximizing building heights and/or building footprints in certain locations on the Project Site would have the potential to change the wind impacts that were predicted by the wind tunnel.

Mitigation Measure M-WI-1A: Wind Impact Analysis for Proposed Buildings Over 100 feet in Height.

Mitigation Measure M-WI-1B: Wind Tunnel Testing for Proposed Buildings Over 50 feet in Height.

Implementation of Mitigation Measures M-WS-1a and M-WS-1b, would reduce some, but possibly not all, potentially significant hazardous wind impacts to less-than-significant levels. No other feasible measures have been identified that would reduce potential hazardous wind conditions to less-than-significant levels. Therefore this impact remains potentially significant and unavoidable.

Impact BI-8: Operation of the 51 proposed wind turbines on the western periphery of the Project Site could have a substantial adverse effect on special-status species, interfere substantially with bird or bat movement and migration corridors, and interfere substantially with raptor nest sites.

The wind turbine site meets two of the four criteria for a high or uncertain potential for wildlife impacts (for both birds and bats). Bi-weekly pre-permitting surveys of a turbine site for at least two years before project approval may be necessary in such cases to determine the level of impacts because of considerable seasonal and annual variation in bird populations.

Mitigation Measure M-BI-8a: Pre-permitting Surveys for Birds and Bats.

Mitigation Measure M-BI-8b: Operations Monitoring Program.

Mitigation Measure M-BI-8c: Implementation of Management Strategies.

Mitigation Measure M-BI-8d: Design Elements to Minimize Bird and/or Bat Strikes.

Mitigation Measure M-BI-8e: Incidental Take Permit.

Implementation of Mitigation Measures M-BI-8a through M-BI-8e may reduce the significant impacts. However, without data from pre-permitting studies, it is not feasible to design a mitigation program that can be demonstrated to reduce impacts to less-than-significant levels. Incidental Take Permits are issued by the California Department of Fish and Game and are outside the jurisdiction of the Planning Commission. Therefore, the impact remains significant and unavoidable.

VI. EVALUATION OF PROJECT ALTERNATIVES

This Section describes the reasons for approving the Proposed Project and the reasons for rejecting the alternatives. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Proposed Project or the project location that substantially reduce or avoid potentially significant impacts of the Proposed Project. CEQA requires that every EIR also evaluate a “No Project” alternative. Alternatives provide the decision maker with a basis of comparison to the Proposed Project in terms of their significant

impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonably, potentially feasible options for minimizing environmental consequences of the Proposed Project.

A. Reasons for Approving Proposed Project

The Parkmerced Project will provide the following benefits:

- Add up to approximately 5,679 housing units to the City's housing stock.
- Provide a range of types of housing units, including market-rate and affordable units.
- One for one replacement of the 1,538 rent-controlled dwelling units currently existing on the Project Site. Although none of the Existing Units have washer or dryers, each Replacement Unit will have a washer and a dryer and a dish washer installed by Developer prior to occupancy.
- Relocation by Developer of Existing Tenants from their Existing Units to the Replacement Units, with, under the terms of the proposed Project Development Agreement, an initial rent and pass through charges equal to the rent and pass through charges charged to the Existing Tenant for their Existing Unit at the time of relocation to the Replacement Unit.
- Construction of two new transit stations, relocation of an existing transit station, and a new alignment for the MUNI Metro M-Oceanview, integrated into the SFMTA transit system, that will leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in Parkmerced as further described in the Transportation Plan, and the provision of a low emissions shuttle bus from Parkmerced to the Daly City BART station and to the Stonestown retail center;
- Reconfiguration of the street grid within the Project Site to conform with San Francisco's Better Streets design guidelines, including the realignment of existing streets and the creation of new publicly-owned streets and publicly-accessible streets that accommodate bicycles, pedestrians and motor vehicles;
- Improvement and reconfiguration of streets and intersections on the periphery of the Project Site to improve access and safety for all modes of transportation;
- Creation and implementation of a Transportation Demand Management ("TDM") program, including but not limited to transit pass subsidies for residents and employees in the Project Site, to facilitate and encourage the use of transportation modes other than the private automobile, to minimize the amount of automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, as further described in the Transportation Plan
- Reconfiguration of the existing open space at Parkmerced to provide more usable open spaces and related public benefits such as a new park, athletic fields, an organic farm, walking and bicycling paths, and community gardens;
- Construction of a series of bioswales, ponds, and other natural filtration systems to capture and filter stormwater runoff from buildings and streets in accordance with the Infrastructure Plan and

- Exclusive zoning of a parcel for the construction of an elementary school.
- Addition of neighborhood-serving retail and office uses within walking distance of residential units where little or no retail exists.
- Provision of infrastructure improvements that will increase sustainability, including use of energy-efficient lighting and HVAC equipment, planting drought-tolerant landscaping, and providing urban infill in an underused area.
- Provision of opportunities to reduce water demand by using recycled water for landscape irrigation.

B. Alternatives Rejected and Reasons for Rejection

The Planning Commission rejects the Alternatives set forth in the Final EIR and listed below because the Commission finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described in this Section in addition to those described in Section VI below under CEQA Guidelines Section 15091(a)(44), that make these alternatives infeasible. 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.

1. No Project Alternative

Under the No Project Alternative, the site would remain in its existing condition, no existing buildings or landscaping would be demolished and no new buildings would be constructed. No on- or off-site infrastructure improvements would be constructed. The physical impacts identified in the Final EIR for the Proposed Project would not occur.

The No Project Alternative would not provide additional density in an underutilized area of the City, would not add up to 5,679 additional residential units to the City’s housing stock, would not help reduce the shortage of affordable housing in the City, would not help the City meet its regional housing needs allocation, would not improve transit service and facilities in the southwest quadrant of the City, would not reduce wet-weather flows in the City’s combined wastewater collection and treatment system, would not provide employment opportunities either during construction or in new retail and office space in the neighborhood core, and would not provide opportunities for renewable energy generation.

Further, this alternative would not improve the City's revenues by adding new residential and commercial space to the City's inventories.

For these reasons, the Commission finds that, on balance, the Proposed Project is preferable to the No Project Alternative and that the No Project alternative is rejected as infeasible.

2. Buildout Under Current Zoning Regulations Alternative

Under this alternative, the existing 3,221 residential units would be demolished and 10,500 new residential units would be constructed (7,279 net new units). No retail or commercial uses would be provided. As with the Proposed Project, the Buildout Under Current Zoning Regulations Alternative includes construction of (or provides financing for construction of) a series of traffic and transportation improvements designed to minimize the amount of automobile traffic originating from Parkmerced, and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way. This alternative would not include a separated stormwater collection and treatment system, unlike the Proposed Project. This alternative would include about 6 fewer acres of open space than in the Proposed Project; however, the open space in this alternative would be located between buildings and would not be as contiguous as that in the Proposed Project. No athletic fields or organic farm would be built. No wind turbines would be constructed on the Project Site.

There would be significant traffic impacts at the same locations as those identified for the Proposed Project under this alternative, although they would be somewhat exacerbated because more vehicle trips would be generated. There would be additional significant impacts at the intersections of Lake Merced Boulevard/Higuera Avenue and Lake Merced Boulevard/Gonzalez Drive. The impacts at the latter intersection would remain significant and unavoidable because mitigation would involve a double westbound left-turn lane and an additional northbound through lane, resulting in pedestrian safety issues. Under 2030 cumulative conditions, this alternative would contribute to significant cumulative impacts at four additional intersections compared to the Proposed Project's impacts.

Stormwater runoff from the site under the Buildout under Current Zoning Regulations Alternative would flow into the City's combined sewer system. Therefore, this alternative would not reduce the average annual number of combined sewer overflows, although it would not result in a significant increase in overflows and therefore would not result in a new significant impact on water quality.

Impacts on birds and bats from installation and operation of wind turbines identified as significant and unavoidable for the Proposed Project would not occur with this alternative, because no wind turbines are included in the alternative.

Other impacts of the Buildout under Current Zoning Regulations Alternative would be nearly the same as or similar to those identified for the Proposed Project, although in most cases the impacts would be slightly greater.

This alternative would provide more housing units than the Proposed Project and, thus, would further add to the City's housing stock and assist in meeting the City's share of the regional housing need. The

alternative would reduce a significant impact on birds and bats by removing one of the renewable energy features included in the Proposed Project.

The Commission rejects the Buildout under Current Zoning Regulations Alternative because it would not reduce any of the other significant and unavoidable impacts of the Proposed Project; would not reconfigure the Project Site's streets in accordance with the Better Streets Plan, would not provide new and more usable open spaces such as a park; would not provide a more fine-grained system of streets and pathways and therefore correct the deficiencies of the current site plan; would not provide neighborhood-serving retail and commercial uses in close proximity to residential uses, and therefore would not provide the same opportunities to reduce automobile use; it would increase the severity of traffic impacts on local intersections; it would not reduce stormwater flows in the City's combined sewer collection and treatment system; and it would not provide open space in such usable configurations as that in the Proposed Project and therefore would not provide high-quality open space to serve the residents within walking distance.

For these reasons, the Commission finds that, on balance, the Proposed Project is preferable to the Buildout under Current Zoning Regulations Alternative, and that alternative is rejected as infeasible.

3. Retention of the Historic District Central Core Alternative

Under the Retention of the Historic District Central Core Alternative, 2,567 existing units located around the inner core of the site and in the 11 existing tower buildings would remain, and approximately 3,000 new units would be constructed primarily around the western and southern portions of the site, for a total of 5,567 units on the site. About 84,900 gross square feet (gsf) of new retail, 55,900 gsf of new office space, and a new 64,000-gsf community center would be constructed in the eastern and southern areas of the site. Under the Historic District Central Core Alternative some, but not all of the traffic and infrastructure improvements planned for the Proposed Project would be constructed. The Muni light rail line would not be rerouted through the site due to site constraints; it would remain in 19th Avenue as at present, and the San Francisco State University station would remain in the 19th Avenue median. There would be 6 more open space acres than with the Proposed Project; the existing Commons and meadow areas would remain, and the private recreational facilities included in the Proposed Project would be constructed in this alternative. Wind turbines and solar photovoltaic cells would not be installed to offset a portion of the development's energy demand. A separate stormwater collection and treatment system would not be installed; stormwater would continue to be collected and treated in the City's combined sewer/stormwater system.

This alternative would result in the addition of about 2,346 new units to the City's housing stock, about 3,300 fewer than in the Proposed Project. This alternative would include about 205,000 sq. ft. of retail, commercial, and community uses, about 100,000 sq. ft. less than in the Proposed Project.

Retention of the historic district under this alternative would retain essential features and characteristics of the Parkmerced historical resource, and therefore there would be no project-level or cumulative historic architectural resources impacts under this alternative. With fewer residential units and less

retail/commercial space, this alternative would result in significant traffic impacts at fewer intersections, although impacts at many of the study intersections would remain significant and unavoidable. The alternative would reduce significant impacts on the transit facilities in the northeast screenline to less-than-significant levels. Traffic generated by this alternative would cause impacts on transit travel times, as with the Proposed Project, but on three transit lines rather than six. Impacts on birds and bats from installation and operation of wind turbines identified as significant and unavoidable for the Proposed Project would not occur with this alternative, because no wind turbines are included in the alternative.

The Commission rejects the Retention of the Historic District Central Core Alternative because it would add fewer residential units to the City's housing stock and therefore contribute less to the City and regional housing needs allocation; it would add fewer residential units in a urban infill location; although it would reduce, it would not eliminate significant transportation impacts; it would not reduce wet-weather flows in the City's combined wastewater collection and treatment system; it would provide fewer employment opportunities both during construction and in new retail and office space; and it would not provide opportunities for renewable energy generation; it would not provide the reconfiguration of the street system in accordance with the Better Streets Plan; would not provide a more fine-grained system of streets and pathways and therefore correct the deficiencies of the current site plan; would not reconfigure the open space at the Project Site to provide more usable open spaces such as a park; and would not re-route the M Ocean View light rail line into the Project Site because doing so would negatively impact the historic resource.

4. Partial Historic District Alternative

Under the Partial Historic District Alternative, development would be similar to the Proposed Project except that a portion of the northwest corner of the Project Site would remain unchanged. Under this alternative, all 11 towers and two blocks of garden apartments would remain, comprising a total of containing 1,849 residential units. Under this alternative, the remainder of the buildings on the site would be demolished and redesigned to accommodate 6,689 new units (5,317 net new units) and a total of 8,538 units on site. The alternative would result in about 360 fewer residential units than the Proposed Project. Like the Proposed Project, a new neighborhood core containing 224,300 gsf of new neighborhood-serving retail and 80,000 gsf of new office space would be constructed within walking distance of the residences at Parkmerced. A new 37,800-gsf leasing office, a new 64,000-gsf community center, and a new 25,000-gsf school and day care facility, as well as about 70 acres of new open space uses, including athletic fields, walking and biking paths, and an approximately 2-acre organic farm, would also be built on the Project Site.

The development around the periphery of the Project Site would require amendments to the Planning Code and General Plan and approval of a Special Use District, similar to the Proposed Project but covering a smaller area.

Under the Partial Historic District Alternative, traffic and transit improvements would be similar to those planned under the Proposed Project. These improvements include rerouting the Metro M Ocean View

light rail line from its current alignment along 19th Avenue, and providing modifications along 19th Avenue to accommodate the new route.

Similar to the Proposed Project, implementation of a sustainability plan would provide for a variety of new infrastructure improvements intended to reduce the alternative's per-unit use of electricity, natural gas, water, and the City's wastewater conveyance and treatment systems. A combination of renewable energy sources, including wind turbines and photovoltaic cells, would be used to meet a portion of this alternative's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. As with the Proposed Project, the filtered stormwater would then either percolate into the groundwater that feeds the Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

The Commission rejects the Partial Historic District Alternative because retention of only a portion of the historic district resource would not be sufficient to convey its historic and architectural significance and would not justify its eligibility for inclusion in the CRHR. Thus, although this alternative would somewhat reduce impacts to the Parkmerced historic district historic resource, the impact would remain significant and unavoidable. Although a portion of the Parkmerced visual/scenic resource would be retained as a representative sample of the visual character that once existed on the Project Site, the portion retained would not be sufficient to convey the distinctive visual qualities of the site, and the alternative would not reduce significant visual quality impacts. Additionally, impacts on transportation, noise, air quality, wind, and biological resources would be similar to those of the Proposed Project and would not be substantially reduced with implementation of this alternative. Additionally, this alternative would not include the adoption of a land use program for Parkmerced that, among other things, maximizes walking, bicycling and use of public transportation, and minimizes the impacts and use of private automobiles by implementing a land use program with increased residential density and a commercial neighborhood core located within comfortable walking distance of transit service and residences. This alternative would also not provide sufficient housing to help alleviate the effects of suburban sprawl and protect the green belt.

5. Full Project Buildout With Transit Options Alternative

Under the Full Project Buildout with Transit Options Alternative, the 152-acre site would be replanned and redesigned exactly as it would for the Proposed Project, except for the configuration of the Muni light rail line. The number and location of new and retained residential units would be the same as under the Proposed Project, as would the retail, office, commercial, school and community space facilities, and open space configuration.

Under this alternative, the M Ocean View line would leave 19th Avenue at Holloway Avenue, turn south at Crespi Drive, and continue south through the neighborhood core, as it would with the Proposed Project. However, unlike the Proposed Project, it would not re-enter 19th Avenue south of Felix Avenue. Instead, it would terminate at a new layover station constructed at the intersection of Font Boulevard and Chumasero Drive. The J Church line would be extended from its current terminus at Balboa Park,

continue west along the existing M Ocean View alignment, and terminate at a newly-constructed Muni stop on 19th Avenue just south of Holloway Avenue.

Other traffic and infrastructure improvements would be similar to the Proposed Project, except that the northbound left-turn lane at 19th Avenue/Crespi Drive would not be added. Like the Proposed Project, implementation of a sustainability plan would provide for a variety of new infrastructure improvements intended to reduce the per-unit use of electricity, natural gas, water, and the City's wastewater conveyance and treatment systems. A combination of renewable energy sources, including wind turbines and photovoltaic cells, would be used to meet a portion of this alternative's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. As with the Proposed Project, the filtered stormwater would then either percolate into the groundwater that feeds the Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

A design variant studied under the Full Project Buildout with Transit Options Alternative involves dedicating the fourth southbound through lane on 19th Avenue to transit and high-occupancy vehicle use only (a HOT lane), rather than mixed-flow. There would be no change to this alternative's land use configuration or utilities under the variant.

The Full Buildout With Transit Options would not substantially reduce significant environmental impacts compared to the Proposed Project. A new significant impact would result at the intersection of 19th Avenue and Junipero Serra Boulevard during the weekend midday peak hour and a new cumulative impact would be added at this location during the weekday PM peak hour. (The new significant cumulative impact would not occur with the variant.) Thus, the total number of intersections impacted would be greater than the Proposed Project. This alternative would reduce significant impacts on travel time to less-than-significant levels on two transit lines that would be significantly impacted by the Proposed Project, but would continue to cause significant unavoidable impacts on travel times on the other four transit lines affected by the Proposed Project.

All other significant impacts identified under the Proposed Project for aesthetics, historic architectural resources, noise, air quality, wind, and biological resources would remain under this alternative.

Implementation of this alternative to change the routing of two Muni light rail lines is within the jurisdiction of the San Francisco Municipal Transportation Agency and outside the jurisdiction of the Planning Commission. In addition, the alternative does not substantially reduce the significant impacts of the Proposed Project. On these bases the Planning Commission rejects this alternative

6. No Muni Realignment Alternative

Under the No Muni Realignment Alternative, the 152-acre site would be replanned and redesigned as it would with the Proposed Project, except that the Muni light rail line would not be routed through the Project Site, and no new Muni stops would be constructed. Under this alternative, the M Ocean View line

would continue to bypass the Project Site, and would remain in its existing alignment to its terminus at the Balboa Park Station. Traffic and circulation improvements under the No Muni Realignment Alternative would be the same as those in the Proposed Project, except that there would be no northbound left-turn at the intersection of 19th Avenue and Crespi Drive, no fourth southbound travel lane would be constructed on 19th Avenue, and the SFSU transit stop would remain in the median of 19th Avenue.

A design variant studied under the No Muni Realignment Alternative is an analysis of the Proposed Project without Muni or any of the improvements identified along 19th Avenue. There would be minimal land use changes from the No Muni Realignment Alternative as a result of having no transit improvements implemented along 19th Avenue.

As with the Proposed Project, implementation of a sustainability plan would provide for a variety of new infrastructure improvements intended to reduce the alternative's per-unit use of electricity, natural gas, water, and the City's wastewater conveyance and treatment systems. A combination of renewable energy sources, including wind turbines and photovoltaic cells, would be used to meet a portion of this alternative's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. As with the Proposed Project, the filtered stormwater would then either percolate into the groundwater that feeds the Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

The No Muni Realignment Alternative would remove the significant impact at the intersection of 19th Avenue and Crespi Drive, because the northbound left-turn lane would not be added. However, the alternative would result in a new significant impact at the intersection of 19th Avenue and Junipero Serra Boulevard during the weekend midday peak hour and a new cumulative impact at this intersection during the weekday PM peak hour. These impacts would be significant and unavoidable. Thus, the total number of intersections impacted would remain the same with this alternative. The alternative would reduce significant impacts on Muni in that it would have significant impacts due to travel time delays on two fewer transit routes than the Proposed Project. The SFSU light rail station would remain in the 19th Avenue median and would experience substantial overcrowding compared to the proposed new station in the Proposed Project; thus this alternative would result in a significant impact on transit patrons at this location.

Although significant noise and vibration impacts from operation of the Muni M Ocean View line adjacent to new residential and commercial uses would be reduced under the No Muni Alternative, other noise impacts identified under the Proposed Project would essentially be the same. All other impacts identified under the Proposed Project for aesthetics, historic architectural resources, transportation, air quality, wind, and biological resources would remain under this alternative.

The Commission rejects the No Muni Realignment Alternative because overall, the alternative would not provide as direct a connection the M Ocean View light rail line for Parkmerced residents and visitors as would the Proposed Project, and would de-emphasize the overall transit-oriented feel of the Project Site.

In addition, the alternative continues the overcrowded conditions at the SFSU Muni station. Therefore, the Proposed Project is preferable to the No Muni Realignment Alternative.

E. Alternatives Considered and Rejected in the EIR

1. Infill Development within the Historic District

An infill development within the historic district would retain the majority of the existing buildings and landscape features at Parkmerced, and include new construction of a series of 3- to 14-story infill buildings on the sites of the existing carports between garden apartment buildings, and on sites adjacent to the existing towers. In total, the new infill buildings would consist of 20 three-story buildings; 2 four-story buildings; 1 eight-story building; 2 eleven-story buildings; and 6 fourteen-story towers. Under this scenario, all of the existing 3,221 residential units would remain, and about 1,400 new units would be constructed (a total of 4,621 residential units on site), or about 4,280 fewer units than are included in the Proposed Project. There would be no transit or infrastructure improvements under this scenario, nor would there be any combination of renewable energy sources, such as wind turbines and photovoltaic cells, to offset any portion of energy demand. As under existing conditions, stormwater runoff from buildings and streets would flow into the combined sewer and stormwater lines that lead into the Oceanside Water Pollution Control Plant.

This potential EIR alternative was considered but not selected for detailed analysis in the EIR because it would not achieve most of the Project Sponsor's objectives including those related to maximizing the opportunity to create high-density housing near a commercial core, transportation and infrastructure improvements, and sustainability. Additionally, although this potential EIR alternative would reduce impacts on the Parkmerced historic district resource by retaining most of its existing physical features, it would not retain this resource's essential integrity as it would require demolition of the carports within the garden apartment courtyards and construction of new residential structures within the courtyards. As such, this potential alternative would result in a significant and unavoidable adverse impact on the Parkmerced historic district resource.

The Commission concurs with these findings in the EIR, and rejects this alternative as infeasible because it would not reduce significant impacts on the historic resource at Parkmerced, which would remain significant and unavoidable under this alternative, and would provide substantially fewer residential units. The alternative is also infeasible because it would not provide a neighborhood core of residential and commercial uses with immediate access to transit and therefore would be less likely to encourage use of travel modes other than single-occupant automobile. It would also not reduce the overcrowded conditions at the existing SFSU Muni station in the 19th Avenue median. Therefore the Proposed Project is preferable.

2. West Side Partial Historic District

Preservation of a partial historic district on the west side of Parkmerced would retain about half of the garden courtyard apartment block surrounding Juan Bautista Circle, as well as the blocks surrounding the Meadow and along a portion of Arballo Drive. In addition, all eleven of the tower buildings, the Administration Building, and some of the major landscape features, including the landscaping along Font Boulevard, would be retained. In total, 2,365 existing units would be retained. In the remaining portion of the 152-acre site, about 4,100 new residential units would be constructed (a total of 6,465 units on site), about 2,435 fewer than the Proposed Project. This scenario would include about 120,000 gsf of retail space, 47,500 gsf of office space, a new 64,000-gsf community center, and a 37,800-gsf leasing office, for a total of about 205,300 gsf, about 105,000 gsf less than the Proposed Project. The new 25,000-gsf school and new open space uses including athletic playing fields would be the same as or similar to the Proposed Project.

Under this scenario, transit and transportation improvements would be similar to those in the Proposed Project, including rerouting of the Metro M Ocean View line from its current alignment along 19th Avenue into the Project Site.

Unlike the Proposed Project, there would be no renewable energy sources, such as wind turbines and photovoltaic cells, to offset any portion of energy demand. As under existing conditions, stormwater runoff from buildings and streets would flow into the combined sewer and stormwater lines that lead to the Oceanside Water Pollution Control Plant.

This potential EIR alternative was considered but not selected for detailed analysis in the EIR because it would not achieve the Project Sponsor's objectives, particularly those related to maximizing the opportunity to create high-density housing near a commercial center, sustainability, and financial feasibility. In addition, this potential EIR alternative would not avoid a significant adverse impact on the significance of the Parkmerced's historic district resource. Although a portion of the existing Parkmerced historic district resource would be retained as a representative sample of the historic and architectural significance of the original Parkmerced historic district resource, the retained portion would not be sufficient to convey its historic and architectural significance to justify its eligibility for inclusion in the CRHR, and thus this impact would remain significant and unavoidable.

The Commission concurs with the findings in the EIR, and rejects this alternative as infeasible because it would not avoid significant impacts on the historic resource, and would provide substantially fewer residential units than the Proposed Project.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA section 21081 and CEQA Guideline 15093, the Commission hereby finds, after consideration of the Final EIR 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 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 Proceedings, as defined in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Commission specially finds that there are significant benefits 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. 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 Project will have the following benefits:

- Addition of approximately 5,679 residential units to the City's housing stock, including affordable housing, and helping the City to meet its regional housing needs allocation;
- One-for-one replacement of 1,538 rent-controlled dwelling units currently existing on the Project Site with, under the terms of the Proposed Development Agreement, new rent-controlled units, each of approximately equal or greater size and with the same or greater number of bedrooms and bathrooms as the Existing Unit being replaced. Although none of the Existing Units have washer or dryers, each Replacement Unit will have a washer and a dryer and a dish washer installed by Developer prior to occupancy;
- Under the terms of the proposed Development Agreement, the City is providing certain benefits to the project that, along with Developer's waiver of all rights under the Costa-Hawkins Rental Housing Act and any similar or successor law, are designed to ensure that (i) each Replacement Unit will be subject to rent control and other provisions and provisions protecting tenants under the San Francisco Rent Ordinance and (ii) each Inclusionary Unit will be subject to the City's Inclusionary Unit requirements as set forth in Planning Code section 315;
- Under the terms of the proposed Development Agreement, relocation by Developer of Existing Tenants from their Existing Units to the Replacement Units, with an initial rent and equal to the rent charged to the Existing Tenant for their Existing Unit at the time of relocation to the Replacement Unit, with the right to remain in the Replacement Unit for an unlimited term subject to the eviction rules, procedures and protections set forth in the San Francisco Rent Ordinance, and no pass throughs added to rent of the Replacement Unit for the capital costs of the Project;
- Construction of two new transit stations, relocation of an existing transit station, and a new alignment for the MUNI Metro M-Oceanview, integrated into the SFMTA transit system, that will leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in

Parkmerced as further described in the Transportation Plan, and the provision of a low emissions shuttle bus from Parkmerced to the Daly City BART station and to the Stonestown retail center;

- Reconfiguration of the street grid within the Project Site to conform with San Francisco’s Better Streets design guidelines, including the realignment of existing streets and the creation of new publicly-owned streets and publicly-accessible streets that accommodate bicycles, pedestrians and motor vehicles;
- Improvement and reconfiguration of streets and intersections on the periphery of the Project Site to improve access and safety for all modes of transportation;
- Creation and implementation of a Transportation Demand Management (“TDM”) program, including but not limited to transit pass subsidies for residents and employees in the Project Site, to facilitate and encourage the use of transportation modes other than the private automobile, to minimize the amount of automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, as further described in the Transportation Plan;
- Reconfiguration of the existing open space at Parkmerced to provide more usable open spaces and related public benefits such as a new park, athletic fields, an organic farm, walking and bicycling paths, and community gardens;
- Construction of a series of bioswales, ponds, and other natural filtration systems to capture and filter stormwater runoff from buildings and streets in accordance with the Infrastructure Plan and the Sustainability Plan. The filtered stormwater will either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced or be released directly into Lake Merced. This feature of the Proposed Project will reduce the amount of stormwater flows directed to the Oceanside Water Pollution Control Plant and reduce combined sewage overflows to the ocean.
- Zoning of a parcel for the construction of an elementary school.
- Provision of renewable energy sources on site—installation of photovoltaic cells on up to 50 percent of roof areas of new buildings and up to 51 vertical axis wind turbines; and
- Provision of employment opportunities during construction and in newly-constructed retail and commercial space in the neighborhood core during this period of high unemployment in the City and the region.

EXHIBIT 1:

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT
 (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 PARKMERCED PROJECT				
<i>Cultural Resources and Archeological Paleontological Resources Mitigation Measures</i>				
<p>Mitigation Measure M-CR-1: Documentation and Interpretation</p> <p><u>Documentation</u></p> <p>The Project Sponsor shall retain a professional who meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the Parkmerced complex within the Project Site.</p> <p>The documentation for the property shall be prepared based on the National Park Service’s (NPS) Historic American Building Survey (HABS) / Historic American Engineering Record (HAER) Historical Report Guidelines, and will include a selection of measured drawings based upon NPS Historic American Landscape Survey (HALS) Guidelines. This type of documentation is based on a combination of both HABS/HAER standards (Levels I, II and III) and NPS’s policy for photographic documentation as outlined in the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion.</p> <p>The measured drawings for this documentation shall follow HALS Level I standards. To determine the number of the measured drawings, the professional shall consult with the San Francisco Planning Department’s Preservation Coordinator.</p> <p>The written historical data for this documentation shall follow HABS / HAER Level I standards. The written data shall be accompanied by a sketch plan of the property. Efforts should also be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed, reproduced, and included in the dataset. If construction drawings or plans cannot be located, as-built drawings shall be produced.</p> <p>Either HABS/HAER standard large format or digital photography shall be used. If digital photography is used, the ink and paper combinations for printing photographs must be in compliance with NR-NHL Photo Policy Expansion and have a permanency rating of approximately 115 years. Digital photographs will be taken as uncompressed, TIF file format. The size of each image will be 1600x1200 pixels at 330 ppi (pixels per inch) or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label.</p> <p>Photograph views for the dataset shall include (a) contextual views; (b) views of each side of each building and interior views, where possible; (c) oblique views of buildings; and (d) detail views of character-defining features, including features on the interiors of</p>	<p>Project sponsor to retain qualified professional consultant</p>	<p>Prior to construction submittal of HABS/HAER/HALS guidelines documentation for approval by Planning Department.</p> <p>Prior to construction, transmit documentation to the SF Library, and NWIC.</p>	<p>Consultant to submit report to Planning Department</p>	

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<p>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, Archeological Research Design and Treatment Plan, Parkmerced Project, March 2010) 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. 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><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>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or</p>	<p>Project sponsor to retain appropriately qualified consultant</p>	<p>Prior to and during construction</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 agreement for the treatment of human remains and/or associated or unassociated funerary objects.</p> <p>Consultant to prepare draft and final Archeological Resources Report reports. The ERO to review and approve the Final Archeological Resources Report</p>	<p>by the ERO.</p>

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 MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT
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<p>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.</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; • 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 	<p>Project sponsor to retain appropriately qualified consultant</p>	<p>Prior to and during construction</p>		

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<p>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> <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 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"> • 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. 	<p>Project sponsor to retain appropriately qualified consultant</p>	<p>Prior to and during construction</p>		

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • 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. <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 remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, 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</p>				

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different final report content, format, and distribution than that presented above.				
<p>Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases</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 subsequent project phases the Proposed Project on buried archaeological resources. The Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall prepare an archaeological treatment plan (TP). The archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). 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.</p> <p>Archaeological Treatment Plan. The archaeological consultant shall meet and consult with the ERO on the scope of the TP prior to preparation of the TP. The TP shall be submitted to the ERO for review and approval prior to the Project ground-breaking activities for subsequent project phases. Archaeological field investigations for subsequent project phases shall be conducted in accordance with the approved TP. The TP shall identify project-specific vertical / horizontal areas of archaeological sensitivity and appropriate archaeological identification and evaluation strategies, and archaeological mitigatory protocols applicable to specific project activities / improvements (for example, excavation building foundation installation, grading, etc.) with the potential to affect archaeological properties. Mitigation strategies requiring archaeological testing plans (ATP) and archaeological monitoring plans (AMP) shall conform to the requirements for preparation and implementation including preparation of archaeological investigation and data recovery results reporting of an ATP and AMP in Mitigation Measure M-CR-3a.</p>	Project sponsor to retain appropriate consultant	The project archaeologist to consult with ERO prior to preparation of TP. The TP for each phase to be completed prior to ground-breaking for that phase. ATP and AMPs, where necessary, shall be prepared pursuant to schedule in M-CR-3a.	Project archaeologist to provide draft and final reports. ERO to review and approve	
<p>M-CR-5: Paleontological Resources Monitoring and Mitigation Program</p> <p>The Project Sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program (PRMMP). The PRMMP shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the</p>	Project sponsor to retain appropriately qualified consultant to prepare PRMMP, carry out monitoring, and reporting	<p>Prior to and during construction.</p> <p>The project paleontological consultant to consult with the ERO as indicated; completed when ERO accepts final</p>	<p>ERO to approve final PRMMP.</p> <p>Consultant shall provide brief monthly reports to ERO during monitoring or as identified in the PRMMP, and notify the</p>	

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<p>results of the monitoring program.</p> <p>The PRMMP shall be consistent with the Society for Vertebrate Paleontology (SVP) Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb previously undisturbed native sediment or sedimentary rocks. Monitoring need not be conducted in areas where the ground has been previously disturbed, in areas of artificial fill, in areas underlain by nonsedimentary rocks, or in areas where exposed sediment would be buried, but otherwise undisturbed.</p> <p>The consultant's work shall be conducted in accordance with this measure and at the direction of the City's Environmental Review officer (ERO). Plans and reports prepared by the consultant 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. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the Proposed Project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce potential effects on a significant paleontological resource as previously defined to a less-than-significant level.</p>		report	<p>ERO immediately if work should stop for data recovery during monitoring.</p> <p>The ERO to review and approve the final documentation as established in the PRMMP</p>	
Transportation and Circulation				
<p>M-TR-1: Parkmerced Construction Traffic Management Program.</p> <p>The Project Sponsor shall develop and implement a Construction Traffic Management Program to minimize impacts of the Project and its contribution to cumulative impacts related to construction activities and construction traffic. The program shall provide necessary information to various contractors and agencies as to how to maximize the opportunities for complementing construction management measures and to minimize the possibility of conflicting impacts on the roadway system, while safely accommodating the traveling public in the area. The program shall supplement and expand, rather than modify or supersede any manual, regulations, or provisions set forth by SFMTA, DPW or other City departments and agencies.</p> <p>Preparation of the Construction Management Program shall be the responsibility of the Project Sponsor, and shall be reviewed and approved by SFMTA and DPW prior to initiation of construction. The program shall:</p> <ul style="list-style-type: none"> Identify construction traffic management practices in San Francisco, as well 	Project sponsor and sponsor's construction contractor(s)	Prior to construction in each development phase.	Planning Department, SFMTA, and DPW	

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<p>as other jurisdictions that could provide useful guidance for a project of this size and characteristic.</p> <ul style="list-style-type: none"> Describe procedures required by different departments and/or agencies in the City for implementation of a construction management plan, such as reviewing agencies, approval process, and estimated timelines. Identify construction traffic management strategies and other elements for the Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable traffic operations during periods of construction activities in the Project area. These could include construction strategies, demand management strategies, alternate route strategies, and public information strategies. Coordinate with other projects in construction in the immediate vicinity, so that they can take an integrated approach to construction-related traffic impacts. Present guidelines for selection of construction traffic management strategies. 				
<p>M-TR-2A: Do not construct the proposed northbound left-turn lane from 19th Avenue onto Crespi Drive. The northbound left-turn lane from 19th Avenue to Crespi Drive would require southbound traffic on 19th Avenue to stop to allow northbound left-turning traffic.</p>	<p>Project sponsor and sponsor's construction contractor(s)</p>	<p>No left hand turn lane would be constructed.</p>	<p>Sponsor to provide revised plans to Planning Department as part of Development Agreement; Planning Department to review and acknowledge change in proposed street configurations.</p>	
<p>M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. [SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>The following effective PM peak hour auto trip generation rates for each major land use proposed (accounting for the mix of uses and the level of transit service proposed) and the total number of PM peak hour trips generated by the Proposed</p>	<p>SFMTA to carry out feasibility study. If feasible, SFMTA to design and install traffic signal</p>	

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		<p>Project that would trigger the need for this mitigation measure are shown below:</p> <p>Effective PM Peak Hour Trip Generation Rates (vehicle trips per unit of development):</p> <p>Residential: 0.35 trips / dwelling unit</p> <p>Retail: 3.24 trips / 1,000 square feet</p> <p>Commercial: 3.76 trips / 1,000 square feet</p> <p>Recreational: 0.84 trips / 1,000 square feet</p> <p>Schools: 1.60 trips / 1,000 square feet</p> <p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at</p>		

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		<p>Parkmerced exceed 2,171 PM peak hour vehicle trips based on the rates described above.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,171 PM peak hour vehicle trips, based on the rates described above.</p>		
<p>M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive. This improvement would provide a dedicated lane for the relatively large number of vehicles expected to execute the northbound right-turn movement. Implementation of the roadway improvement would require roadway widening to the east, which necessitates relocation of the sidewalk, a utility box, a signal mast, and several other elements.</p> <p>Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. Implementation of mitigation measure M-TR-2C would improve operations at this intersection to acceptable LOS D or better in the AM and PM peak hours. However, the feasibility of this measure is uncertain due to the adjacent unsignalized intersection, approximately 75 feet south of Winston Drive, which would conflict with the northbound right-turn lane.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 930 trips based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the</p>	SFMTA	

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		<p>mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 930, based on the trip generation rates described in M-TR-2B.</p>		
<p>M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection. This mitigation measure would require restriping the northbound right-turn lane at the Lake Merced Boulevard/State Drive intersection as a through lane and removing the on-street parking on the north side of the intersection to recreate the dedicated right-turn lane (assuming that it is required for acceptable operations at this intersection).</p> <p>Additionally, providing a second southbound left-turn lane at this intersection would require removal of on-street parking on the south side of Font Boulevard to create a second receiving lane, as well as the removal of some spaces on the west side of Lake Merced Boulevard and shifting the through travel lanes to the west to make room for the second southbound left-turn lane.</p> <p>Implementation would require significant roadway restriping and signal optimization and coordination at multiple intersections, as well as the removal of approximately 25 parking spaces. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 930, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at</p>	<p>SFMTA</p>	

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		Parkmerced exceed 930, based on the trip generation rates described in M-TR-2B.		
<p>M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements of the intersection of Lake Merced Boulevard/Brotherhood Way. This would convert the northbound approach of Lake Merced Boulevard into the "minor" approach to the intersection. Although the configuration may be able to fit within the existing right-of-way at the intersection, further study is needed to determine the feasibility of this measure. A conceptual intersection configuration is presented in the Project's Transportation Study. [SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,128, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,128, based on the trip generation rates described in M-TR-2B.</p>	SFMTA	
<p>M-TR-5: Configure the fourth travel lane on southbound 19th Avenue as a mixed flow lane as presented in the Project. Implementing this mitigation measure would result in</p>	Project sponsor and sponsor's	No HOT lane would be constructed.	Sponsor to provide revised plans to Planning	

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<p>acceptable intersection operations during the AM and PM peak hours; however, this configuration was intended to provide a benefit to transit and to encourage high-occupancy vehicles. A secondary impact would be the lost benefit to transit travel times.</p>	<p>construction contractor(s), in consultation with SFMTA and Caltrans</p>		<p>Department as part of Development Agreement; Planning Department to review and acknowledge change in proposed street configurations.</p>	
<p>M-TR-9: Eliminate the weaving segment between the loop on-ramp from Brotherhood Way and the loop off-ramp to Brotherhood Way by reconfiguring the interchange. Specifically, evaluate the feasibility of closing the loop on-ramp from eastbound Brotherhood Way to northbound SR 1 and instead constructing an eastbound left-turn lane from Brotherhood Way on the east side of the structure. The direct on-ramp from westbound Brotherhood Way to northbound SR 1 should be configured with one access point to serve traffic from westbound Brotherhood Way and those making a left-turn from eastbound Brotherhood Way.</p> <p>The eastbound left turn-lane can and shall be constructed to approximately 150 feet in length. [SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p> <p>SFMTA and Caltrans are not financially responsible for funding this improvement or the study of its feasibility.</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA and Caltrans</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 755, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 755, based on the trip generation rates described in M-TR-2B.</p>	<p>SFMTA</p>	
<p>M-TR-12: Contribute fair share toward developing and implementing revised transit</p>	<p>Project sponsor and</p>		<p>SFMTA</p>	

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<p>service plan that increases capacity on the M Ocean View. Fund a fair-share contribution towards evaluating and implementing a revised operating plan to increase frequencies on the M Ocean View from 10 minute headways (as proposed by the project) to 7.5 minute headways north of Parkmerced. This would increase capacity such that the northeast screenline would operate within SFMTA’s capacity utilization threshold in each peak hour. Under this plan, similar to the proposed service plan, every other train would continue east through the Ingleside neighborhood.</p> <p>The Proposed Project’s fair-share contribution toward implementing a comprehensive revised operating plan should be proportional to the magnitude of the Proposed Project’s impact in relation to additional capacity identified in a revised operating plan.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA</p>	<p>A feasibility study must be completed prior to the completion and operation of the proposed Muni realignment and associated service plan updates. The study shall determine whether additional capacity can be provided on the M Ocean View, and if so, what the Proposed Project’s fair share contribution to the service plan updates shall be.</p> <p>If the mitigation measure is deemed feasible, a fair share contribution must be made prior to the re-alignment of the M Ocean View through the Parkmerced site.</p>		
<p>M-TR-21A: Purchase an additional two-car light rail vehicle for the M Ocean View. Purchase and insert another light-rail vehicle into the system in order to maintain headways. This will allow Muni to maintain proposed headways on the M Ocean View with a slightly longer route. The procurement of the new light rail vehicle shall be completed by SFMTA, and shall be completed prior to operating the rerouted system. However, the new transit vehicle required to serve the Proposed Project shall not be the financial responsibility of SFMTA.</p>	<p>Project sponsor and SFMTA</p>	<p>Either M-TR-21A or M-TR-21B (but not both) shall be implemented upon rerouting the M Ocean View through the Parkmerced site.</p> <p>If both measures are deemed feasible and effective at reducing impacts to less than significant levels, M-TR-21B shall be implemented and M-TR-21A shall not</p>	<p>SFMTA</p>	

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		be required.		
<p>M-TR-21B: Install Transit Signal Priority (TSP) treatments to improve transit travel times on the M Ocean View such that M-TR-21A (an additional vehicle) is not required. A study shall be conducted to determine whether TSP treatments could improve transit travel times along the M Ocean View corridor. If feasible, implement Transit Signal Priority (TSP) measures along the M Ocean View corridor between the Project Site and the West Portal Station. To reduce the Proposed Project's impact to the M Ocean View line, the TSP measures would need to improve the travel time by approximately 50 seconds in the AM peak period and 30 seconds in the PM peak period. Achieving these reductions would reduce the Project's impact to travel time to less than half the headway of the current M Ocean View. SFMTA and Caltrans shall design the measure prior to operating the rerouted system; however, funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>Either M-TR-21A or M-TR-21B (but not both) shall be implemented upon rerouting the M Ocean View through the Parkmerced site.</p> <p>If both measures are deemed feasible and effective at reducing impacts to less than significant levels, M-TR-21B shall be implemented and M-TR-21A shall not be required.</p>	<p>SFMTA</p>	
<p>M-TR-22A: Construct intersection mitigations to reduce congestion caused by vehicular delay. To address Project impacts to the 18 46th Avenue, the Project Sponsor in cooperation with SFMTA shall implement the improvements described in mitigation measures M-TR-2C (construct a dedicated northbound right-turn lane at the Lake Merced Boulevard/Winston Drive intersection), M-TR-2D (reconfigure the northbound approach to consist of a third through lane and provide a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection), and M-TR-2E (Reconfigure the westbound right-turn and southbound left-turn as the primary movements of the Lake Merced Boulevard/Brotherhood Way intersection). This involves lane modifications at several intersections along Lake Merced Boulevard to increase vehicular capacity, thus reducing approach delay at those intersections.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>See below with regard to M-TR-22C</p>	<p>SFMTA</p>	
<p>M-TR-22B: Maintain the proposed headways of the 18 46th Avenue. The Project Sponsor in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit</p>	<p>Project sponsor and sponsor's construction</p>	<p>See below with regard to M-TR-22C</p>	<p>SFMTA</p>	

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<p>operations along the Lake Merced Boulevard corridor, generally between Brotherhood Way and Winston Drive. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of transit lines impacted by the Project.</p> <ul style="list-style-type: none"> • A transit-only queue-jump lane should be considered on Lake Merced Boulevard at Font Boulevard. This treatment could be constructed within the existing curb-to-curb right of way for the northbound direction. • Southbound queue-jumps are viable at State Drive and Font Boulevard with removal of on-street parking. However, these treatments may conflict with mitigation measure M-TR-2C (collectively summarized in M-TR-22A), which has been designed to reduce the Project’s traffic impacts. <p>These improvements would collectively benefit not only the 18 46th Avenue prior to the TEP improvements, but also SamTrans Route 122, and the proposed “shopper shuttle.”</p> <p>Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. The Project Sponsor shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include comprehensive replacement of stop-controlled intersections with interconnected traffic signals equipped with transit priority elements.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>contractor(s) in consultation with SFMTA</p>			
<p>M-TR-22C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 18 46th Avenue. Should mitigation measures M-TR-22A or M-TR-22B not be feasible or effective, the Project Sponsor shall work with SFMTA to purchase additional transit vehicles and contribute to operating costs and facility improvements as necessary to mitigate the Project impacts to headways for the transit line. The Project Sponsor shall be responsible for the procurement and financing of the new transit vehicles.</p>	<p>Project sponsor and sponsor’s construction contractor(s) in consultation with SFMTA</p>	<p>A feasibility study of M-TR-22A and M-TR-22B must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at</p>		

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		<p>Parkmerced exceed 465, based on the trip generation rates described in M-TR-2B.</p> <p>To the extent they are deemed either physically feasible or effective at reducing the severity of Impact TR-22, mitigation measures M-TR-22A and M-TR-22B must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 465, based on the trip generation rates described in M-TR-2B.</p> <p>Depending on the feasibility and effectiveness of M-TR-22A and M-TR-22B at lessening Impact TR-22, M-TR-22C shall be implemented as follows:</p> <p>One vehicle shall be purchased and operational prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net</p>		

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		<p>new PM peak hour trips at Parkmerced exceed 965, based on the trip generation rates described in M-TR-2B, unless the feasibility study for M-TR-22A and/or M-TR-22B demonstrates a higher threshold is appropriate.</p> <p>A second vehicle shall be purchased and operational prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,270, based on the trip generation rates described in M-TR-2B, unless the feasibility study for M-TR-22A and/or M-TR-22B demonstrates a higher threshold is appropriate.</p>		
<p>M-TR-23: Maintain the proposed headways of the 17 Parkmerced. The Project Sponsor in cooperation with SFMTA and Caltrans shall conduct a study to evaluate the effectiveness and feasibility of implementing transit-only lanes along the length of 19th Avenue between Holloway Avenue and Winston Drive. SFMTA and Caltrans shall design and implement the measure as necessary; however, SFMTA and Caltrans are not</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after</p>	<p>SFMTA and Caltrans</p>	

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<p>financially responsible for funding this improvement or the study of its feasibility.</p> <p>[SFMTA and Caltrans to determine if this is feasible, and if SFMTA or Caltrans determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA and Caltrans</p>	<p>completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 3,101 trips based on the trip generation rates described in M-TR-2B, except as required for M-TR-25A.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 3,101, based on the trip generation rates described in M-TR-2B, except as required for M-TR-25A.</p>		
<p>M-TR-24: Implement the Project Variant (i.e., conversion of the fourth southbound lane to high-occupancy vehicle, toll, and transit-only use). Converting the fourth southbound lane on 19th Avenue proposed by the Project to a “HOT” lane would improve travel times on the 28 19th Avenue. Implementation of M-TR-24 would preclude implementation of M-TR-5.</p> <p>[SFMTA and Caltrans to determine if this is feasible, and if SFMTA or Caltrans determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>Project sponsor and sponsor’s construction contractor(s), in consultation with SFMTA and Caltrans</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 3,101, based on the trip generation rates described in M-TR-2B</p>	<p>Planning Department</p> <p>SFMTA</p>	

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		If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 3,101, based on the trip generation rates described in M-TR-2B.		
M-TR-25A: Implement mitigation measure M-TR-23 which addresses transit improvements (i.e. transit-only lanes) along 19 th Avenue from Holloway Avenue to Winston Drive.	See M-TR-23	See discussion of M-TR-25C	See M-TR-23	
M-TR-25B: Maintain the proposed headways of the 29 Sunset. The Project Sponsor in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of installing transit priority elements along Lake Merced Boulevard, between Winston Drive and Sunset Boulevard. This may include, but is not limited to, queue-jump lanes and transit-only lanes. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. The Project Sponsor shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program [SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]	SFMTA, with funding from Project Sponsor	See discussion of M-TR-25C	SFMTA	
M-TR-25C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 29 Sunset. Should mitigation measures M-TR-25A or M-TR-	SFMTA, with funding from Project		SFMTA	

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<p>25B not be feasible or effective, the Project Sponsor shall work with SFMTA to purchase additional transit vehicles and contribute to operating costs and facility improvements as necessary to mitigate the Project impacts to headways for the transit line. The procurement of new transit vehicles shall be completed by SFMTA. However, new transit vehicles required to serve the Proposed Project shall not be the financial responsibility of SFMTA.</p>	<p>Sponsor</p>	<p>A feasibility study of M-TR-25A and M-TR-25B must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,551, based on the trip generation rates described in M-TR-2B.</p> <p>To the extent they are deemed either physically feasible or effective at reducing the severity of Impact TR-25, mitigation measures M-TR-25A and M-TR-25B must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,551, based on the trip generation rates described in M-TR-2B.</p> <p>Depending on the feasibility and effectiveness of M-TR-25A and M-TR-25B at lessening Impact TR-25,</p>		

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		<p>M-TR-25C shall be implemented as follows: One vehicle shall be purchased and operational prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,551, based on the trip generation rates described in M-TR-2B, unless the feasibility study for M-TR-25A and/or M-TR-25B demonstrates a higher threshold is appropriate.</p>		
<p>M-TR-26: Maintain proposed headways on SamTrans Route 122. To address Project impacts to SamTrans Route 122, implement mitigation measures M-TR-22A (lane modifications at several intersections along Lake Merced Boulevard) and M-TR-22B (implementation of transit priority and queue-jump treatments on Lake Merced Boulevard). Since SamTrans Route 122 shares a route with the 18 46th Avenue, improvements designed to reduce travel time impacts to the 18 46th Avenue would also benefit SamTrans Route 122. As described in the discussion of mitigation measures M-TR-22A and M-TR-22B, feasibility of these measures is uncertain.</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,880, based on the trip generation rates described in M-TR-2B.. If the mitigation measure is deemed feasible, the</p>	<p>SFMTA</p>	

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		mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,880, based on the trip generation rates described in M-TR-2B..		
<p>M-TR-36A: Retime signal at 19th Avenue/Holloway Avenue to allocate more green time to the east-west movements. 19th Avenue is a coordinated corridor with closely spaced intersections. Traffic progression relies on the interconnectivity between each signal. Retiming this particular intersection would require evaluation of the corridor. SFMTA would be responsible for evaluating and implementing a new signal timing plan.</p> <p>[SFMTA and Caltrans to determine if this is feasible, and if SFMTA or Caltrans determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to carry out feasibility study.</p> <p>If feasible, SFMTA to monitor traffic conditions at this intersection to determine when modifications are needed.</p> <p>SFMTA to retime signal if determined feasible and necessary.</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,725, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,725,</p>	SFMTA	

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		based on the trip generation rates described in M-TR-2B...		
<p>M-TR-36B: Construct a dedicated westbound right-turn lane and convert the shared westbound through/right-turn lane to a dedicated westbound through lane at the Brotherhood Way/Chumasero Drive intersection.</p> <p>Construction of this mitigation measure would require roadway widening into the Project Site. However, if the existing pedestrian overcrossing across Brotherhood Way at this intersection remains, widening the roadway to implement this measure may not be feasible due to conflicts with structural support columns for the overcrossing.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to carry out feasibility study.</p> <p>Project sponsor and sponsor's construction contractor(s) to carry out design and implementation in consultation with SFMTA</p>	<p>Upon construction of proposed improvements to the Brotherhood Way/Chumasero Drive intersection, as specified in the Development Agreement.</p>	<p>Sponsor to provide revised plans to Planning Department as part of Development Agreement; Planning Department to review and acknowledge change in proposed intersection configurations.</p>	
<p>M-TR-36C: Install a traffic signal at Lake Merced Boulevard/John Muir Drive. The Project Sponsor should contribute a fair-share toward funding this mitigation measure.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to carry out feasibility study.</p> <p>If determined feasible, project sponsor to provide fair-share funding and SFMTA to design and construct.</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,326, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the</p>	<p>SFMTA</p>	

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		issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,326, based on the trip generation rates described in M-TR-2B.		
<p>M-TR-36D: Convert the dedicated southbound through lane into a dedicated left-turn lane at John Daly Boulevard/Lake Merced Boulevard. This would result in the southbound approach consisting of a shared through-right-turn lane and triple left-turn lanes. To achieve adequate lane utilization, John Daly Boulevard would have to be configured to have three eastbound through travel lanes east of the intersection. This would require the removal of some pedestrian elements and converting the existing right-turn lane into the Westlake Shopping Center into a shared through/right-turn lane.</p> <p>[City to coordinate with City of Daly City to determine if this is feasible, and if SFMTA and/or Daly City determine that it is not, this mitigation measure shall not be implemented.</p>	City of Daly City	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p>		

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<p>M-TR-36E: Install an auxiliary lane from Brotherhood Way through the Lake Merced Boulevard/Gonzalez Drive intersection to provide three northbound through lanes.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to conduct feasibility study.</p> <p>Project sponsor and sponsor's construction contractor(s) to design and construct in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p>	<p>SFMTA</p>	
<p>M-TR-44: Provide additional capacity on the south and north screenlines by adding additional buses to the 28 19th Avenue and 28L 19th Avenue Limited lines. Providing additional service on the bus line would require further feasibility and capacity studies with coordination from SFMTA. The Project sponsor would be responsible to fund a "fair share" contribution towards the implementation of this mitigation measure.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this</p>	<p>SFMTA to conduct feasibility and capacity study.</p> <p>Project sponsor to make fair-share</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net</p>	<p>SFMTA</p>	

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mitigation measure shall not be implemented.]	<p>contribution.</p> <p>If feasible, SFMTA to purchase and operate vehicles.</p>	<p>new PM peak hour trips at Parkmerced exceed 2,950 based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,950, based on the trip generation rates described in M-TR-2B.</p>		
<i>Noise</i>				
<p>M-NO-1a: Reduce Noise Levels During Construction</p> <p>The following practices shall be incorporated into the construction contract agreement documents to be implemented by the construction contractor:</p> <ul style="list-style-type: none"> • Provide enclosures and mufflers for stationary equipment, shroud or shield impact tools, and install barriers around particularly noisy activities at the construction sites so that the line of sight between the construction activities and nearby sensitive receptor locations is blocked to the maximum feasible extent; • Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors; • Provide sound-control devices on equipment no less effective than those provided by the manufacturer; • Locate stationary equipment, material stockpiles, and vehicle staging 	Project Sponsor and construction contractor(s)	During Construction of each phase	Planning Department	

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<p>areas as far as practicable from sensitive receptor locations;</p> <ul style="list-style-type: none"> • Prohibit unnecessary idling of internal combustion engines; • Require applicable construction-related vehicles and equipment to use designated truck routes to access the project sites; • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Director of Public Works prior to issuance of development permits for construction activities. <p>Designate a Noise Disturbance Coordinator who shall be responsible for responding to complaints about noise during construction. The telephone number of the Noise Disturbance Coordinator shall be conspicuously posted at the construction site and shall be provided to the City. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas</p>				
<p>M-NO-1b: Pile Driving Noise-Reducing Techniques and Muffling Devices</p> <p>The Project Sponsor shall require its construction contractor to use noise-reducing pile driving techniques if nearby buildings are subject to pile driving noise and vibration. These techniques shall include pre-drilling pile holes (if feasible, based on soils; see Mitigation Measure M-NO-2, pp. V.F.20-V.F.21) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.</p> <p>Construction contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. In addition, at least 48 hours prior to pile driving activities, the Project Sponsor shall notify building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of such activities.</p>	Project Sponsor	During Construction of each phase if pile driving is required. At least 48 hours prior to pile driving activities, the Project Sponsor shall notify building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of such activities.	Planning Department	
<p>M-NO-2: Pre-Construction Assessment to Minimize Vibration Levels Associated with Impact Activities</p> <p>The Project Sponsor shall hire a qualified geotechnical engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings subject to pile driving noise and vibration prior to receiving a building permit. If recommended by the geotechnical engineer, for structures or facilities within 50 feet of pile driving activities, the Project Sponsor shall require ground-borne vibration monitoring of nearby structures. Such methods and technologies shall be based on the</p>	Project Sponsor and qualified geotechnical engineers	Prior to commencement of construction of each phase.	Geotechnical engineer to provide reports to Department of Building Inspection for review and approval	

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<p>specific conditions at the construction site such as, but not limited to, the following:</p> <ul style="list-style-type: none"> • Pre-construction surveying of potentially affected structures; • Underpinning of foundations of potentially affected structures, as necessary; <p>The construction plan shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of impact activities. Monitoring results shall be submitted to the Department of Building Inspection. In the event of unacceptable ground movement, as determined by the Department of Building Inspection, all impact work shall cease and corrective measures shall be implemented. The impact program and ground stabilization measures shall be reevaluated and approved by the Department of Building Inspection.</p>				

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<p>M-NO-5: Light Rail Noise and Vibration Reduction Plan</p> <p>The proposed realignment of the Muni M Ocean View light rail and its operations shall be designed with input from a qualified acoustical consultant so that light rail operation noise levels are attenuated at and in the vicinity of the final alignment so that the San Francisco Land Use Compatibility Guidelines for Community Noise standards are not exceeded. The Light Rail Noise and Vibration Reduction Plan shall be prepared by a qualified acoustical consultant and submitted to the City for review and approval prior to construction of the proposed realignment. The plan shall identify noise attenuation measures that would ensure compliance with the City’s community noise guidelines, including, but not limited to, requiring light rail operators to reduce vehicle speeds when approaching and departing and operating within the Project Site. The following noise and vibration attenuation measures shall be included as part of the plan:</p> <ul style="list-style-type: none"> • Rail Bed Design: The light rail trackwork shall be designed to prevent the production of excessive vibration levels at the nearest sensitive structures. The design should include the installation of high-resilience direct fixation fasteners for embedded track, ballast mat for ballast and tie track, or other measures as determined by a qualified light rail vibration consultant. • Rail Grinding and Replacement: As rails wear, both noise levels from light rail by-passes and vibration levels can increase. By grinding down or replacing worn rail, noise and vibration levels will remain at the initial operating levels. Rail grinding or replacement is normally performed every 3 to 5 years. • Wheel Truing and Replacement: Wheel truing is a method of grinding down flat spots (commonly called “wheel flats”) on the light rail’s wheels. Flat spots occur primarily because of hard braking. When flat spots occur they can cause increases in both the noise and vibration levels produced by the light rail vehicles. • Vehicle Maintenance: Vehicle maintenance includes performing scheduled and general maintenance on items such as air conditioning units, bearings, wheel skirts, and other mechanical units on the light rail vehicles. Keeping the mechanical system on the light rail vehicles in top condition will also help to control noise and vibration levels. • Operator Training: Operators will be trained to maintain light rail travel speeds at those speeds given in the operation plan and to avoid 	<p>Project Sponsor with qualified professional consultant.</p> <p>Project sponsor and sponsor’s construction contractor(s) in consultation with SFMTA</p>	<p>Light Rail Noise and Vibration Reduction Plan shall be prepared by a qualified acoustical consultant and submitted to SFMTA for review and approval prior to construction of the proposed realignment.</p> <p>During final engineering design, vibration propagation testing shall be conducted at the final light rail alignment near Gonzalez Drive and Diaz Avenue.</p>	<p>SFMTA.</p> <p>SFMTA to monitor rail grinding and replacement every other 3 to 5 years.</p> <p>SFMTA shall perform ongoing vehicle maintenance.</p> <p>SFMTA shall perform ongoing operator training.</p>	

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<p>“hard braking” whenever possible. As stated, hard braking can cause wheel flats and may also damage track. Furthermore, by training operators to identify potential wheel flats and other mechanical problems with the trains, proper maintenance can be performed in a timely manner.</p> <p>During final engineering design, vibration propagation testing shall be conducted at the final light rail alignment near Gonzalez Drive and Diaz Avenue to confirm the predicted impact and finalize the mitigation measures. Where vibration impacts are confirmed, they shall be reduced to meet the FTA criteria.</p>				
<p>M-NO-6: Residential Use Plan Review by Qualified Acoustical Consultant</p> <p>To ensure that interior noise levels induced by the light rail station, and by automobile, bus, and light rail traffic at noise sensitive uses do not result in excessive awakenings, or exceed an interior noise level standard of 45 dBA (L_{dn}), a qualified acoustical consultant shall review plans for all new residential uses, the new Pre K-5 school, and new day care facility, and provide recommendations to provide acoustical insulation or other equivalent measures to ensure that interior noise levels would not exceed acceptable limits and a cumulative noise level of 45 dBA (L_{dn}). These studies shall be presented to the Department of Building Inspection at the time that permits for individual buildings are submitted for review.</p>	<p>Project Sponsor to retain qualified acoustical consultant</p>	<p>Prior to issuance of each individual building permit.</p>	<p>Consultant to submit reports to Department of Building Inspection</p> <p>Building designers to follow the recommendations of the acoustical consultant. DBI to review plans to ensure recommendations are included in plans</p>	
<p>M-NO-7: Stationary Operational Noise Sources.</p> <p>All utility and industrial stationary noise sources (e.g., district energy system, wind turbines, etc.) shall be located away from noise sensitive receptors, be enclosed within structures with adequate setback and screening, be installed adjacent to noise reducing shields, or constructed with some other adequate noise attenuating features, to achieve compliance with the noise level limits of the San Francisco Noise Ordinance and to achieve acceptable levels at the property lines of nearby residences or other sensitive uses, as determined by the San Francisco Land Use Compatibility Guidelines for Community Noise standards. Once the stationary noise sources have been installed, the Project Sponsor shall retain a qualified acoustics specialist to monitor noise levels to ensure compliance with local noise standards. Initial noise monitoring shall occur within three months after the installation of the stationary noise source, and a report of the results shall be made available to on-site tenants. Subsequent noise monitoring shall be conducted by the Project Sponsor, within three months of on-site tenants reporting persistent intrusive noise. If project stationary noise sources exceed the applicable noise standards, a qualified acoustical consultant shall be retained by the Sponsor to install additional noise attenuation measures or acoustic insulation in order to meet the applicable noise standards.</p>	<p>Project Sponsor to retain qualified acoustical consultant</p>	<p>Within three months of installation of stationary noise sources.</p> <p>Subsequent noise monitoring within three months of on-site tenants reporting persistent intrusive noise.</p>	<p>Planning Department</p>	

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<p>M-NO-8: Residential Building Plan Review by Qualified Acoustical Consultant</p> <p>To ensure that noise produced during garbage collection is reduced to the maximum practicable extent, a qualified acoustical consultant shall review plans for all new residential buildings and associated garbage collection facilities, and provide recommendations to provide enclosures, acoustical shielding, or other equivalent measures. These studies shall be presented to the Department of Building Inspection at the time that permits for individual buildings are submitted for review.</p>	Project Sponsor to retain qualified acoustical consultant	Prior to issuance of a building permit for each individual building.	Department of Building Inspection	
<i>Air Quality</i>				
<p>M-AQ-3: Construction Exhaust Emissions. The applicant shall implement feasible combustion emission reduction strategies, during construction activities, including the following measures:</p> <ul style="list-style-type: none"> The project applicant shall keep all off-road equipment well-tuned and regularly serviced to minimize exhaust emissions, and shall establish a regular and frequent check-up and service/maintenance program for equipment. Off-road diesel equipment operators shall be required to shut down their engines rather than idle for more than five minutes, unless such idling is necessary for proper operation of the equipment. Clear signage shall be provided for construction workers at all access points. <p>The applicant shall require construction contracts to specify implementation of the following combustion emission reduction strategies, during construction activities:</p> <ul style="list-style-type: none"> The project should use equipment with engines compliant with USEPA Tier 3 engine standards or better for all off-road equipment, or utilize Retrofit Emission Control Devices which consist of diesel oxidation catalysts, diesel particulate filters or similar retrofit equipment control technology verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/verdev.htm), where feasible. The project shall use equipment with engines compliant with USEPA Tier 4 engine standards or better for 50 percent of the fleet by 2015, increasing to 100 percent by 2020. <p>The project shall use 2007 or newer model year haul trucks, where feasible.</p>	Project Sponsor and Sponsor's construction contractor(s).	<p>Submit planned emission reduction strategies and copies of applicable construction specification related to off-road equipment for each construction phase prior to issuance of the site permit for that phase.</p> <p>Construction contractor shall submit quarterly reports regarding implementation of emission reduction strategies and use of Tier3 or Tier 4 or equivalent equipment during construction.</p>	Planning Department	
<i>Wind and Shadow</i>				
M-WS-1a: Wind Impact Analysis for Proposed Buildings Over 100 feet in Height.	Project Sponsor to	Prior to building permit	Planning Department	

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A wind impact analysis shall be required for any proposed building over 100 feet in height. Wind tunnel testing shall be required for each building unless, upon review by a qualified wind consultant, it is determined that the exposure, massing, and/or orientation of the building are such that adverse wind impacts would not occur. The analysis shall assess wind conditions for the building in conjunction with the anticipated pattern of development on surrounding blocks. All feasible means (such as relocating or reorienting certain buildings, sculpting buildings to include podiums and roof terraces, or installing landscaping) to eliminate hazardous winds, if predicted, shall be implemented. A significant wind impact would be a substantial increase in the number of hours that the 26 mph wind hazard criterion is exceeded or a substantial increase in the area subjected to winds greater than 26 mph.	retain qualified professional consultant	issuance for any proposed building over 100 feet in height.		
M-WS-1b: Wind Tunnel Testing for Proposed Buildings Over 50 feet in Height. Wind tunnel testing shall be required for any proposed building over 50 feet in height that is within 200 feet of any of the existing 13-story buildings on the Project Site. The analysis shall assess wind conditions for the building in conjunction with the anticipated pattern of development one surrounding blocks. All feasible means (such as relocating or reorienting certain buildings, sculpting buildings to include podiums and roof terraces, or installing landscaping) to eliminate hazardous winds, if predicted, shall be implemented. A significant wind impact would be a substantial increase in the number of hours that the 26 mph wind hazard criterion is exceeded or a substantial increase in the area subjected to winds greater than 26 mph.	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for any proposed building over 50 feet in height that is within 200 feet of any of the existing 13-story buildings on the Project Site.	Planning Department	
Biological Resources				
M-BI-1a: Pre-construction Survey for Gumplant. A pre-construction survey shall be conducted to locate and fence the boundaries of any gumplant populations with a 25-foot buffer zone. To determine if any previously unknown special-status plant or animal species would be affected, a preconstruction survey shall be conducted within the construction area in the spring (May and June) by a qualified biologist authorized by CDFG to conduct such activities.	Project Sponsor to retain qualified professional consultant	Prior to construction for each phase, a preconstruction survey shall be conducted within the construction area in the spring (May and June) by a qualified biologist authorized by CDFG.	Planning Department	
M-BI-1b: Avoidance of Gumplant During Construction. The configuration of the construction area shall be modified to avoid any special-status species encountered during the pre-construction survey. No construction activities shall occur within the buffer area. The Project Sponsor shall ensure that the construction area is fenced to the minimum size necessary to avoid impacts from the outfall to the willow basin.	Project Sponsor to retain qualified professional consultant	Prior to construction for each phase	Planning Department	
M-BI-1c: Restoration and Expansion of Gumplant Population. If it is not possible	Project Sponsor to	If gumplant population	Planning Department and	

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<p>to avoid the gumplant population during construction, the Project Sponsor shall implement a restoration and mitigation plan in consultation with the San Francisco Planning Department (City) and CDFG. Impacts to the San Francisco gumplant will be mitigated by restoring the affected area and expanding the size of the population by increasing the area and number of individual gumplant plants. The size and density of the affected gumplant population shall be measured prior to construction. This mitigation plan shall describe methods for planting, monitoring, and maintaining the affected area. Performance standards to determine success of the mitigation shall be attained that show that the cover and density of the population affected has been replaced. An annual report shall be submitted to the City and CDFG that documents maintenance and monitoring methods and results. Such monitoring and maintenance shall continue for at least 5 years beyond the implementation of the mitigation plan.</p>	<p>retain qualified professional consultant</p>	<p>cannot be avoided, prior to construction for each phase, mitigation plan shall be submitted.</p> <p>An annual report shall be submitted to the City and CDFG that documents maintenance and monitoring methods and results.</p> <p>Monitoring and maintenance shall continue for at least 5 years beyond the implementation of the mitigation plan.</p>	<p>CDFG</p>	
<p>M-BI-2a: <u>Preconstruction Survey for Common Yellowthroat Nesting Activities and Buffer Area.</u> If outfall repair or construction activities occur along the Lake Merced shoreline during the breeding season of the common yellowthroat (March-August), a qualified ornithologist authorized by CDFG to conduct such activities shall conduct a preconstruction survey of the work area to determine if any birds are nesting in or in the vicinity of the outfall. The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active nests are found in the work area, a buffer of 50 feet shall be established between the work area and the nest(s). No work will be allowed within the buffer until the young have successfully fledged. The size of the nest buffer can be reduced as a result of consultation with the CDFG. Such a reduction shall be dependent on a relatively low frequency and intensity of disturbance and the tolerance of the nesting birds to human disturbance.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>If outfall repair or construction activities occur during the breeding season (March-August), a qualified ornithologist authorized by CDFG shall conduct a preconstruction survey.</p> <p>The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May, and within 30 days prior to the start of work from June through August.</p>	<p>CDFG</p>	
<p>M-BI-2b: <u>Monitoring for Western Pond Turtles During Construction.</u> Stormwater outfall construction activities at the Lake Merced outfall site(s) shall be</p>	<p>Project Sponsor to retain qualified</p>	<p>During construction for each phase</p>	<p>CDFG</p>	

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<p>monitored by a biologist to ensure that no western pond turtles are present and subjected to harm. If turtles are present, the biologist shall capture and relocate them or ensure that they are moved to an area outside of the construction zone and away from harm. Identification, capture and relocation of turtles shall be done by a qualified biologist authorized by CDFG to conduct such activities.</p>	<p>professional consultant</p>			
<p><u>M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area.</u> The SWPPP is required and shall include design details and construction specifications for all site drainage control and other water quality control strategies. It shall also detail the implementation schedule, methods and locations of erosion and water quality control features. The California Stormwater Quality Association Construction Handbook provides guidance for selecting and implementing Best Management Practices (BMPs) that would eliminate or reduce the discharge of pollutants from construction sites to waters of the state. Three levels of BMPs are considered for each potential pollutant: source control, management control, and treatment control. BMPS which could be implemented as part of the SWPPP include: hydroseeding, straw mulch, temporary stream bank stabilization, silt fences, sediment traps, temporary stream crossings, stockpile management, and spill prevention and control.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>Prior to and during construction for each phase</p>	<p>Planning Department</p>	
<p><u>M-BI-3a: Restrict Vegetation Removal Activities in Wetland and Riparian Areas During Outfall Construction.</u> Vegetation removal activities in wetland and riparian habitats in the willow basin and along the shoreline of Lake Merced shall be restricted to as small an area as possible. Construction areas shall be no longer than 40 feet and shall be shorter where possible. In addition, construction shall avoid large willow and wax myrtle trees.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>Prior to and during construction for each phase</p>	<p>Planning Department</p>	
<p><u>M-BI-3b: Vegetation Restoration in Outfall Construction Area.</u> The vegetation of any affected riparian or wetland area shall be restored to the same or to a more biologically valuable condition. This shall entail planting of vegetation, if it is not expected to return on its own, and removal of non-native species. A mitigation plan that describes site preparation, planting, performance standards, maintenance (including weed control), and monitoring methods shall be developed for impacts to marsh and riparian vegetation. The performance standards shall include a mitigation ratio of 1:1, standards for cover, plant composition of the restored area, and erosion, at the end of 5 years. Remedial activities shall be outlined in the plan to address any of the restoration areas that are not attaining performance standards at the end of 5 years. The mitigation area shall be monitored and maintained for at least 5 years. Monitoring and maintenance activities shall be summarized in an annual report to be prepared for each of the 5 years the area is monitored. This mitigation plan shall be reviewed and</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>A mitigation plan shall be developed prior to the approval of the final map for Project. The mitigation area shall be monitored and maintained for at least 5 years. Monitoring and maintenance activities shall be summarized in an annual report to be prepared for each of the 5</p>	<p>Planning Department</p>	

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approved by the City prior to the approval of the final map for the project.		years the area is monitored.		
<p>M-BI-4: Breeding Bird Pre-construction Surveys and Buffer Areas. Vegetation removal activities for the Proposed Project and stormwater treatment option areas and building demolitions shall be conducted during the non-breeding season (i.e., September through February) to avoid impact to nesting birds or preconstruction surveys shall be conducted for work scheduled during the breeding season (March through August). Preconstruction surveys shall be conducted by a qualified ornithologist, authorized by CDFG to conduct such activities, to determine if any birds are nesting in or in the vicinity of vegetation or buildings to be removed. The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active songbird nests are found in the work area, a buffer of 50 feet between the nest and work area shall be established. If active raptor nests are found in the work area, a buffer of 200 feet shall be established between the nest and the work area. No work will be allowed with the buffer(s) until the young have successfully fledged. In some instances, the size of the nest buffer can be reduced and its size shall therefore be determined by the biologist in consultation with the CDFG, and shall be based to a large extent on the nesting species, its sensitivity to disturbance, and the type and frequency of disturbance.</p>	Project Sponsor to retain qualified professional consultant	<p>Vegetation removal activities shall be conducted during the non-breeding season (i.e., September through February), OR preconstruction surveys shall be conducted for work scheduled during the breeding season (March through August).</p> <p>The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May, and within 30 days prior to the start of work from June through August.</p> <p>If active raptor nests are found in the work area, no work will be allowed with the buffer(s) until the young have successfully fledged.</p>	CDFG	
<p>M-BI-7a: Pre-maintenance Surveys for Active Bird Nests and Buffer Areas. If maintenance of the stormwater treatment system occurs during the nesting season (March-August), a qualified ornithologist, authorized by CDFG to conduct such activities, shall conduct a survey of the work area to determine if any birds are nesting in the work area or in the vicinity. The survey shall be conducted within 15 days prior to the start of maintenance work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active songbird nests are found in the work area, a buffer of 50 feet between the nest and the work area shall be established. If active raptor nests are found in the work area, a buffer of 200 feet shall be established</p>	Project Sponsor to retain qualified professional consultant	<p>If maintenance of the stormwater treatment system occurs during the nesting season (March-August), a qualified ornithologist shall conduct a survey of the work area.</p> <p>The survey shall be conducted within 15 days prior to the start of</p>	CDFG	

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<p>between the nest and the work area. No work will be allowed within the buffer until the young have successfully fledged. In some instances, the size of the buffer can be reduced and its size shall therefore be determined by the biologist in consultation with the CDFG, and shall be based to a large extent on the nesting species, its sensitivity to disturbance, and the type and frequency of disturbance.</p>		<p>maintenance work from March through May, and within 30 days prior to the start of work from June through August.</p>		
<p>M-BI-7b: <u>Monitoring During Maintenance Activities.</u> The on-site stormwater features shall be monitored by a qualified biologist, authorized by CDFG to conduct such activities, during maintenance activities to ensure that no western pond turtles or other special-status amphibians or reptiles are present and subject to harm. If turtles or other special-status reptiles and amphibians are present, the biologist shall capture and relocate them, or ensure that they are moved to an area outside of the construction zone and away from harm.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>Ongoing monitoring after completion of each phase</p>	<p>CDFG</p>	
<p>M-BI-8a: <u>Pre-permitting Surveys for Birds and Bats.</u> To obtain baseline information on existing bird use of the proposed wind turbine alignment along Lake Merced Boulevard, the Project Sponsor shall retain a qualified wildlife biologist, authorized by CDFG to conduct such activities, to conduct bi-weekly bird use counts (BUCs) of the area for two years using methods described in Anderson and CEC/CDFG. Three point count stations spaced approximately 500 feet apart in the existing median between Lake Merced Boulevard and Vidal Drive would likely be sufficient to detect all birds using and/or flying through the area, although the final study design shall be subject to review and approval by the CDFG. Methods other than BUCs may be used if improved methods for documenting bird use at proposed wind turbine sites are developed in the interim period between the certification of this EIR and the initiation of the wind turbine program.</p> <p>Obtaining baseline information on existing bat use of the wind turbine alignment is complicated by the fact that bats are much more difficult to detect than birds and available monitoring methods (i.e., acoustic monitoring of echolocation calls) may not be feasible in a dense urban environment. As such, the Project Sponsor shall retain a qualified bat expert to conduct a one-day habitat assessment of the proposed wind turbine alignment. Based on the results of the assessment, the bat expert shall provide recommendations on the appropriate level of monitoring required to establish baseline patterns of seasonal bat activity along the proposed wind turbine alignment. If the bat expert believes that focused bat surveys are not necessary or that the proposed wind turbines do not pose a significant risk to local bat populations, he/she shall explain his/her opinions following standard scientific report format.</p> <p>Similarly, the Project Sponsor shall retain a biologist experienced with nocturnal bird survey methods (e.g., radar, acoustic monitoring, visual surveys using night vision</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>Prior to permit issuance for wind turbines, bi-weekly bird use counts (BUCs) shall be conducted for two years.</p> <p>Prior to permit issuance for wind turbines, a qualified bat expert shall conduct a one-day habitat assessment of the proposed wind turbine alignment.</p> <p>Prior to permit issuance for wind turbines, a biologist experienced with nocturnal bird survey methods (e.g., radar, acoustic monitoring, visual surveys using night vision equipment) shall conduct an assessment of the proposed wind turbine</p>	<p>CDFG</p>	

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<p>equipment) to conduct an assessment of the proposed wind turbine alignment and assess the feasibility of conducting nocturnal surveys for migrating birds. Given substantial uncertainty and variation over the optimal protocols for detecting nocturnal migrating birds and the viability of such protocols to predict collision risk, it is important to identify species of primary concern and develop site-specific questions that any nocturnal studies should address prior to implementing a nocturnal monitoring program. The biologist retained to conduct the nocturnal bird survey feasibility assessment shall provide such information in their report.</p> <p>Data gathered during the pre-permitting surveys shall be used to develop baseline estimates of bird and bat fatality rates (expressed as fatalities/megawatt/year) from the proposed wind turbines. Given the lack of scientific studies on wind turbine-wildlife interactions in urban areas and vertical-axis wind turbine (VAWT) impacts on wildlife, it will be difficult if not impossible to apply known fatality rates from other studies to the project site (although such information may become available by the time the wind turbine program is implemented). As such, baseline fatality estimates shall be developed with input from scientists experienced with statistical analysis of wind turbine-wildlife interactions.</p>		alignment.		
<p>M-BI-8b: Operations Monitoring Program. The Project Sponsor shall implement a scientifically defensible operations monitoring program to estimate bird and bat fatality rates from the new wind turbines. Operations monitoring typically consists of counts of bird and bat carcasses in the vicinity of turbines and ongoing bird use data collection (i.e., continued BUCs) using the most current methods prescribed by the California Energy Commission and CDFG. Given the lack of published information on impacts to birds and bats from urban wind turbines and the site’s proximity to a major wildlife habitat feature (i.e., Lake Merced), and the Pacific flyway a minimum of two years of post-construction monitoring shall be conducted. The operations monitoring program shall be developed with input from the CDFG, USFWS, and scientists experienced in the analysis of wind turbine-wildlife interactions.</p>	Project Sponsor to retain qualified professional consultant	A post-construction monitoring program shall be established for a minimum of two years after installation of wind turbines.	CDFG and USFWS	
<p>M-BI-8c: Implementation of Management Strategies (Wind Turbines). If results of operations monitoring indicate that bird and/or bat fatality rates exceed those predicted during the pre-permitting phase, the City shall require implementation of some or all of the following management strategies or compensation measures:</p> <ol style="list-style-type: none"> 1. Seasonal shutdown (e.g., spring or fall migratory period, depending on results of surveys) of a particular turbine or turbines that may be found to be contributing a disproportionate amount to bird and/or bat fatalities. 2. Contribution of funds towards the management, restoration, enhancement, and/or protection of the local habitats used by species affected by wind 	Project Sponsor to retain qualified professional consultant	Upon conclusion of monitoring program, implementation of management strategies or compensation measures.	Planning Department	

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<p>turbines (e.g., lands managed by San Francisco Recreation and Park Natural Areas Program or the National Park Service Golden Gate National Recreation Area).</p> <p>Contribution of funds towards research programs aimed at wind turbine-wildlife interactions, nocturnal bird study methods, and/or collision risk.</p>				
<p>M-BI-8d: <u>Design Elements to Minimize Bird and/or Bat Strikes.</u> The following measures shall be incorporated into wind turbine design to minimize the likelihood of bird strikes:</p> <ol style="list-style-type: none"> 1. FAA-mandated obstruction lighting at the turbine tops shall consist of red or white strobe-type lights rather than steady-burning lights, as several studies have demonstrated reduced mortality of night-migrating birds at facilities using strobe-type lights. 2. No guy wires shall be used to support the wind turbines, as they are a known hazard to birds. 3. To prevent bird collisions with overhead power lines, turbines shall be powered via underground electrical connections. 4. Bare soil or manicured grass around turbine bases may provide habitat for small mammals, resulting in increased prey availability for raptors and putting them at increased risk of collision. To discourage small mammals from burrowing under or near turbine bases, gravel or artificial turf shall be placed at least 5 feet around each turbine foundation. <p>Additional design elements proven to minimize bird and/or bat strikes shall be implemented as information on such measures becomes available in the scientific literature and/or agency guidance documents.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>Prior to wind turbine permit issuance, design measures shall be incorporated.</p>	<p>Planning Department</p>	
<p>M-BI-8e: <u>Incidental Take Permit.</u> As mentioned above, the proposed wind turbines may result in mortality of bank swallows, which is state-listed as threatened under the California Endangered Species Act (CESA) or other species of concern. Given the current uncertainty over the extent and magnitude of potential take of bank swallows or other species of concern, the Project Sponsor shall apply to the CDFG for an incidental take permit pursuant to Section 2081 of CESA and implement all CDFG conditions of that permit, which may include the some or all of the mitigation measures described above. The permit application will comply with the applicable requirements of Section 738.2 of CESA, as it may be amended.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>Prior to wind turbine permit issuance from the San Francisco Department of Building Inspection, a take permit application from CDFG shall be issued..</p>	<p>CDFG</p>	
<p>M-BI-9: <u>Bird-Safe Design Practices.</u> The Project Sponsor shall ensure that the new residential towers should follow bird-safe design practices as much as possible to</p>	<p>Project Sponsor to retain qualified</p>	<p>Prior to building permit issuance for each phase,</p>	<p>Department of Building Inspection</p>	

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<p>minimize the potential for increased bird-window collisions. Building facades should create “visual noise” via cladding or other design features that make it easier for birds to identify buildings as such and not mistake windows for open sky or trees. Windows should not be comprised of clear or reflective glass, which is coated with a reflective film to control solar heat gain. Instead, windows should incorporate different glass types such as UV-A or fritted glass. Windows should also incorporate UV-absorbing and UV-reflecting stripe and grid patterns in locations with the highest potential for bird-window collisions (e.g., lower levels near trees).</p>	<p>professional consultant</p>	<p>bird-safe design practices shall be included.</p>		
<p>M-BI-10: Study of Willow Basin to Control Water Level and Duration of Inundation. A hydrological study shall be conducted on the willow basin to determine whether the additional input of storm runoff will affect the duration and depth of ponding. If the level of water will rise to within 3 feet of the base of any wax myrtle and remain at that level for more than 4 days, then the outlet of the willow basin shall be modified to prevent such rise of water level and duration. If the water level already exhibits these characteristics, then no change shall be made to ensure that the existing depth and duration of ponding in the willow basin remains as is.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>Submit a hydrological study prior to permit issuance for each phase. If the level of water will rise to within 3 feet of the base of any wax myrtle and remain at that level for more than 4 days, then the outlet of the willow basin shall be modified to prevent such rise of water level and duration. If the water level already exhibits these characteristics, then no change shall be made in the willow basin .</p>	<p>Planning Department</p>	
<i>Hydrology and Water Quality</i>				
<p>M-HY-1: Best Management Practices for SWPPP. A pollution prevention plan shall be developed for all construction activities on the Project Site. The applicant shall apply for coverage under the NPDES General Construction Activity Permit from the State Water Quality Control Board by filing a Notice of Intent (NOI), and, as part of the permit and monitoring process, prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include design details and construction specifications for all site drainage control and other water quality control strategies, including Best Management Practices (BMPs) and other measures for stormwater pollution reduction. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Soil stabilization controls, such as hydroseeding and/or placement of straw 	<p>Project Sponsor and construction contractor(s)</p>	<p>Submit copy of NOI and SWPPP prior to permit issuance for each phase. Provide copies of any monitoring documents required in the SWPPP to Planning Department as well as to the requiring agency.</p>	<p>Planning Department</p>	

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<p>mulch;</p> <ul style="list-style-type: none"> • Watering for dust control; • Perimeter silt fences; • Sediment traps/basins; • Minimizing the length of open trenches and stockpile volumes; • Slip prevention and control, such as minimizing grading during the rainy season; and <p>Controlled entry and egress from the excavation area to minimize off-site tracking of sediment, and vehicle and equipment wash-down facilities.</p>				
Hazards and Hazardous Materials				
<p>M-HZ-2A: Hazardous Materials - Testing for and Handling of Contaminated Soil</p> <p>The Proposed Project would be carried out in four major Phases over a 20-year construction period. Within the geographic boundaries to be redeveloped within each Phase, the Project Sponsor shall, if appropriate, identify large, planned areas of redevelopment. For the purpose of this mitigation measure, each such area is referred to as a "Sub-Phase." The steps below shall be taken for each Sub-Phase. If the Project Sponsor does not identify such areas within a Phase, then each step shall be taken for the geographic boundaries of the entire Phase at once.</p> <p><u>Step 1: Soil Testing</u></p> <p>Soil testing would be done incrementally over the 20-year construction period, including pre-testing of each Sub-Phase, prior to excavation and/or soil disturbance. Prior to obtaining building permits for a particular Sub-Phase, the Project Sponsor shall hire a consultant to collect soil samples (borings) from selected locations in the work area in which soil would be disturbed and/or excavated. (This initial soil sampling and reporting shall be done prior to excavation, but additional soil testing from on-site soil stockpiles may also be required, if there are indications [e.g., odors, visible staining] of contamination in the excavated soil.)</p> <p>The soil samples shall be tested for these Compounds of Concern: total lead, petroleum hydrocarbons, volatile organic compounds (VOCs), and four heavy metals: chromium, nickel, copper, and zinc. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for the Compounds of Concern that includes the laboratory results of the soil testing and a map that shows the locations from which the consultant collected the soil samples.</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</p>	<p>Department of Public Health</p>	

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<p>The Project Sponsor shall submit the report on the soil testing for the Compounds of Concern for the Sub-Phase and a fee of \$501 in the form of a check payable to the San Francisco Department of Public Health (DPH), to the Hazardous Waste Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of \$501 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the Project Sponsor for each additional hour of review over the first three hours, at a rate of \$167 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DHP shall review the soil testing program to determine whether soils on the Project Site are contaminated with any of the Compounds of Concern at or above potentially hazardous levels.</p> <p><u>Step 2: Preparation of Site Mitigation Plans</u></p> <p>Incrementally over the 20-30 year construction period, for each Sub-Phase, prior to beginning demolition, excavation, and construction work for that area, the Project Sponsor shall prepare a Site Mitigation Plan (SMP). The SMP for the Sub-Phase shall include a discussion of the level of contamination of soils by Compounds of Concern, if any, based on the soils testing in Step 1. The SMP shall set forth mitigation measures for managing contaminated soils on the site, if any, 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 for each Sub-Phase shall be submitted to the Department of Public Health (DPH) for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the project site.</p> <p><u>Step 3: Handling, Hauling, and Disposal Contaminated Soils</u></p> <p>(a) Specific work practices: The construction contractor shall be alert for the presence of contaminated 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 project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.</p>		shall be provided to the Planning Department		

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<p>(c) Surface water runoff control: Where soils are stockpiled, visqueen 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 lead-contaminated soils have been excavated and removed, up to construction grade.</p> <p>(e) Hauling and disposal: If soils are contaminated such that they must be hauled off-site for treatment and/or 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 the permitted hazardous waste disposal facility registered with the State of California.</p> <p><u>Step 4: Preparation of Closure/Certification Report for Each Sub-Phase</u></p> <p>After excavation and foundation construction activities are completed for a particular Sub-Phase, the Project Sponsor shall prepare and submit a closure/certification report to DPH for review and approval for that area. The closure/certification report shall include the mitigation measures (if any were necessary) in the SMP for handling and removing contaminated soils, if any, from the Project Site, and if applicable, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.</p>				
<p>M-HZ-2B: Hazards (Decontamination of Vehicles)</p> <p>If, for any Sub-Phase, the San Francisco Department of Public Health (DPH) determines that the soils in that area are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment working in that area shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.</p>	<p>Project Sponsor to retain qualified professional consultant</p>	<p>During construction for each phase, if determined by the San Francisco DPH.</p>	<p>Department of Public Health</p>	
IMPROVEMENT MEASURES FOR THE PARKMERCED PROJECT				
<p>Improvement Measure I-TR-7: Provide a southbound right turn deceleration lane at the new access from 19th Avenue at Cambon Drive to avoid interference with HOT lane operations. As an improvement measure, to avoid conflict with the through traffic, a right-turn deceleration lane should be constructed on the west side of the fourth southbound lane, allowing vehicular access from 19th Avenue to Cambon Drive, minimizing disruption to flow in the HOT lane. This would require the removal of on-street parking in the vicinity</p>	<p>Project Sponsor with coordination of SFMTA and Caltrans</p>	<p>Simultaneous with implementation of HOT lane.</p>	<p>Planning Department</p>	

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
of the ingress.				
<p>Improvement Measure I-TR-29: Install colored bike lanes to direct cyclists through the Brotherhood Way/Junipero Serra Boulevard interchange and raise auto awareness of bicycles. This improvement measure may not achieve the same level of comfort for a cyclist that exists under current conditions, but it would improve conditions with implementation of the auxiliary lanes.</p> <p>Implementation of this improvement measure would require approval by Caltrans, which operates the facility.</p>	Project Sponsor with coordination of SFMTA and Caltrans	Simultaneous with construction of other project-proposed improvements at Junipero Serra Boulevard / Brotherhood Way interchange		
<p>Improvement Measure I-WS-A: Design Feature Consideration for Proposed Buildings. Building massing can affect wind flow. Podiums or terraced roofs create horizontal “shelves” that can deflect downward wind flow away from streets and sidewalks. These types of design features should be considered for the proposed buildings at the intersection of Chumaseo Drive and Brotherhood Way and the intersection of Junipero Serra Boulevard and Brotherhood Way. Like podiums and terraced roofs, canopies can deflect downward wind flow from streets and sidewalks.</p>	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for proposed buildings at the intersection of Chumaseo Drive and Brotherhood Way and at the intersection of Junipero Serra Boulevard and Brotherhood Way.	Department of Building Inspection	
<p>Improvement Measure I-WS-B: Incorporation if Landscaping to Reduce Wind Speeds. Landscaping can be effective at reducing wind speeds. Porous materials (latticework, screens, vegetation, etc.) offer more effective wind shelter than solid surfaces. Landscaping should be installed in appropriate locations throughout the Project Site to reduce wind speeds. Wind-sheltering elements should be located west of the area being protected and should be of sufficient height.</p>	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for each phase	Planning Department	
<p>Improvement Measure I-GE.a: Use of Soldier-Pile-and-Lagging Shoring System. The Project Sponsor has agreed to follow the conclusions and recommendations of the 2008 Geologic, Geotechnical and Seismic Findings report to use a soldier-pile-and-lagging shoring system to shore up soils during excavation for building foundations and basements.</p>	Project Sponsor	Prior to building permit issuance for each phase	Department of Building Inspection	
<p>Improvement Measure I-GE.b: Soil Corrosivity Tests. The Project Sponsor has agreed to follow the conclusions and recommendations of the 2008 Geologic, Geotechnical and Seismic Findings report to test the soils for corrosivity and take appropriate measures to protect new construction in contact with the soil from corrosion.</p>	Project Sponsor	Prior to building permit issuance for each phase	Department of Building Inspection	



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. XXXX

Development Agreement
HEARING DATE: FEBRUARY 10, 2011

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: January 27, 2011

Project Name: **Parkmerced Mixed-Use Development Program**
W Case: Development Agreement

Case Number: 2008.0021EPMTZW

Initiated by: Seth Mallen, Parkmerced Investors, LLC
3711 – 19th Avenue
San Francisco, CA 94132

Staff Contact: Elizabeth Watty, Planner
Elizabeth.Watty@sfgov.org, 415-558-6620

Reviewed By: David Alumbaugh, Acting Director Citywide Planning
David.Alumbaugh@sfgov.org, 415-558-6601

90-Day Deadline: N/A – Sponsor Initiated

Recommendation: **Recommend Approval**

RESOLUTION APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO AND PARKMERCED INVESTORS, LLC., A DELAWARE LIMITED LIABILITY CORPORATION, FOR CERTAIN REAL PROPERTY LOCATED AT 3711 19TH AVENUE IN THE LAKE MERCED DISTRICT IN THE SOUTHWEST CORNER OF SAN FRANCISCO AND GENERALLY BOUNDED BY VIDAL DRIVE, FONT BOULEVARD, PINTO AVENUE, AND SERRANCE DRIVE TO THE NORTH, 19TH AVENUE AND JUNIPERO SERRA BOULEVEARD TO THE EAST, BROTHERHOOD WAY TO THE SOUTH, AND LAKE MERCED BOULEVARD TO THE WEST, AND COMPRISED OF ASSESSOR'S BLOCKS AND LOTS 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001, ALTOGETHER CONSISTING OF APPROXIMATELY 152-ACRES AND COMMONLY KNOWN AS PARKMERCED, FOR A TERM OF THIRTY (30) YEARS AND MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, GENERAL PLAN FINDINGS, AND FINDINGS PURSUANT TO PLANNING CODE SECTION 101.1(b).

The Planning Commission (hereinafter "Commission") finds as follows:

1. California Government Code Section 65864 et seq. authorizes any city, county, or city and county to enter into an agreement for the development of real property within the jurisdiction of the city, county, or city and county.
2. Chapter 56 of the San Francisco Administrative Code sets forth the procedure by which any request for a development agreement will be processed and approved in the City and County of San Francisco.
3. Parkmerced Investors, LLC ("Developer") owns the real property located in the City and County of San Francisco, California located at 3711 19th Avenue on Assessor's Blocks and Lots 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001, altogether consisting of approximately 152 acres and commonly known as Parkmerced (the "Project Site").
4. The Developer filed an Application with the City's Department of Planning for approval of a development agreement under Administrative Code Chapter 56. The Developer also filed applications with the Department of Planning to (a) amend the City's Planning Code to create the Parkmerced Special Use District, (b) amend the City's General Plan to change applicable height and bulk classifications, (c) amend applicable zoning maps.
5. The Developer proposes to increase residential density, provide a neighborhood core with new commercial and retail services, reconfigure the street network and public realm, improve and enhance the open space amenities, modify and extend existing neighborhood transit facilities, and improve utilities within the Project Site. The Developer proposes to retain approximately half (1,683) of the existing 3,221 rent-controlled apartments as part of the Project. The remaining half would be demolished over time and replaced with the Replacement Units. Approximately 5,679 net new residential units would be added to the Project Site over time. In total, upon completion of the Project, there will be up to 8,900 residential units on the Project Site (1,683 existing-to-be-retained units + 1,538 newly constructed Replacement Units + 5,679 newly constructed units = 8,900 units). The Project Site would also be developed with a mixed-use residential and commercial development with accessory parking and loading. The Parties wish to ensure appropriate development of the Project Site, to provide for the replacement of the 1,538 rent-controlled units and tenant amenities in the residential structures currently existing on the Project Site and proposed to be demolished, and to protect the tenants of the existing residential structures from displacement due to the proposed development of the Project Site. The Parties acknowledge that this Agreement is entered into in consideration of the respective burdens and benefits of the Parties contained in this Agreement.

6. The Office of Economic and Workforce Development ("OEWD"), in consultation with the Planning Director, has substantially negotiated a development agreement for the Project Site, a copy of which is attached as Exhibit A (the "Development Agreement").
7. While the Development Agreement is substantially complete, there are items that OEWD staff and the Developer are still negotiating, which items are highlighted in a separate memorandum to the Commission.
8. The Planning Department analyzed the Project (Case No. 2008.0021EPMTZW), including the Development Agreement and other actions related to the Project, in an Environmental Impact Report published on May 12, 2010 ("DEIR"). On February 10, 2011, by Motion No. XXXXXX, the Commission made findings and certified the DEIR as a Final Environmental Impact Report ("FEIR") in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq., ("CEQA"), the State CEQA Guidelines (California Code of Regulations Title 14 Sections 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code (Chapter 31), and these findings are applicable to this decision.
9. Also on February 10, 2011, the Commission reviewed and considered the information contained in the FEIR and by Motion No. XXXXX adopted CEQA Findings for the proposed Parkmerced Mixed-Use Development Program Project under CEQA, the CEQA Guidelines and Chapter 31, including the adoption of a mitigation monitoring and reporting program (MMRP) and a statement of overriding considerations, ("CEQA Findings"). The CEQA Findings, including the MMRP, for the proposed Project are on file with the Clerk of the Commission and are hereby incorporated into this Motion by reference as though fully set forth and are hereby adopted by the Commission in support of this action.
10. The Commission hereby finds, for the reasons set for in Resolution No. XXXXX, that the Development Agreement and related approval actions are, on balance, consistent with the General Plan including any area plans, and are consistent with the Planning Code Priority Policies of Planning Code Section 101.1(b).
11. The Director accepted the application for filing after it was deemed complete; published notice of acceptance in an official newspaper; and has made the application publicly available under Administrative Code Section 56.4(c).
12. OEWD has prepared an estimated budget of the reasonable costs to be incurred by the City in preparing and adopting the proposed Development Agreement and preparing related documents and that document is available for review by the Commission under Administrative Code Section 56.20. A copy of the estimated budget of the City's costs associated with this matter recommended is attached as Exhibit B. The Developer is required to pay to the City all of the City's costs in preparing and negotiating the Development Agreement, including all staff time for all City Department's involved in the preparation of the Development Agreement and associated Planning Code and General Plan amendments.

Hearing Date: February 10, 2011

Parkmerced Mixed-Use Development Program

13. The Director has scheduled and the Commission has held a public hearing as required by Administrative Code Section 56.4(c). The Planning Department gave notice as required by Planning Code Section 306.3 and mailed such notice on January 21, 2011, which is at least 10 days before the hearing to local public agencies as required by Administrative Code Section 56.8(b).

14. The Planning Department file on this matter was available for public review at least 20 days before the first public hearing on the development agreement as required by Administrative Code Section 56.10(b). The file continues to be available for review at the Planning Department at 1650 Mission Street, 4th floor, San Francisco.

IT IS HEREBY RESOLVED, that the Commission approves the Development Agreement, in substantially the form attached hereto as Exhibit A; and, be it

FURTHER RESOLVED, that the Commission approves the estimated budget of the City's costs associated with this matter recommended by the Director in Exhibit B; and, be it

FURTHER RESOLVED, that on or before the date the Development Agreement becomes effective, and pursuant to Administrative Code Section 56.20(b), the Developer shall pay the City an amount equal to all of the City's costs in preparing and negotiating the Development Agreement, including all staff time for the Planning Department and the City Attorneys' Office, as invoiced by the Planning Director.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on February 10, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. XXXX

Planning Code Text Amendment, Zoning Map Amendment, and General Plan Amendment

HEARING DATE: FEBRUARY 10, 2011

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name: **Parkmerced Mixed-Use Development Program**
T Case: Add Section 249.64; Amend Sections 102.5, 201, and 270
Z Case: Rezone the Subject Property
M Case: Amend the General Plan Urban Design Element Map 4

Case Number: 2008.0021EPMTZW

Initiated by: Seth Mallen, Parkmerced Investors, LLC
 3711 – 19th Avenue
 San Francisco, CA 94132

Staff Contact: Elizabeth Watty, Planner
Elizabeth.Watty@sfgov.org, 415-558-6620

Reviewed By: David Alumbaugh, Acting Director Citywide Planning
David.Alumbaugh@sfgov.org, 415-558-6601

90-Day Deadline: N/A – Sponsor Initiated

Recommendation: **Recommend Approval**

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AN ORDINANCE THAT WOULD (1) AMEND THE SAN FRANCISCO PLANNING CODE TEXT TO CREATE PLANNING CODE SECTION 249.64, THE “PARKMERCED SPECIAL USE DISTRICT” (PMSUD), AMEND PLANNING CODE SECTION 270 TO CREATE A NEW BULK DISTRICT (“PM”) FOR THE PROPOSED PARKMERCED SPECIAL USE DISTRICT, AMEND PLANNING CODE SECTION 102.5 AND 201 TO INCLUDE THE PARKMERCED ZONING DISTRICTS; (2) AMEND THE PLANNING CODE ZONING MAP SHEETS ZN13, HT13, AND SU13 TO RECLASSIFY PARKMERCED, BEING ALL OF ASSESSOR’S BLOCKS 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, AND 7370-001 FROM RM-1 (RESIDENTIAL MIXED, LOW DENSITY), RM-4 (RESIDENTIAL MIXED, HIGH DENSITY), & RH-1(D) (RESIDENTIAL HOUSE, ONE-FAMILY, DETACHED) DISTRICTS, TO PM [PARKMERCED RESIDENTIAL (PM-R), PARKMERCED MIXED USE – SOCIAL HEART (PM-MU1), PARKMERCED MIXED USE – NEIGHBORHOOD COMMONS (PM-MU2), PARKMERCED SCHOOL (PM-S), PARKMERCED COMMUNITY/FITNESS (PM-CF), AND PARKMERCED OPEN SPACE (PM-OS)], AND TO MAKE CONFORMING MAP AMENDMENTS TO FACILITATE THE LONG-RANGE DEVELOPMENT PLANS OUTLINED IN THE PARKMERCED MIXED-USE

DEVELOPMENT PROGRAM; (3) AMEND THE SAN FRANCISCO GENERAL PLAN URBAN DESIGN ELEMENT MAP 4 TO MAKE CONFORMING MAP AMENDMENTS; (4) ADOPT A RESOLUTION URGING THE CALIFORNIA COASTAL COMMISSION TO AMEND THE LOCAL COASTAL PROGRAM TO INCORPORATE THE AMENDMENTS HEREIN; AND (5) MAKE AND ADOPT FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

PREAMBLE

On January 8, 2008, Seth Mallen of Steller Management (hereinafter "Project Sponsor"), submitted an Environmental Evaluation Application with the Planning Department (hereinafter "Department"), Case No. 2008.0021E; and

On May 12, 2010, the Draft Environmental Impact Report (DEIR) for the Project was prepared and published for public review; and

The Draft EIR was available for public comment until July 12, 2010; and

On February 10, 2011, the San Francisco Planning Commission (hereinafter "Commission") reviewed and considered the Final Environmental EIR (FEIR) and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"); and

On February 10, 2011, the Commission: certified the FEIR by Motion No. XXXXX, adopted approval findings pursuant to CEQA by Motion No. XXXXX (Exhibit A); and adopted the Mitigation, Monitoring, and Reporting Program (MMRP) (Exhibit B to Motion No. XXXXX). The CEQA approval findings and the MMRP (Exhibits A and B, respectively, to Motion No. XXXXX) are incorporated herein by this reference thereto as if fully set forth in this Motion; and

On August 12, 2010, the Project Sponsor applied to the Planning Department for a Planning Code Text Amendment, a Zoning Reclassification and a General Plan Amendment (hereinafter Map Amendments) to allow for the creation and implementation of the Parkmerced Special Use District under Case No. 2008.0021MTZ; and

The proposed General Plan Amendments would make conforming amendments to the Urban Design Element's Map 4 to reflect the proposed rezoning; and

The proposed Zoning Reclassification would amend Zoning Map Sheets ZN13, HT13, and SU13 to rezone Parkmerced, being all of Assessor's blocks 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-

Hearing Date: February 10, 2011

Parkmerced Mixed-Use Development Program

001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001 from RM-1 (Residential Mixed, Low Density), RM-4 (Residential Mixed, High Density), & RH-1(D) (Residential House, One-Family, Detached) Districts, to PM [Parkmerced Residential (PM-R), Parkmerced Mixed Use – Social Heart (PM-MU1), Parkmerced Mixed Use – Neighborhood Commons (PM-MU2), Parkmerced School (PM-S), Parkmerced Community/Fitness (PM-CF), and Parkmerced Open Space (PM-OS) (hereinafter “Parkmerced Zoning Districts”)]; and

The proposed Planning Code Text Amendments would create Planning Code Section 249.64, the “Parkmerced Special Use District” (hereinafter “PMSUD”), amend Planning Code Section 270 to create a new Bulk District (PM) for the proposed Parkmerced Special Use District, and amend Planning Code Section 102.5 and 201 to include the Parkmerced Zoning Districts; and

On October 27, 2010 the Project Sponsor filed a Development Agreement Application after months of negotiations with the Mayor’s Office of Workforce and Economic Development; and

The Commission conducted informational hearings on the Parkmerced Project and considered public comment on November 4, November 18, December 9, December 16, 2010, and on January 13, 2011; and

On January 10, 2011, the Project Sponsor filed a Coastal Zone Permit Application, to authorize the rezoning and development of Assessor’s Blocks 7309, 7309-A, 7334, 7333, portions of which are located within the Local Coastal Zone Permit Area; and

On January 13, 2011, the Commission passed Resolution No. 18255, initiating amendments to the Planning Code, Zoning Maps, and General Plan related to the proposed Project; and

On February 10, 2011, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinances; and

Whereas, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented by Department staff, and other interested parties; and

All pertinent documents associated with Case No. 2008.0021EPMTZW may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Fourth Floor, San Francisco, California; and

Whereas, the Commission has reviewed the proposed Ordinances; and

MOVED, that the Commission hereby recommends that the Board of Supervisors approve the proposed Ordinances, following execution of the Development Agreement, and adopt the attached Resolution to that effect, and,

MOVED, that the Commission hereby recommends that the Board of Supervisors request amendment of the Local Coastal Program to the California Coastal Commission to reflect the adoption of these

Ordinances and the findings herein, and further request that such amendment of the Local Coastal Program will become effective immediately upon approval by the California Coastal Commission, without further action required by the City and County of San Francisco.

MOVED, that the Commission hereby recommends that the Board of Supervisors approve both the *Connect Cambon to 19th Avenue* project variant (as described in Appendix B of the Parkmerced Design Standards + Guidelines) and the Project, with a condition placed on the Project Variant that the vehicularized Diaz Avenue, between Cambon and Gonzalez Drives, retain the strong pedestrian connection to the Diaz pedestrian plaza, reinforced in part by the elimination of the on-street parking and the widening of the sidewalks on this block. The decision about whether to implement the Project or the Project Variant should be postponed until the Tier 5 process, at which time there will be more detailed information available about the potential transit, vehicular, pedestrian and bicycle improvements along 19th Avenue, and how those modes would operate with the new right-turn vehicle access component of the Project Variant.

FINDINGS

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

The Commission finds the Parkmerced Mixed-Use Development Program to be a beneficial development to the City that could not be accommodated without the actions requested.

1. Parkmerced was constructed in the 1940s and early 1950s based on a model of separation of land uses, extensive reliance on the automobile for all purposes, and an insular circulation system featuring few connections to the wider city context. These patterns of development have proven to be unsustainable and exacerbate local and regional problems of transportation, air quality, and energy consumption and embody characteristics that do not meet the needs of today and the future to support sustainable growth.
2. Assembly Bill 32 set statewide goals for greenhouse gas reductions and Senate Bill 375 further requires local regions and municipalities to coordinate land use and transportation plans to reduce greenhouse gas emissions. In the Bay Area, according to the Bay Area Air Quality Management District, 40% of greenhouse gas emissions come from transportation, primarily private vehicle travel. The average Bay Area household drives 18,000 miles per year. Low residential density and lack of mixed uses that prevent trips from being effectively served by public transit or made by walking or bicycling are the primary reasons for high Vehicle Miles Travelled (VMT) for Bay Area households. Regional growth will occur, and it is the duty of every Bay Area city to direct growth to infill areas that are supported by necessary services and well-served by public transportation and that do not expand the footprint of existing urbanized areas.
3. The proposed infill Project density of 59 units per acre, incorporation of neighborhood-serving retail into a neighborhood center, and retrofitting of the block pattern to reduce block size, is more typical of San Francisco neighborhoods with low VMT. Based on consistent data from similar neighborhoods locally and throughout the country, the VMT of households in such a neighborhood is expected to be less than 10,000 miles per year.

4. Parkmerced is already well situated with regard to public transit infrastructure, as it sits adjacent to MUNI light rail service on 19th Avenue, is served by several MUNI bus lines, and is close to the Daly City BART station. It is currently substantially underbuilt based on existing zoning. It is one of the best situated areas on the west side of the City to absorb growth in a transit-oriented and sustainable fashion, and its ownership under a single entity provides a rare opportunity to consider a long-term master plan for reconfiguration and improvement to meet the needs of the 21st-century and beyond.
5. The proposed transportation investments as part of the Project, including MUNI rail re-alignment through the Project Site, would further improve service to the area and provide more operational options to the San Francisco Metropolitan Transit Authority (hereinafter, "SFMTA"). The proposal has been well-coordinated with SFMTA, paves the way and provides a down-payment for more long-term "Tier 5" options, and the Development Agreement paves the way for evaluating and incorporating additional Tier 5 options by the City. Without this Project, the City may not be able to achieve the necessary transportation improvements in the 19th Avenue corridor.
6. The existing Parkmerced landscape is resource consumptive in its expansive use of manicured mono-cultural lawns, and the original neighborhood and landscape design directly disrupted and degraded ecological functions, particularly by diverting rainwater flow away from the underground aquifer and Lake Merced. The proposed Parkmerced Mixed-Use Development Program will result in a landscape that is both environmentally and financially sustainable and restores degraded systems. Improvements include creation of a system of bioswales and cisterns to direct stormwater into a restored creek corridor feeding into Lake Merced and/or the underlying groundwater basin. In addition, the proposed Parkmerced Mixed-Use Development Program will result in the generation of 20% of the total estimated annual energy consumed by the Project, through the installation of renewable energy sources (such as photovoltaic cells and wind turbines) and cogeneration facilities.
7. The existing neighborhood, while giving the impression of expansive open space, has little usable public open space. Its publicly-accessible green spaces are primarily comprised of snippets and in-between spaces such as roadway medians, building setbacks and undefined planted areas separating towers. The proposed Project would re-design the open space system to create distinct public open spaces in the form of both a larger connected network of major public open spaces, including a creek corridor, athletic fields, and farm (which the Project Sponsor proposes to develop as organic and which may be managed by a professional farmer), as well as smaller dispersed neighborhood parks activated by adjacent community uses and small-scale retail.
8. The Parkmerced Mixed-Use Development Program would result in increased rental and for-sale housing of various sizes and income levels, and would provide a great diversity of housing types to meet the needs of a broad spectrum of household types. The proposal would provide a broader range of building and unit types than exist today. Whereas 7% of current units have three bedrooms, the proposed Project would include 15% 3-bedroom units. While today over 52% of existing units are in the 13-story towers, upon full build-out, fewer than 35% of all units will be in towers of 11-14 stories.
9. Under the terms of the proposed Development Agreement, the Project would replace, on a one-for-one basis, the 1,538 existing units subject to the City's Residential Rent Stabilization and

Arbitration Ordinance (hereinafter, "Rent Stabilization Ordinance") that would be demolished as part of the proposed Project with 1,538 "replacement units" of comparable size in newly constructed buildings. All existing tenants in these to-be-demolished units would be offered a replacement unit of comparable size at their existing rents, all relocation expenses would be paid for by the Project Sponsor, and, under the terms of the proposed Development Agreement, the replacement unit would be subject to the provisions of the Rent Stabilization Ordinance for the life of the building. Replacement units in the new buildings would be chosen by existing tenants on a seniority basis. To the extent that any of the 1,538 replacement units are not occupied by an existing tenant who has elected to relocate, the replacement unit will be made available to a new tenant and will also be subject to the provisions of the Rent Stabilization Ordinance for the life of the building. The Project Sponsor will pay relocation expenses to existing tenants who choose not to relocate into a replacement unit.

10. The Parkmerced Mixed-Use Development Program would result in an entire neighborhood completely built in conformity with the City's recently-adopted Better Streets Plan, providing an excellent pedestrian environment.
11. The Parkmerced Mixed-Use Development Program would result in numerous public improvements to the intersections adjacent to and surrounding Parkmerced, providing circulation benefits not just for Parkmerced but for the wider community.
12. The Parkmerced Mixed-Use Development Program would create a social heart for the community, and would create a traditional pedestrian-oriented neighborhood commercial district within close walking distance of all Parkmerced residents. The proposed Parkmerced Mixed-Use Development Program would result in 1,500 permanent jobs.
13. The proposed Project includes a comprehensive program for environmental sustainability, seeking to minimize any growth in water or energy use, to accommodate new growth by constructing infrastructure in a manner that will allow connection to future recycled water supplies, and by committing to invest in renewable energy infrastructure and efficiency measures that are above and beyond existing requirements.
14. The Parkmerced Mixed-Use Development Program establishes a detailed design review process for buildings and community improvements.
15. The Planning Code Text Amendments, Zoning Reclassifications, and General Plan Map Amendment are necessary in order to approve the Parkmerced Mixed-Use Development Program.

1. **General Plan Compliance.** The proposed Ordinance is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT (2004 PER WRIT)

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.4

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

San Francisco is expected to provide 68,000 new by 2035, in order to meet the Association of Bay Area Governments' (ABAG) projections for San Francisco's projected population growth¹. The Parkmerced Mixed-Use Development Project will help provide approximately 8% of the City's total housing goals, with a total of 5,679 new units at full Project build-out, over the next 20-30 years.

Parkmerced is currently accessible by public transit and located within an established residential neighborhood. One of the shortcomings of the existing residential neighborhood is that it does not have convenient non-vehicular access to neighborhood-serving amenities. As a result of this Project, neighborhood-serving amenities will be built, and there will be improved pedestrian and bicycle access to those amenities.

The Project will create transit infrastructure improvements, in addition to the bicycle and pedestrian improvements. Two new light rail transit stops will be added, and one light rail stop relocated to a more convenient and safer location, within the Parkmerced Site. Since proximity to transit does influence rates of auto ownership and the need for parking, locating 5,679 net new units at Parkmerced supports the City's transit first policy, which discourages car dependency.

OBJECTIVE 2:

RETAIN THE EXISTING SUPPLY OF HOUSING

Policy 2.3

Restrict the conversion of rental housing to other forms of tenure or occupancy.

¹ This number represents a recent update ABAG made to recognize the recession of 2008. Although these updated numbers have not yet been formally adopted and thus are not the "official" ABAG Projections, they are found to be more accurate based on the City and ABAG's analyses, and their use is consistent with ABAG's current regional planning work and development of the Sustainable Communities Strategy.

Existing housing stock is the City's major source of relatively affordable housing. Although it is typically difficult to replace given the cost of new construction, the Parkmerced Mixed-Use Development Program will include replacement housing for all demolished units and will provide such replacement housing to existing tenants at their current rent. Furthermore, the Parkmerced Mixed-Use Development Program will retain the existing quantity of rental units at the Site within the newly constructed buildings, so that at no time will there be less than the existing 3,221 rental units at Parkmerced. This will be memorialized through the execution of the Development Agreement.

OBJECTIVE 3:

ENHANCE THE PHYSICAL CONDITION AND SAFETY OF HOUSING WITHOUT JEOPARDIZING USE OR AFFORDABILITY.

Policy 3.5

Improve the seismic stability of existing housing without reducing the supply of affordable housing.

The Parkmerced Mixed-Use Development Program, at full build-out, will result in increased seismic stability for residents occupying the Site, while not reducing the supply of affordable housing.

The existing garden apartments that will be demolished as part of this Project cannot feasibly be rehabilitated; Parkmerced was originally constructed during the material shortages of World War II and the buildings are reaching the end of their useful life.

OBJECTIVE 4:

SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY

Policy 4.1

Actively identify and pursue opportunity sites for permanently affordable housing.

Policy 4.2

Include affordable units in larger housing projects.

Policy 4.3

Encourage the construction of affordable units for single households in residential hotels and "efficiency" units.

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.

One of the Policies in the General Plan states that "large and privately held land parcels should also be identified and actively promoted for affordable housing". The Parkmerced Site is consistent with this Policy in that the Parkmerced Mixed-Use Development Program will meet the requirements of the City's Inclusionary Affordable Housing Program with respect to net new units, with a minimum of 1/3 of such

requirement satisfied through the construction of Below-Market Rate (“BMR”) units on or within 1,000 feet of the Project Site.

In addition to providing new BMR units, the Project will also include a diversity of housing typologies, including studio or “efficiency” units.

OBJECTIVE 6:**PROTECT THE AFFORDABILITY OF EXISTING HOUSING.****Policy 6.2**

Ensure that housing developed to be affordable is kept affordable.

Policy 6.3

Safeguard tenants from excessive rent increases.

Under the terms of the Development Agreement, existing tenants who occupy rent-controlled units would be allowed to relocate to a replacement unit located in a newly constructed building with the same rent and same rent-control protections as their to-be-demolished unit, to ensure that those tenants who currently occupy rent control units who choose to relocate to new units are guaranteed protections from excessive rent increases and arbitrary eviction. Furthermore, under the proposed Development Agreement, all existing rent-controlled units – the physical units themselves – would be replaced with new rent-controlled, replacement units, for the life of the building. As a result, at no time will there be less than 3,221 units subject to the terms of the Rent Stabilization Ordinance.

OBJECTIVE 8:**ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.****Policy 8.1**

Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable rental units wherever possible.

Policy 8.4

Encourage greater economic integration within housing projects and throughout San Francisco.

Policy 8.7

Eliminate discrimination against households with children.

Policy 8.8

Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.

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.

This Objective of the Housing Element states that population diversity and integration is one of the City’s most important assets, and in order to retain that diversity, there needs to be a variety of housing

opportunities available. The Parkmerced Mixed-Use Development Program includes a variety of integrated housing opportunities within the Project Site, including both rental and for-sale units, from efficiency studio units to family-sized three-bedroom units, as well as BMR units as required by the City's Affordable Inclusionary Housing Program and the retention of an additional 3,221 units subject to the terms of the Rent Stabilization Ordinance. Some of the units will be located closer to transit and farther from car storage, whereas other units will be located closer to car storage and farther from transit. This provides great diversity in the type of units available, which should result in population diversity at Parkmerced.

Currently, much of the existing housing at Parkmerced is reaching the end of its useful life and is not ADA accessible. The Parkmerced Mixed-Use Development Program will result in 1,538 of the existing rental units being replaced by new, well-constructed, ADA accessible rental-units. In addition, there will be 5,679 net new units added to Parkmerced, all of which will be well-constructed and ADA accessible.

OBJECTIVE 9:**AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT.****Policy 9.1**

Minimize the hardships of displacement by providing essential relocation services.

Policy 9.2

Offer displacement households the right of first refusal to occupy replacement housing units that are comparable in size, location, cost, and rent control protection.

The Parkmerced Mixed-Use Development Program, through the Development Agreement, will mitigate hardships imposed by displacement, by providing substantial notice to tenants in advance of their unit's demolition, and guarantees them a new unit of approximately equal size in a newly constructed building, at the same rent-controlled price and with the same protections afforded to rent-controlled units. The Parkmerced Mixed-Use Development Program further mitigates hardships imposed by displacement by relocating any tenant of a to-be-demolished building to a newly constructed replacement unit at the Project Sponsor's sole cost, and by paying relocation benefits to any tenant in of a to-be-demolished building who elects not to relocate to a replacement unit at Parkmerced.

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 11.4

Avoid or minimize disruption cause by expansion of institutions, large-scale uses and auto-oriented development into residential areas.

Policy 11.10

Include energy efficient features in new residential development and encourage weatherization in existing housing to reduce the overall housing costs and the long-range cost of maintenance.

Parkmerced is currently an auto-oriented development that lacks sufficient pedestrian-oriented, neighborhood-serving commercial activities to satisfy the daily needs of its residents. At the core of the Parkmerced Mixed-Use Development Program are many new neighborhood-serving amenities and usable open spaces, such as a neighborhood-commercial commons, new restaurants, a new preschool/elementary school and daycare facility site, fitness center, new athletic fields, walking and biking paths, a new farm, and community gardens.

As part of the Parkmerced Mixed-Use Development Program, all new dwelling-units will be energy efficient. The Project's energy-efficiency features include maximizing daylight exposure in new construction, installing Tier 1 or better appliances in residential units, and designing residential and non-residential building envelopes to perform a minimum of 15% and 10%, respectively, more efficiently than current Title 24 standard.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.1

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 1.4

Protect and promote large-scale landscaping and open space that define districts and topography.

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 1.9

Increase the clarity of routes for travelers.

The siting of new structures within the Parkmerced Mixed-Use Development Program has been designed in such a way so to cluster new towers within existing towers' sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean from the adjacent neighborhoods. While maintaining Juan Bautista Circle and the major radial streets that currently characterize Parkmerced, the street grid of Parkmerced would be redesigned to increase clarity for travelers by creating a more legible hierarchy of street types, and by providing a grid that is easier to navigate due its smaller blocks and more orthogonal orientation. With a prevailing neighborhood fabric of 4-to-6 stories, taller structures of 8-10 stories will be located at key intersections and adjacent to notable locations and spaces to define centers of activity, provide landmarks and clarity for movement, and activate public spaces. Further, denser and taller development is generally concentrated on the east half of the site, closer to 19th Avenue to emphasize connection to public transit and this major transportation corridor, while tapering down in intensity toward the west. The open space system will include major district-scale open spaces, connecting Juan Bautista Circle with the stream corridor to the athletic fields, farm, and Belvedere Garden connecting to Lake Merced; together this system will better define the edge of the neighborhood and create clear connections between adjacent districts, linking major local and regional open spaces with large-scale landscape features and providing clarity for residents and visitors.

OBJECTIVE 3:

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

Policy 3.1

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

Policy 3.2

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

Policy 3.3

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 3.6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

Policy 3.7

Recognize the special urban design problems posed in development of large properties.

The Parkmerced Mixed-Use Development Program includes the retention of the 11 existing tower buildings, and the construction of approximately 5,679 net new units. The new units will be constructed in new buildings that will be compatible with the existing structures, and will vary in height and design. The siting of new structures has been designed in such a way so to cluster new towers within existing towers' sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean from the adjacent neighborhoods. The street grid of Parkmerced would be redesigned to increase clarity for travelers by creating a more legible hierarchy of street types, and by providing a grid that is easier to navigate due its smaller blocks and more orthogonal orientation. With a prevailing neighborhood fabric of 4-to-6 stories, taller structures of 8-10 stories will be located at key intersections and adjacent to notable locations and spaces to define centers of activity, provide landmarks and clarity for movement, and activate public spaces. Further, denser and taller development is generally concentrated on the east half of the site, closer to 19th Avenue to emphasize connection to public transit and this major transportation corridor, while tapering down in intensity toward the west. The open space system will include major district-scale open spaces, to better define the edge of the neighborhood and create clear connections between adjacent districts and to link major local and regional open spaces with large-scale landscape features.

Each new building constructed as part of the Parkmerced Mixed-Use Development Program will be subject to a design review process conducted by the Planning Department and governed by the terms of the proposed Parkmerced Special Use District. The design review process is intended to ensure that all buildings within Parkmerced are designed to complement the aesthetic of the development, exhibit high quality architectural design and comply with the requirements of the Parkmerced Design Standards + Guidelines and the Parkmerced Sustainability Plan.

The Project Site is large - approximately 152 acres (including streets) – and as such, it has been given close consideration with regard to Project's urban design features, the need for neighborhood-serving amenities, and the need for improved transit. The five guiding Plan documents (including the above referenced Design Standards + Guidelines and the Sustainability Plan) together constitute a "master plan" for the Site, creating a framework and set of rules for the Site's future development. Through these guiding documents, the full build-out of this Site will be a better connected community with a fine-grain urban fabric containing small blocks and a variety of building heights and sizes; the Site's physical access to the surrounding established neighborhoods will be improved through the creation of new bicycle, pedestrian, and transit connections at the Site's periphery.

OBJECTIVE 4:

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

Policy 4.3

Provide adequate lighting in public areas.

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 4.9:

Maximize the use of recreation areas for recreational purposes.

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 Parkmerced Mixed-Use Development Program includes numerous guidelines that enhance the public realm, livability, and character of the neighborhood. These features include ground-floor walk-up units in all new buildings, required landscaping strips at the front of all properties, uniform plantings and street trees, pedestrian-oriented lighting, 2,945,000sf of new open spaces such as athletic fields, community gardens, and an farm that will give the neighborhood an identity and provide a center for activity. The Development Agreement outlines operational standards and maintenance procedures to be followed by the Project Sponsor (or homeowners' association, as applicable) for all privately-owned public spaces.

Parking garages, which typically lack visual interest, will be underground and located on the western side of the Site, which will increase pedestrian safety by not having automobile ingress and egress crossing sidewalks throughout the neighborhood. Utility wires will also be located underground to enhance the appearance of the streets and neighborhood.

Throughout the Site there will be approximately 230,000 square feet of new neighborhood-serving retail, including a full-service grocery store. There will neighborhood-serving amenities of small and moderate scale, in order to create both a commercial core and to provide services within close proximity of every dwelling-unit. There will also be 80,000sf of office space, 25,000sf dedicated to a preschool/elementary school or daycare facility, and 64,000sf dedicated to a fitness/community center.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 4.4:

Acquire and develop new public open space in existing residential neighborhoods, giving priority to areas which are most deficient in open space.

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.

As part of the Parkmerced Mixed-Use Development Program, there will be a total of 2,964,000sf of open space, including 2.1 acres of open space provided through six Neighborhood Commons, 2.94 acres of open space provided through the creation of new athletic fields, and over one-acre of open space provided through the creation of community gardens. In addition to the publically-accessible usable open space, each residential building will contain usable semi-private or private open space in the following ratios: 36 square feet per unit if private open space (e.g. balconies), and 48 square feet per unit if semi-private open space (e.g. roof decks).

TRANSPORTATION ELEMENT**Objectives and Policies****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 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

Policy 1.5

Coordinate regional and local transportation systems and provide for interline transit transfers.

Policy 1.6

Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

Policy 1.7

Assure expanded mobility for the disadvantaged.

As part of the Parkmerced Mixed-Use Development Program, there will be substantial investment in pedestrian, bicycle, and transit improvements throughout and adjacent to the Site. The Site will be redesigned to be consistent with the City's recently-adopted Better Streets Plan, including the use of smaller blocks and new connections outside of the Site, making it more pedestrian-friendly. There will be an enhanced network of dedicated bikeways, as well as enhanced access to the Site to improve vehicular circulation. The Project will include shuttle service to Daly City BART Station, to encourage the use of public transportation. Lastly, the Project includes re-routing the MUNI M-Oceanview light-rail line through the Site, creating two new transit stops and relocating the existing Parkmerced/SFSU transit within the Site. By re-routing the MUNI M-Oceanview light-rail line and relocating the Parkmerced/SFSU stop, use of transit will be safer and more accessible, by eliminating the need to cross the busy 19th Avenue intersection to board the train. To further encourage the use of public transit, the Project Sponsor will be providing transit pass subsidies, and bike and car share opportunities.

OBJECTIVE 2:

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1

Uses rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

Policy 2.2

Reduce pollution, noise and energy consumption.

Policy 2.4

Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

Policy 2.5

Provide incentives for use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The Parkmerced Mixed-Use Development Program will improve public transit connections throughout the City and region by re-routing the MUNI M-Oceanview light-rail line through Parkmerced. Such re-routing will make transit stops more accessible, allow SFMTA to run "short-lines" that do not continue all the way through the low-ridership areas to Balboa Park, and provide opportunities for future connections to Daly City BART. It will also incentivize the use of public transit by providing transit subsidies to all tenants, and providing free shuttles to the Daly City BART station. There will also be improved bus service through the Site and free shuttles to local shopping centers, in addition to making bicycle and pedestrian improvements, which together, improve transit connections and accessibility.

OBJECTIVE 4:

MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS THE HUB OF A REGIONAL, CITY-CENTERED TRANSIT SYSTEM.

Policy 4.2

Increase transit ridership capacity in all congested regional corridors.

Policy 4.5

Provide convenient transit service that connects the regional transit network to major employment centers outside the downtown area.

The Parkmerced Mixed-Use Development Program will increase transit ridership capacity by providing funding to SFMTA to purchase an additional light-rail vehicle, which in turn will help SFMTA maintain headways. Through improved service on the MUNI M-Oceanview light-rail line and the provision of a free shuttle service to BART, residents and visitors will have more convenient access to regional transit networks including BART, regional bus lines and the Golden Gate Transit ferry service.

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, nor eliminate the efficient and safe movement of transit vehicles and bicycles.

As a result of the Parkmerced Mixed-Use Development Program, the entire site will be redesigned to be consistent with the City's Better Streets Plan.

OBJECTIVE 20:

DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN AND ALL MAJOR ACTIVITY CENTERS WITHIN THE REGION.

Policy 21.2

Where a high level of transit ridership or potential ridership exists along a corridor, existing transit service or technology should be upgraded to attract and accommodate riders.

Policy 21.7

Make convenient transfers between transit lines, systems and modes possible by establishing common or closely located terminals for local and regional transit systems by coordinating fares and schedules and by providing bicycle access and secure bicycle parking.

Policy 21.9

Improve pedestrian and bicycle access to transit facilities.

Policy 21.10

Ensure passenger and operator safety in the design and operation of transit vehicles and station facilities.

The Parkmerced Mixed-Use Development Program will result in the re-routing the MUNI M-Oceanview light-rail line from the middle of the busy 19th Avenue to within the Project Site, making pedestrian and bicycle access to the station safer and more accessible by eliminating the need to cross the busy 19th Avenue intersection to board the train. The Site will continue to be served by several MUNI bus lines, which will also stop in the vicinity of the new station, making transfers relatively easy.

2. The proposed long-range mixed-use development project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

The proposed Project would enhance the neighborhood-serving retail uses by creating a neighborhood-serving retail core with approximately 230,000 square feet of new retail space, thereby providing the community with services such as a grocery store and banking. The existing Parkmerced development currently has only a very small amount of neighborhood-serving retail, which is located adjacent to the Project Site. In combination with the proposed approximately 69,000 square feet of new office space, the new retail uses would provide opportunities for resident employment and business ownership. Furthermore, the proposed addition of 5,679 net new households would strengthen business at existing establishments in the vicinity of the Project Site and bolster demand for additional retail uses.

B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

The proposed Project would preserve the existing diversity and character of Parkmerced by maintaining the same number of rent controlled units (3,221 rent controlled units) that currently exist at Parkmerced. The Project would accomplish this by conserving 1,683 existing rent controlled apartments, which would remain subject to the Rent Stabilization Ordinance, and replacing all 1,538 existing rent controlled apartments that would be demolished by the Project with a new unit that would be subject to the same protections as contained in the Rent Stabilization Ordinance for the life of the building. In addition, under the proposed Project, residents of buildings proposed for demolition would be given the opportunity to relocate to such replacement units in a new building and would be assessed the same rent as their previous unit. The Project would also enhance the diversity of Parkmerced by constructing a large number of new BMR affordable units. Currently, Parkmerced has no BMR units. Further, the proposed Project would enhance the character of the Parkmerced neighborhood by establishing a social and commercial core, improving pedestrian accessibility, and creating open space and recreational opportunities.

C) The City's supply of affordable housing will be preserved and enhanced:

The proposed Project will result in the construction of a significant number of BMR housing units in accordance with the Development Agreement to be executed by the Project Sponsor and the City. Such BMR units will significantly increase the City's supply of affordable housing. Moreover, the affordability of the existing rent-controlled units would be maintained for all existing residents, who, under the terms of the proposed Development Agreement, would continue to benefit from the protections of the Rent Stabilization Ordinance, including residents of units proposed for replacement who elect to relocate to a new unit. For such relocated residents, the Project proposes that the new unit be rented at the same rent controlled rate as the resident's existing unit, thereby preserving affordability of the Project for existing residents. Under the terms of the proposed Development Agreement, the replacement unit would be subject to the same rent increase restrictions as contained in the Rent Stabilization Ordinance for the life of the building, regardless of whether an existing tenant elects to relocate to the unit or the unit is occupied by a new tenant.

- D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

The proposed Project would enhance MUNI transit service by re-routing the MUNI M-Oceanview light-rail line through the Project Site, creating two new stations and relocating the existing Parkmerced/SFSU station. These improvements would alleviate the overcrowding issues at the existing Parkmerced/SFSU station and improve the connection to SFSU by requiring riders to cross Holloway Avenue as opposed to Nineteenth Avenue. The realignment would also reduce the walking distance to transit for residents of Parkmerced, thereby encouraging the use of public transportation. In addition, the proposed roadway re-alignments would ease the burden on City streets in the Parkmerced area by improving traffic flow. Finally, the proposed Project would add approximately 90 on-street and 6,252 off-street parking spaces, ensuring that residents of the proposed Project do not rely on parking in the adjoining neighborhoods.

- E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

The proposed Project would not displace any industrial or service sector uses because of new commercial office development since the existing buildings slated for demolition do not contain any industrial or service sector uses. The Project Site is currently occupied by residential apartment buildings.

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

The proposed Project would help the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake because the new buildings would be constructed in accordance with all applicable building codes and regulations with regard to seismic safety.

- G) That landmark and historic buildings will be preserved:

The proposed Project would not adversely impact any City landmarks because there are no City-designated landmarks on the Project Site. Although none of the buildings on the Project Site are designated City landmarks, as mitigation for the Proposed Project's impacts to historic resources under the California Environmental Quality Act, the Project Sponsor will prepare documentation of the site based on the National Park Service's Historic American Building Survey/Historic American Engineering Record Historical Report Guidelines and provide a permanent display of interpretative materials concerning the history of the original Parkmerced complex.

- H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed Project would provide 68 acres of open space in a network of publically accessible neighborhood parks, athletic fields, public plazas, greenways and an farm. The Project would provide significant additional open space in the form of private or semi-private open space areas such as centralized outdoor courtyards, roof decks, and balconies. These private and semi-private open spaces would be required within the development of each residential building within Parkmerced. The parks and open space would be more accessible and usable than the current open spaces. Parks and open space within, and in the vicinity of, the proposed Project would continue to receive a substantial amount of sunlight during the day when use is at its highest rate. Existing coastal views from parks located to the east and north of the Project Site would be maintained with implementation of the proposed Project.

3. The proposed long-range mixed-use development project is consistent with the requirements set forth in Planning Code Section 302, in that:

- a. The Project is necessary and desirable because it would enhance the lives of existing and future residents, and the City as a whole, by converting a single-use residential complex into a high-quality, mixed-use development that includes neighborhood-serving retail and numerous open space and recreational activities. The Project would also construct a significant amount of new housing units at an in-fill location within an existing urban environment and replace existing housing units that were constructed during the material shortages experienced during World War II and that are reaching the end of their useful life with new residential buildings that would be more energy efficient and meet current ADA requirements. The residential density that would result from the proposed in-fill housing is permitted by, and consistent with, the existing zoning of the Parkmerced site. With only 8,900 total housing units proposed, the Project would be smaller than the 10,302 units principally permitted by the existing zoning or the 11,750 housing units permitted through a Planned Unit Development. Additionally, the proposed Project would enhance alternatives to automobile use by making certain improvement to public transportation and by providing services to residents such as a shuttle to the Daly City BART station and carpool/vanpool services. Because a Special Use District is necessary in order to implement the proposed Project, and for the reasons set forth above, the Commission finds the requested amendments to the Planning Code, Zoning Maps, and General Plan to be required by public necessity, convenience and general welfare.

- 4. Findings under the California Environmental Quality Act (CEQA):
 - a. On February 10, 2011, the Planning Commission, by Motion No. XXXX, certified a Final Environmental Impact Report (“FEIR”) for the Parkmerced Mixed-Use Development Program in compliance with CEQA, the CEQA Guidelines and Chapter 31, finding that the FEIR was completed in compliance with CEQA and was adequate, accurate and objective and reflected the independent judgment of the Planning Commission; a copy of the motion is on file with the Clerk of the Commission.
 - b. Also on February 10, 2011, the Commission reviewed and considered the information contained in the FEIR and by Motion No. XXXXX adopted CEQA Findings for the proposed Parkmerced Mixed-Use Development Program Project under CEQA, the CEQA Guidelines and Chapter 31, including the adoption of a mitigation monitoring and reporting program (MMRP) and a statement of overriding considerations, (“CEQA Findings”). The CEQA Findings for the proposed Project are on file with the Clerk of the Commission and are incorporated into this Motion by reference.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on February 10, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Affordable Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 413)
- Downtown Park Fee (Sec. 412)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 414)
- Development Agreement

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Draft Motion Local Coastal Zone Permit Application

HEARING DATE: FEBRUARY 10, 2011

Project Name: **Parkmerced Mixed-Use Development Program
P Case: Coastal Zone Permit**

Case Number: 2008.0021EPMTZW

Initiated by: Seth Mallen, Parkmerced Investors, LLC
3711 – 19th Avenue
San Francisco, CA 94132

Staff Contact: Elizabeth Watty, Planner
Elizabeth.Watty@sfgov.org, 415-558-6620

Reviewed By: David Alumbaugh, Acting Director Citywide Planning
David.Alumbaugh@sfgov.org, 415-558-6601

ADOPTING FINDINGS RELATING TO APPROVAL OF A COASTAL ZONE PERMIT, PURSUANT TO PLANNING CODE SECTION 330, TO ALLOW THE FULL IMPLEMENTATION OF THE PARKMERCED MIXED-USE DEVELOPMENT PROGRAM, AS ADOPTED BY THE PLANNING COMMISSION AND INCORPORATED HEREIN BY REFERENCE AS THOUGH FULLY SET FORTH IN MOTION NO. XXX AND RESOLUTION NO.S XXX AND XXX. A PORTION OF THE PARKMERCED SITE, SPECIFICALLY LOTS 7309, 7309-A, 7334, 7337, and 7333, ARE LOCATED WITHIN THE LOCAL COASTAL ZONE; AND MAKING AND ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECITON 101.1.

PREAMBLE

On January 8, 2008, Seth Mallen of Steller Management (hereinafter “Project Sponsor”), submitted an Environmental Evaluation Application with the Planning Department (hereinafter “Department”), Case No. 2008.0021E; and

On May 12, 2010, the Draft Environmental Impact Report (DEIR) for the Project was prepared and published for public review; and

The Draft EIR was available for public comment until July 12, 2010; and

On February 10, 2011, the San Francisco Planning Commission (hereinafter "Commission") reviewed and considered the Final Environmental EIR (FEIR) and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"); and

On February 10, 2011, the Commission: certified the FEIR by Motion No. XXXXX, adopted approval findings pursuant to CEQA by Motion No. XXXXX (Exhibit A); and adopted the Mitigation, Monitoring, and Reporting Program (MMRP) (Exhibit B to Motion No. XXXXX). The CEQA approval findings and the MMRP (Exhibits A and B, respectively, to Motion No. XXXXX) are incorporated herein by this reference thereto as if fully set forth in this Motion; and

On August 12, 2010, the Project Sponsor applied to the Planning Department for a Planning Code Text Amendment, a Zoning Reclassification and a General Plan Amendment (hereinafter Map Amendments) to allow for the creation and implementation of the Parkmerced Special Use District under Case No. 2008.0021MTZ; and

The proposed General Plan Amendments would make conforming amendments to the to the Urban Design Element's Map 4 to reflect the proposed rezoning; and

The proposed Zoning Reclassification would amend Zoning Map Sheets ZN13, HT13, and SU13 to rezone Parkmerced, being all of Assessor's blocks 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001 from RM-1 (Residential Mixed, Low Density), RM-4 (Residential Mixed, High Density), & RH-1(D) (Residential House, One-Family, Detached) Districts, to PM [Parkmerced Residential (PM-R), Parkmerced Mixed Use – Social Heart (PM-MU1), Parkmerced Mixed Use – Neighborhood Commons (PM-MU2), Parkmerced School (PM-S), Parkmerced Community/Fitness (PM-CF), and Parkmerced Open Space (PM-OS) (hereinafter "Parkmerced Zoning Districts")]; and

The proposed Planning Code Text Amendments would create Planning Code Section 249.64, the "Parkmerced Special Use District" (hereinafter "PMSUD"), amend Planning Code Section 270 to create a new Bulk District (PM) for the proposed Parkmerced Special Use District, and amend Planning Code Section 102.5 and 201 to include the Parkmerced Zoning Districts; and

On October 27, 2010 the Project Sponsor filed a Development Agreement Application after months of negotiations with the Mayor's Office of Workforce and Economic Development; and

The Commission conducted informational hearings on the Parkmerced Project and considered public comment on November 4, November 18, December 9, December 16, 2010, and on January 13, 2011; and

On January 10, 2011, the Project Sponsor filed a Coastal Zone Permit Application, to authorize the rezoning and development of Assessor's Blocks 7309, 7309-A, 7334, 7333 and 7337, portions of which are located within the Local Coastal Zone Permit Area; and

On January 13, 2011, the Commission passed Resolution No. 18255, initiating amendments to the Planning Code, Zoning Maps, and General Plan related to the proposed Project; and

On February 10, 2011, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Motion; and

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented by Department staff, and other interested parties; and

All pertinent documents associated with Case No. 2008.0021EPMTZW may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Fourth Floor, San Francisco, California; and

Whereas, the Commission has reviewed the proposed Motion; and

MOVED, that the Commission hereby authorizes the Local Coastal Zone Permit requested in Application No. 2008.0021EPMTZW, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. The Commission finds the Parkmerced Mixed-Use Development Program to be a beneficial development to the City that could not be accommodated without the actions requested.
3. The Parkmerced Development Project necessitates approval by the Planning Commission of a Local Coastal Zone Permit, since a portion of the Site (Assessor's Blocks 7309, 7309-A, 7334, 7337, and 7333) is included in the boundaries of the Local Coastal Zone. Specifically, the portion of the Site located within the Local Coastal Zone Area consists of the southern half of development block 02W (portion of APN 7309/7309-A), development block 03W (portion of APN 7334), the western edge of development block 04 (portion of APN 7337) and the western edge of development block 23 (portion of APN

7333). The project proposes to demolish existing two-and three-story residential buildings on development block 02W and 03W and to replace such buildings with three- and four-story residential buildings. The portions of development blocks 04 and 23 within the Local Coastal Zone Permit Area would be designated as open space under the proposed Project.

4. **Site Description and Present Use.** Parkmerced is bounded by Lake Merced Boulevard to the west, Brotherhood Way to the south, Junipero Serra Boulevard, Felix Avenue, Cambon Drive, and 19th Avenue to the east, and Holloway Avenue, Varela Avenue, Serrano Drive, Font Boulevard, Pinto Avenue, and Vidal Drive to the north; it is within the RM-1 (Residential Mixed, Low-Density), RM-4 (Residential Mixed, High-Density), and RH-1(D) (Residential House, One-Family, Detached) Districts and 40-X and 130-D Height and Bulk Districts.

The Site measures 152-acres in total (including streets), and is defined by an axial street grid with a large open space in the center and a series of “pie-shaped” residential blocks. The residential units on each of these blocks surround a central courtyard open to the sky. The development is also articulated by landscaped boulevards and secondary streets that weave around buildings, open spaces, and larger open spaces in the vicinity of the tower buildings. The Site contains 3,221 existing rental apartments in 170 two-story residential buildings (townhouses) and 11 residential tower buildings that are 13 stories tall, as well as associated parking, buildings services, a leasing/operations office and a private pre-school/day care facility. There are also about 75 acres of existing open space throughout the Project Site in a network of lawns, courtyard areas, private open space, and playgrounds.

Parking for the residential apartments in the towers is currently provided in three above-grade centralized parking garages, which accommodate a total of 1,540 parking stalls. Parking for the townhouses is provided in attached carports, which provide a total of 1,507 parking spaces. An additional 151 parking spaces used for maintenance and office parking are provided in a surface parking lot. In addition to the 3,198 total private off-street parking spaces, there are 1,591 existing public on-street parking spaces.

As noted in the submitted Historic Resource Evaluation (HRE), the Parkmerced rental complex was constructed between 1941 and 1951 as the first all-rental community in San Francisco, as a response to the continued demand for housing the United States during and after World War II. ¹ The buildings and site plan at Parkmerced were designed by Leonard Schultze & Associates for the Metropolitan Life Insurance Company (MetLife), while the landscaping of the open space and interior garden courtyards were designed by Thomas Church and other landscape architects from his office.

¹ “Historic Resource Evaluation & Cultural Landscape Assessment: Parkmerced” (April 29, 2009), prepared for Turnstone Consulting by Page & Turnbull, Inc. Available by request at the San Francisco Planning Department (1650 Mission Street, Suite 400, San Francisco, CA 94103) in the Case Docket for Case No. 2008.0021E. The document is referred to as the “Parkmerced HRE.”

5. **Surrounding Properties and Neighborhood.** The 152-acre Site is located in the Lakeshore Neighborhood, in the southwest corner of San Francisco. The surrounding neighborhood includes Stonestown Galleria and San Francisco State University to the north; the Lakeside and Ingleside Terrace neighborhoods to the east; the Brotherhood Way religious and scholastic institutions, San Francisco Golf Club, and a residential neighborhood to the south; and Lake Merced and the Fleming and Harding Park Golf Courses to the west.

6. **Project Description**

Overview

The proposed Project is a long-term (approximately 20-30 years) mixed-use development program to comprehensively re-plan and re-design the approximately 116-acre Site (152-acres including streets). The Project proposes to increase the residential density, provide new commercial and retail services, provide new transit facilities, and improve existing utilities within the development Site. Of the existing 3,221 residential units on the Site, approximately 1,683 units located within the 11 existing towers would remain and approximately 1,538 existing apartments would be demolished and replaced in phases over the approximately 20 to 30-year development period. As provided by the proposed Development Agreement, these replacement units would be subject to the San Francisco Rent Stabilization Ordinance and existing tenants in the to-be-replaced buildings would have rights to relocate into the new units at their existing rents. An additional 5,679 net new units would also be added to the Site for a Project total of 8,900 units. New buildings on the Site would range in height from 35 feet to 145 feet, and would not be taller than the existing towers, which will remain. Neighborhood-serving retail and office space would also be constructed as part of the proposed Project and concentrated on Crespi Drive, near the northeast part of the Site and the light-rail line. The proposed new neighborhood core would be located within walking distance of all the residences within Parkmerced. In addition, small neighborhood-serving retail establishments would be constructed outside of the neighborhood core, in proximity to residential units throughout the Site. A new preschool/elementary school and daycare facility site, fitness center, and new open space uses including athletic fields, walking and biking paths, a new farm, and community gardens would also be provided on the Project Site. Infrastructure improvements would include the installation of a bioswale system to process stormwater on-site and renewable energy sources, such as wind turbines and photovoltaic cells, which are detailed in the *Sustainability Plan*. Transportation improvements would include the realignment of the MUNI light rail-line through the Project Site, traffic improvements to intersections adjacent to the Project Site, provision of a free shuttle service to Daly City BART and other items detailed in the *Transportation Plan*.

The Plan Documents

There are five guiding documents that combine to create a comprehensive and detailed blueprint for guiding all future land use, building, and community infrastructure improvements and programs at Parkmerced. These documents provide technical

specifications, development are incorporated by reference into both the Development Agreement and the Planning Code.

The Vision Plan lays out a conceptual framework for transforming the existing Parkmerced housing development into a “21st century model of a healthy neighborhood”.

The Design Standards and Guidelines prescribe urban design controls for land use, open spaces, streets, blocks and individual buildings. It contains the Regulating Plan which establishes the physical boundaries and measurements for all streets, blocks, parcels, open spaces, buildable areas, and easements. It also outlines a process for project implementation, establishing a design review process for buildings that limits the modifications from the standards, and specifies the Planning Commission and public review processes for the design of large projects and community improvements.

The Sustainability Plan contains specific strategies and metrics which together address the management and conservation of energy, water and other natural resources, and also establishes goals for green building standards.

The Transportation Plan provides a framework and management plan for addressing transit and vehicular travel to and from the neighborhood.

The Infrastructure Report establishes an outline for anticipated site-wide improvements to all street and public rights-of-way, underground utilities, and grading, and includes detailed engineering plans for those improvements.

Land Use, Urban Design, and Building Form

The Parkmerced Mixed-Use Development Program includes the retention of the 11 existing tower buildings, and the construction of approximately 5,679 net new units. The new units will be constructed in new buildings that will be compatible with the existing structures, and will vary in height and design. The siting of new structures has been designed in such a way so to cluster new towers within existing towers’ sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean from the adjacent neighborhoods. Parkmerced would be redesigned to increase clarity for travelers by creating a more legible hierarchy of street types, and by providing a grid that is easier to navigate. With a prevailing neighborhood fabric of 4-to-6 stories, taller structures of 8-10 stories will be located at key intersections and adjacent to notable locations and spaces to define centers of activity, provide landmarks and clarity for movement, and activate public spaces. Denser and taller development would be generally concentrated on the east half of the site, closer to 19th Avenue and the MUNI light-rail to emphasize connection to public transit and this major transportation corridor, while tapering down in intensity toward the west. The design includes the following features:

- Street grid adjusted to reduce scale of blocks and improve circulation – introduction of new streets, alleys, and pedestrian paseos, realignment of some existing streets. Key elements of the original street grid design are preserved,

including Juan Bautista Circle at the center with streets radiating outward, and Font Blvd as a major ceremonial connector. Gonzalez Drive is realigned as a major Boulevard on the south to improve circulation, organize major open spaces, and make room for creation of major public open space.

- Existing towers will remain. Low-rise 2-3 story buildings will all be replaced by street-facing buildings ranging in height from 35 to 145 feet. New towers will be clustered near the existing towers, in order to maintain existing view-sheds.
- In general, higher density and taller buildings will be located on the eastern half of the Site, closer to 19th Avenue and public transit (streetcar). The predominant neighborhood scale on the eastern half is a 65-foot (6-story) base, and 45 feet (4 stories) on the western half. These bases are punctuated by taller structures at key intersections and locations to provide wayfinding and highlight key public places, as well as provide diversity and texture in the urban fabric. Smaller streets on the west side would be lined by 3-story buildings.
- Except in the neighborhood commercial core, all buildings will have mandated landscaped setbacks and be lined on the ground floor with walk-up townhouse units that have individual front doors directly accessing the sidewalks.
- A new pedestrian-oriented neighborhood commercial area typical of San Francisco neighborhoods (with housing above ground floor retail), which will include a full-service supermarket, will be created at the northeast quadrant of the neighborhood, focused on a re-aligned Crespi Drive. Additional small, neighborhood retail (e.g. café, dry cleaners) would be sited adjacent to the neighborhood commons parks scattered around the Site. All residents would be within a short (5 minute) walk of supporting services.
- The overall neighborhood density proposed is approximately 59 units per acre, as compared to 40 units per acre in the Mission District and 86 units per acre in the Chinatown and North Beach Districts. This density is necessary to provide support for neighborhood shops and services within walking distance, as well as facilitate the use of transit, bicycling, and walking for daily activities.

Open Space

The proposed Project would provide 68 acres of open space in a network of publically accessible neighborhood parks, athletic fields, public plazas, greenways and a farm, and in the form of private or semi-private open space areas such as centralized outdoor courtyards, roof decks, and balconies. These private and semi-private open spaces would be required with the development of each residential building within Parkmerced. The parks and open space would be more accessible and usable than the current public open spaces, which are predominantly characterized by wide street medians and undefined and un-programmed lawn areas surrounding towers. Most open space is currently provided in the form of semi-private interior-block shared courtyards. Parks and open space within, and in the vicinity of, the proposed Project would continue to receive a substantial amount of sunlight during the day when use is at its highest rate. Existing coastal views from parks located to the east and north of the Project Site would be maintained with implementation of the proposed Project. The main public open space would include:

- *Neighborhood Commons:* Six of these 0.35-acre neighborhood-scale parks (2.1-acres total) would be evenly distributed around the neighborhood to provide social gathering spaces and opportunity for passive and active recreation within a 2-minute walk of almost every resident. These spaces would be activated by small retail or community uses, like cafes, in adjacent buildings.
- *Transit Plaza:* A new 0.88 –acre public plaza with ancillary small retail at the northeast corner of the Site at Holloway/19th Avenue would feature a relocated City College/Parkmerced station for the MUNI light-rail, providing a better and safer waiting environment for passengers than the existing station in the middle of 19th Avenue.
- *Diaz Plaza:* This small street in the neighborhood commercial heart would be pedestrianized into an active 0.34-acre plaza, with restaurants and shops opening out onto the plaza and activating the space.
- *Juan Bautista Circle:* The historic 2.44-acre circle would be renovated with new landscaping and amenities, including a pond (and underground cistern) to collect stormwater and serve as a major ecological feature to feed water into the stream system that leads through the Site to Lake Merced.
- *Stream Corridor:* Leading from the Circle toward Lake Merced, the stream corridor is the backbone of the open space system, connecting the major open spaces and providing a greenway through the heart of the neighborhood. Walking paths and passive recreational open spaces are proposed along the corridor, which would also provide important wildlife habitat. Including the Farm and the Belvedere Garden (see below), the Stream Corridor would be 12.06-acres.
- *Farm and Orchard:* The over 2-acre farm, which may be managed by a professional farmer, is intended to be a productive landscape to supply local farmers' markets and restaurants with organic, locally-grown produce, and would utilize local on-site compost to reduce resource consumption of trucking food waste from the neighborhood. The farm would also provide educational and hands-on opportunities for residents.
- *Belvedere Garden:* A new garden overlook and terraced steps with water feature would provide a new direct pedestrian link from the neighborhood through the southwest corner of the Site to the major open spaces at Lake Merced.
- *Athletic Fields:* The 2.94-acre athletic fields would provide an opportunity for active recreation (e.g. soccer) in the neighborhood, as well as for adjacent off-site neighbors along Brotherhood Way, such as school and church groups (a new pedestrian connection is proposed to connect to Brotherhood Way).
- *Community Garden:* The existing small community garden located near the towers to the west of Juan Bautista Circle would be significantly expanded to 1.1-

acres, offering many more residents, particularly those in towers and other units without private open space, the opportunity to garden.

In addition to these public open spaces, all new units would be required to provide either 36 square feet of private open space (e.g. balconies, private patios, stoops) or 48 square feet of shared common open space (e.g. courtyards, roof decks). Almost every block would include a shared semi-private courtyard, as delineated in the Regulating Plans.

Most open spaces would be, as currently, owned by the developer or future Master Homeowners' Association. Through the Development Agreement, these spaces would be required to be maintained in good condition in perpetuity, and would guarantee the rights of the public to use the spaces as they would any City park and establish minimum hours of operation.

Transportation

The comprehensive transportation program proposes to improve conditions for all modes of movement, and supports the objective of growing the neighborhood as a transit- and pedestrian-oriented district. The proposed improvements are as follows:

Pedestrian: A revised street grid providing smaller blocks, new streets, and mid-block paths for more direct and shorter connections for those on foot. All interior streets would be redesigned to exceed the minimum specifications of the Better Streets Plan for sidewalk width, amenities, and traffic calming. On the periphery of the neighborhood, several additional and safer crossings of the major streets are proposed on Lake Merced Boulevard, Brotherhood Way, and 19th Avenue. Finally, the land use program, with both increased residential density and a retail program, will provide and support services within walking distance.

Bicycle: New dedicated bicycle lanes and paths would be provided on Gonzalez Drive, Tapia Drive, Font Boulevard, Chumasero Drive, and Juan Bautista Circle to provide safe and direct connections for cyclists to important destinations and to link up with existing and planned bicycle routes outside of the neighborhood and at SFSU. Additionally, a new direct connection toward the Daly City BART station would be made possible by the reconfiguration of the interchange of Junipero Serra and Brotherhood Way.

Transit: The Project proposes to re-route the MUNI light-rail line, which currently runs in the middle of 19th Avenue, through Parkmerced, to relocate one station from the middle of 19th Avenue to within the Site and to create two new stations. This alignment has been coordinated with SFMTA and offers several operational advantages for transit service (such as being able to run short-lines that do not continue all the way through low-ridership areas to Balboa Park), in addition to better serving in a safer, more pleasant, and more convenient environment the majority of the riders in this area, who come from the west side of 19th Avenue at Parkmerced and SFSU. SFMTA would have the option of running trains all the way through to Balboa Park or terminating at Parkmerced. The Project proposes to dedicate necessary right-of-way easements and to build the infrastructure for this realignment. The Project also dedicates easements for a future extension of the light-rail line toward the Daly City BART station. Finally, the Project

proposes to fund the purchase by the SFMTA of one light-rail vehicle in order to maintain headways.

Vehicular: The current limited and circuitous access to the neighborhood would be enhanced by providing new access points with new or reconfigured intersections along Lake Merced (at Gonzalez, Acevedo, and Vidal), on Brotherhood Way (at Chumasero), on Junipero Serra (at Chumasero), and on 19th Avenue (at Crespi Drive). Other improvements are proposed at nearby intersections and sections of road to improve circulation, including but not limited to the addition of turn lanes and signalization changes.

Many of these improvements would require approval of the San Francisco Municipal Transit Authority (SFMTA), the California Public Utilities Commission (CPUC), and Caltrans; the Development Agreement includes provisions for seeking these approvals, and for proposing and implementing alternative projects that achieve equivalent public benefits should the proposals not garner necessary approvals from outside agencies. Per the Development Agreement, the developer must get necessary approvals and permits for the rail project within 7 years after the approval of the Agreement and must begin construction on the rail project by the time 2,500 new dwelling units have been constructed. Note that the first two years of the time period are reserved for the City to consider further modifications to the alignment based on ongoing studies of the 19th Avenue corridor ("Tier 5") (within funding provide in part by the Project Sponsor), and that construction of the rail project must be phased to allow later modification per Tier 5.

The Transportation Plan also includes a comprehensive Transportation Demand Management (TDM) program that obligates the Developer to undertake certain programs and services, including free shuttles to Daly City BART and nearby shopping centers, transit pass subsidies of \$20 per unit per month, a Transportation Coordinator to assist residents and employees of the Site, and implementation of a bicycle-share program.

Off-street parking for the residential units will primarily, but not exclusively be in underground garages, and will be concentrated on the west side of the Site (while units are concentrated toward the eastern half) to discourage casual usage. As parking would be unbundled and market-priced, occupants who wish to have parking space would have the option to pay less to park further away from their residence. Per the proposed SUD, parking could be provided up to one space per dwelling unit and non-residential parking would be capped generally at one space per 750 square feet (with some variation for specific uses). (Note that off-street parking would not strictly be required for any use per the SUD).

The *Transportation Plan* fully details goals and implementation actions for the Project.

Housing and Tenant Relocation

There are 3,221 dwelling units currently on-site. The housing stock is limited to two types: 2-3-story garden apartments (48% of total – 1,538 units) and 13-story tower

apartments (52% of total – 1683 units). Of the existing units, 35% are one-bedroom units, 58% are two-bedroom units, and 7% are three-bedroom units.

The proposed Project would demolish all of the existing garden apartments and replace them with a much broader mixture and variety of housing and building types, including units of various types in 3- to 6-story low rise buildings, 8- to 10-story mid-rise buildings, and 11- to 14-story towers. The Project would replace the existing units and add a net addition of approximately 5,679 units for a total of 8,900 units on-site. The percentage of one-bedroom units would remain at 35%, but there would be a larger percentage (15%) of three-bedroom units. Overall, the proportion of units in towers would decrease from 52.2% today to 34.4% as proposed. As the base of almost all new buildings will be lined with residential units, approximately 800 of the new units will be in the form of ground-level, walk-up units with direct, individual private access to sidewalks, front stoops, and/or courtyards.

The existing apartments slated for demolition are primarily wood-framed and stucco structures. To the extent practical, the existing structures will be “deconstructed”, allowing for maximum re-use or recycling of materials. The feasibility of materials reused or recycled may be limited by the requirements for abatement of hazardous materials and the potential value of the recycled material. The proposed demolition and deconstruction will occur in conjunction with the construction phases over the 20- to 30-year development period.

Under the proposed Development Agreement, the Project would replace, on a one-for-one basis, the 1,538 existing units subject to the Rent Stabilization Ordinance that would be demolished as part of the proposed Project. All existing tenants in these units would be offered a newly-constructed unit of comparable size (all with new appliances, including washers, dryers, and dishwashers) at their existing rents, and all relocation expenses would be paid for by the Project Sponsor. Prior to the submittal of a permit for a Replacement Building, the Developer is required to submit a Tenant Relocation Plan to the City, outlining the existing to-be-demolished units, the number of existing tenants and estimated schedule for the relocation. The Development Agreement outlines a detailed notification and new-unit selection process.

Sustainability

A key objective of the Project is to create a neighborhood that substantially improves the resource efficiency of both the existing development and future growth. The moderate-density housing, mixed-use land use, fine-grained urban design, and transit-oriented transportation program, described above, aim to substantially reduce the per capita amount of vehicular travel, which currently makes up the largest share (40%) of Bay Area greenhouse gas emissions. Besides these measures that are the basis for the Project, the Project would reduce environmental impacts of the existing Site and its growth through the following measures, amongst others:

Energy: The project has a goal of “Net Zero” energy usage for new development. To help strive toward this goal, the Project is committed to numerous renewable energy

production and efficiency measures. In accordance with the Development Agreement, the project would install renewable energy sources (e.g. photovoltaic cells or wind turbines) capable of providing 10% of the total estimated annual energy consumed by the Site, and cogeneration facilities capable of providing an additional 10% of the total estimated annual energy consumed. The project has also committed to construct all new buildings to improve on current Title 24 energy standards for residential building envelopes by at least 15% and all other Title 24 energy standards by at least 10%.

Water: The Project proposes to reduce stormwater runoff into the combined sewer system (thereby reducing demand on the sewer and treatment infrastructure, as well as reducing frequency of discharge of untreated runoff into the ocean) by collecting and slowing the runoff of stormwater in an extensive system of in-street bio-swales, the Juan Bautista Circle pond and cistern, and the stream corridor. This system would partially restore historical stream flows from the Site into Lake Merced, replenishing the aquifer and improving water quality and water levels in Lake Merced. The Project is also located in the City's Recycled Water Ordinance area, requiring that all new buildings be dual-plumbed for delivery of non-potable water for toilet flushing, building mechanical systems, irrigation and other non-potable water uses. The Project proposes to install recycled water distribution infrastructure (i.e. piping) throughout the project's right-of-ways and connecting to new buildings, so that in the future the Project can connect to planned SFPUC recycled water supply systems (e.g. potentially running up Lake Merced Boulevard). This would substantially reduce demand from the Site for potable water from the City's Hetch Hetchy system. The Project will reduce water consumption by up to 60% on a per capita basis.

The *Sustainability Plan* fully details goals and implementation actions for the Project.

7. **Elements of Project Located Within the Local Coastal Zone.** The elements on the Project, as described above, to be located within the Local Coastal Zone area subject to the City's jurisdiction include:
 - Demolition of existing two- and three-story "garden apartments" and replacement with three- and four-story residential buildings to be constructed in accordance with the sustainability measures applicable to the entire Project;
 - Protections for existing tenants, including the tenant relocation and rent control provisions described above, shall apply to all residential construction in the Local Coastal Zone;
 - Construction of bioswales associated with each building to treat stormwater run-off on-site;
 - Enhancement of existing open space, including the creation of Belvedere Gardens and a portion of the Stream Corridor; and

- Establishing an additional access point and pedestrian crossing location to the Project Site from Lake Merced Boulevard at Gonzalez Drive, and making traffic improvements to the intersection of Lake Merced Boulevard and Higuera Avenue.

Although the Project contemplates the installation of wind turbines along the western edge of the Project Site to meet the energy generation requirements contained in the Development Agreement, the wind turbines are not included in the current Coastal Zone Permit application. The Project Sponsor will seek a separate Coastal Zone Permit for the wine turbines when required for their construction.

8. **Public Comment.** The Department has received a substantial amount of public testimony regarding the Project, both in support and opposition. Many of these comments were received during the public informational hearings held for this project (October 21, 2010, November 4, 18, 2010, December 9, 16, 2010, and January 13, 2011) and as part of the EIR process.

9. **Planning Code Section 330 – Local Coastal Zone Permit Review**

The Parkmerced Mixed-Use Development Project necessitates approval by the Planning Commission of a Local Coastal Zone Permit, including findings of consistency with the Western Shoreline Area Plan of the General Plan (San Francisco's Local Coastal Program), pursuant to Planning Code Section 330, since a portion of the Site (Assessor's Blocks 7309, 7309-A, 7334, 7337, and 7333) is included in the boundaries of the Local Coastal Zone. Specifically, the portion of the Site located within the Local Coastal Zone Area consists of the southern half of development block 02W (portion of APN 7309/7309-A), development block 03W (portion of APN 7334), the western edge of development block 04 (portion of APN 7337) and the western edge of development block 23 (portion of APN 7333). The project proposes to demolish existing two-and three-story residential buildings on development block 02W and 03W and to replace such buildings with three-and four-story residential buildings. The portions of development blocks 04 and 23 within the Local Coastal Zone Permit Area would be designated as open space under the proposed Project.

A small portion of the southwest corner of the Project Site at the intersection of Lake Merced Boulevard and Brotherhood Way is located within the Coastal Zone area that is under the jurisdiction of the California Coastal Commission; because the later portion is not under the City and County of San Francisco's jurisdiction with regard to Coastal Zone review, the Project Sponsor will seek approvals separately to the Coastal Commission prior to any improvements to that land.

10. **Planning Code Section 302.** Pursuant to Planning Code Section 330.5(d), the Local Coastal Zone Permit Application shall be reviewed by the Commission subject to the procedures for reviewing Planning Code Amendments, as outlined in Planning Code Section 302. On balance, the Project is found to be consistent with said criteria in that:

- a. The Commission finds the Parkmerced Mixed-Use Development Program to be a beneficial development to the City that could not be accommodated without the actions requested.
- b. Parkmerced was constructed in the 1940s and early 1950s based on a model of separation of land uses, extensive reliance on the automobile for all purposes, and an insular circulation system featuring few connections to the wider city context. These patterns of development have proven to be unsustainable and exacerbate local and regional problems of transportation, air quality, and energy consumption and embody characteristics that do not meet the needs of today and the future to support sustainable growth.
- c. Assembly Bill 32 set statewide goals for greenhouse gas reductions and Senate Bill 375 further requires local regions and municipalities to coordinate land use and transportation plans to reduce greenhouse gas emissions. In the Bay Area, according to the Bay Area Air Quality Management District, 40% of greenhouse gas emissions come from transportation, primarily private vehicle travel. The average Bay Area household drives 18,000 miles per year. Low residential density and lack of mixed uses that prevent trips from being effectively served by public transit or made by walking or bicycling are the primary reasons for high Vehicle Miles Travelled (VMT) for Bay Area households. Regional growth will occur, and it is the duty of every Bay Area city to direct growth to infill areas that are supported by necessary services and well-served by public transportation and that do not expand the footprint of existing urbanized areas.
- d. The proposed infill Project density of 59 units per acre, incorporation of neighborhood-serving retail into a neighborhood center, and retrofitting of the block pattern to reduce block size, is more typical of San Francisco neighborhoods with low VMT. Based on consistent data from similar neighborhoods locally and throughout the country, the VMT of households in such a neighborhood is expected to be less than 10,000 miles per year.
- e. Parkmerced is already well situated with regard to public transit infrastructure, as it sits adjacent to MUNI light rail service on 19th Avenue, is served by several MUNI bus lines, and is close to the Daly City BART station. It is currently substantially underbuilt based on existing zoning. It is one of the best situated areas on the west side of the City to absorb growth in a transit-oriented and sustainable fashion, and its ownership under a single entity provides a rare opportunity to consider a long-term master plan for reconfiguration and improvement to meet the needs of the 21st-century and beyond.
- f. The proposed transportation investments as part of the Project, including MUNI rail re-alignment through the Project Site, would further improve service to the area and provide more operational options to the San Francisco Metropolitan Transit Authority (hereinafter, "MTA"). The proposal has been well-coordinated with MTA, paves the way and provides a down-payment for more long-term "Tier 5" options, and the Development Agreement paves the way for evaluating

and incorporating additional Tier 5 options by the City. Without this Project, the City may not be able to achieve the necessary transportation improvements in the 19th Avenue corridor.

- g. The existing Parkmerced landscape is resource consumptive in its expansive use of manicured mono-cultural lawns, and the original neighborhood and landscape design directly disrupted and degraded ecological functions, particularly by diverting rainwater flow away from the underground aquifer and Lake Merced. The proposed Parkmerced Mixed-Use Development Program will result in a landscape that is both environmentally and financially sustainable and restores degraded systems. Improvements include creation of a system of bioswales and cisterns to direct stormwater into a restored creek corridor feeding into Lake Merced and/or the underlying groundwater basin. In addition, the proposed Parkmerced Mixed-Use Development Program will result in the generation of 20% of the total annual energy consumed by the Project, through the installation of renewable energy sources (such as photovoltaic cells and wind turbines) and cogeneration facilities.
- h. The existing neighborhood, while giving the impression of expansive open space, has little usable public open space. Its publicly-accessible green spaces are primarily comprised of snippets and in-between spaces such as roadway medians, building setbacks and undefined planted areas separating towers. The proposed Project would re-design the open space system to create distinct public open spaces in the form of both a larger connected network of major public open spaces, including a creek corridor, athletic fields, and farm, as well as smaller dispersed neighborhood parks activated by adjacent community uses and small-scale retail.
- i. The Parkmerced Mixed-Use Development Program would result in increased rental and for-sale housing of various sizes and income levels, and would provide a great diversity of housing types to meet the needs of a broad spectrum of household types. The proposal would provide a broader range of building and unit types than exist today. Whereas 7% of current units have three bedrooms, the proposed project would include 15% 3-bedroom units. While today over 52% of existing units are in the 13-story towers, upon full build-out, fewer than 35% of all units will be in towers of 11-14 stories.
- j. Under the terms of the proposed Development Agreement, the Project would replace, on a one-for-one basis, the 1,538 existing units subject to the City's Residential Rent Stabilization and Arbitration Ordinance (hereinafter, "Rent Stabilization Ordinance") that would be demolished as part of the proposed Project with 1,538 "replacement units" of comparable size in newly constructed buildings. All existing tenants in these to-be-demolished units would be offered a replacement unit of comparable size at their existing rents, all relocation expenses would be paid for by the Project Sponsor, and, as set forth in the proposed Development Agreement, the replacement unit would be subject to the provisions of the Rent Stabilization Ordinance for the life of the building.

Replacement units in the new buildings would be chosen by existing tenants on a seniority basis. Under the proposed Development Agreement, to the extent that any of the 1,538 replacement units are not occupied by an existing tenant who has elected to relocate, the replacement unit will be made available to a new tenant and will also be subject to the provisions of the Rent Stabilization Ordinance for the life of the building. The project sponsor will pay relocation expenses to existing tenants who choose not to relocate into a replacement unit.

- k. The Parkmerced Mixed-Use Development Program would result in an entire neighborhood completely built in conformity with the City's recently-adopted Better Streets Plan, providing an excellent pedestrian environment.
 - l. The Parkmerced Mixed-Use Development Program would result in numerous public improvements to the intersections adjacent to and surrounding Parkmerced, providing circulation benefits not just for Parkmerced but for the wider community.
 - m. The Parkmerced Mixed-Use Development Program would create a social heart for the community, and would create a traditional pedestrian-oriented neighborhood commercial district within close walking distance of all Parkmerced residents. The proposed Parkmerced Mixed-Use Development Program would result in 1,500 permanent jobs.
 - n. The proposed Project includes a comprehensive program for environmental sustainability, seeking to minimize any growth in water or energy use, to accommodate new growth by constructing infrastructure in a manner that will allow connection to future recycled water supplies, and by committing to invest in renewable energy infrastructure and efficiency measures that are above and beyond existing requirements.
 - o. The Parkmerced Mixed-Use Development Program establishes a detailed design review process for buildings and community improvements.
 - p. The Local Coastal Permit is necessary in order to approve the Parkmerced Mixed-Use Development Program.
11. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

WESTERN SHORELINE AREA PLAN

Lake Merced

Objectives and Policies

OBJECTIVE 5:

PRESERVE THE RECREATIONAL AND NATURAL HABITAT OF LAKE MERCED.

Policy 5.1

Preserve in a safe, attractive and usable condition the recreational facilities, passive activities, playgrounds and vistas of Lake Merced area for the enjoyment of citizens and visitors to the city.

Policy 5.2

Maintain a recreational pathway around the lake designed for multiple use.

Policy 5.3

Allow only those activities in Lake Merced area which will not threaten the quality of the water as a standby reservoir for emergency use.

The Parkmerced Mixed-Use Development Program includes the retention of the 11 existing tower buildings, and the construction of approximately 5,679 net new units. The siting of new structures has been designed in such a way so to cluster new towers within existing towers' sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean.

On the periphery of the neighborhood, a new garden overlook and terraced steps with water feature (Belvedere Garden) would provide a new direct pedestrian link from the neighborhood through the southwest corner of the Site to the major open spaces at Lake Merced, making Lake Merced's pathway more usable and accessible to residents living to the east of the Lake.

The Project proposes to reduce stormwater runoff into the combined sewer system (thereby reducing demand on the sewer and treatment infrastructure, as well as reducing frequency of discharge of untreated runoff into the ocean) by collecting and slowing the runoff of stormwater in an extensive system of in-street bio-swales, the Juan Bautista Circle pond and cistern, and the stream corridor. This system would partially restore historical stream flows from the Site into Lake Merced, replenishing the aquifer and improving water quality and water levels in Lake Merced. Any and all construction activities in the Local Coastal Zone (and elsewhere on the Project Site) will comply with mitigation measures set forth in the FEIR, protecting against construction-site run-off to Lake Merced.

12. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:

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

The proposed Project would enhance the neighborhood-serving retail uses by creating a neighborhood-serving retail core with approximately 230,000 square feet of new retail space, thereby providing the community with services such as a grocery store and banking. The existing Parkmerced development currently has only a very small amount of neighborhood-

servicing retail, which is located adjacent to the Project Site. In combination with the proposed approximately 69,000 square feet of new office space, the new retail uses would provide opportunities for resident employment and business ownership. Furthermore, the proposed addition of 5,679 net new households would strengthen business at existing establishments in the vicinity of the Project Site and bolster demand for additional retail uses.

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

The proposed Project would preserve the existing diversity and character of Parkmerced by maintaining the same number of rent controlled units (3,221 rent controlled units) that currently exist at Parkmerced. The Project would accomplish this by conserving 1,683 existing rent controlled apartments, which would remain subject to the Rent Stabilization Ordinance, and replacing all 1,538 existing rent controlled apartments that would be demolished by the Project with a new unit that would be subject to the same protections as contained in the Rent Stabilization Ordinance for the life of the building. In addition, under the proposed Project, residents of buildings proposed for demolition would be given the opportunity to relocate to such replacement units in a new building and would be assessed the same rent as their previous unit. The Project would also enhance the diversity of Parkmerced by constructing a large number of new BMR affordable units. Currently, Parkmerced has no BMR units. Further, the proposed Project would enhance the character of the Parkmerced neighborhood by establishing a social and commercial core, improving pedestrian accessibility, and creating open space and recreational opportunities.

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

The proposed Project will result in the construction of a significant number of BMR housing units in accordance with the Development Agreement to be executed by the Project Sponsor and the City. Such BMR units will significantly increase the City's supply of affordable housing. Moreover, the affordability of the existing rent-controlled units would be maintained for all existing residents, who, under the terms of the proposed Development Agreement, would continue to benefit from the protections of the Rent Stabilization Ordinance, including residents of units proposed for replacement who elect to relocate to a new unit. For such relocated residents, the Project proposes that the new unit be rented at the same rent controlled rate as the resident's existing unit, thereby preserving affordability of the Project for existing residents. Under the proposed Development Agreement, the replacement unit would be subject to the same rent increase restrictions as contained in the Rent Stabilization Ordinance for the life of the building, regardless of whether an existing tenant elects to relocate to the unit or the unit is occupied by a new tenant.

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

The proposed Project would enhance MUNI transit service by re-routing the MUNI M-Oceanview light-rail line through the Project Site, creating two new stations and relocating

the existing Parkmerced/SFSU station. These improvements would alleviate the overcrowding issues at the existing Parkmerced/SFSU station and improve the connection to SFSU by requiring riders to cross Holloway Avenue as opposed to Nineteenth Avenue. The realignment would also reduce the walking distance to transit for residents of Parkmerced, thereby encouraging the use of public transportation. In addition, the proposed roadway re-alignments would ease the burden on City streets in the Parkmerced area by improving traffic flow. Finally, the proposed Project would add approximately 90 on-street and 6,252 off-street parking spaces, ensuring that residents of the proposed Project do not rely on parking in the adjoining neighborhoods.

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

The proposed Project would not displace any industrial or service sector uses because of new commercial office development since the existing buildings slated for demolition do not contain any industrial or service sector uses. The Project Site is currently occupied by residential apartment buildings.

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

The proposed Project would help the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake because the new buildings would be constructed in accordance with all applicable building codes and regulations with regard to seismic safety.

- G. That landmarks and historic buildings be preserved.

The proposed Project would not adversely impact any City landmarks because there are no registered landmarks on the Project Site. Although none of the buildings on the Project Site are designated City landmarks, as mitigation for the Proposed Project's impacts to historic resources under the California Environmental Quality Act, the Project Sponsor will prepare documentation of the site based on the National Park Service's Historic American Building Survey/Historic American Engineering Record Historical Report Guidelines and provide a permanent display of interpretative materials concerning the history of the original Parkmerced complex.

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

The proposed Project would provide 68 acres of open space in a network of publically accessible neighborhood parks, athletic fields, public plazas, greenways and a farm. The Project would provide significant additional open space in the form of private or semi-private

open space areas such as outdoor courtyards, roof decks, and balconies. These private and semi-private open spaces would be required within the development of each residential building within Parkmerced. The parks and open space would be more accessible and usable than the current open spaces. Parks and open space within, and in the vicinity of, the proposed Project would continue to receive a substantial amount of sunlight during the day when use is at its highest rate. Existing coastal views from parks located to the east and north of the Project Site would be maintained with implementation of the proposed Project.

13. The Commission hereby finds that approval of the Local Coastal Zone Permit Application would promote the health, safety and welfare of the City.
14. Findings under the California Environmental Quality Act (CEQA): On February 10, 2011, the Commission reviewed and considered the information contained in the FEIR and by Motion No. XXXXX adopted CEQA Findings for the proposed Parkmerced Mixed-Use Development Program Project under CEQA, the CEQA Guidelines and Chapter 31, including the adoption of a mitigation monitoring and reporting program (MMRP) and a statement of overriding considerations, ("CEQA Findings"). The CEQA Findings and MMRP for the proposed Project are on file with the Clerk of the Commission and are hereby incorporated into this Motion by reference and adopted.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES the Local Coastal Zone Permit No. 2008.0021EPMTZW** in general conformance with the Application as received on January 10, 2011 and stamped "EXHIBIT A", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Local Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals in person at 1650 Mission Street, 3rd Floor (Room 304) or call 575-6880.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on February 10, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011

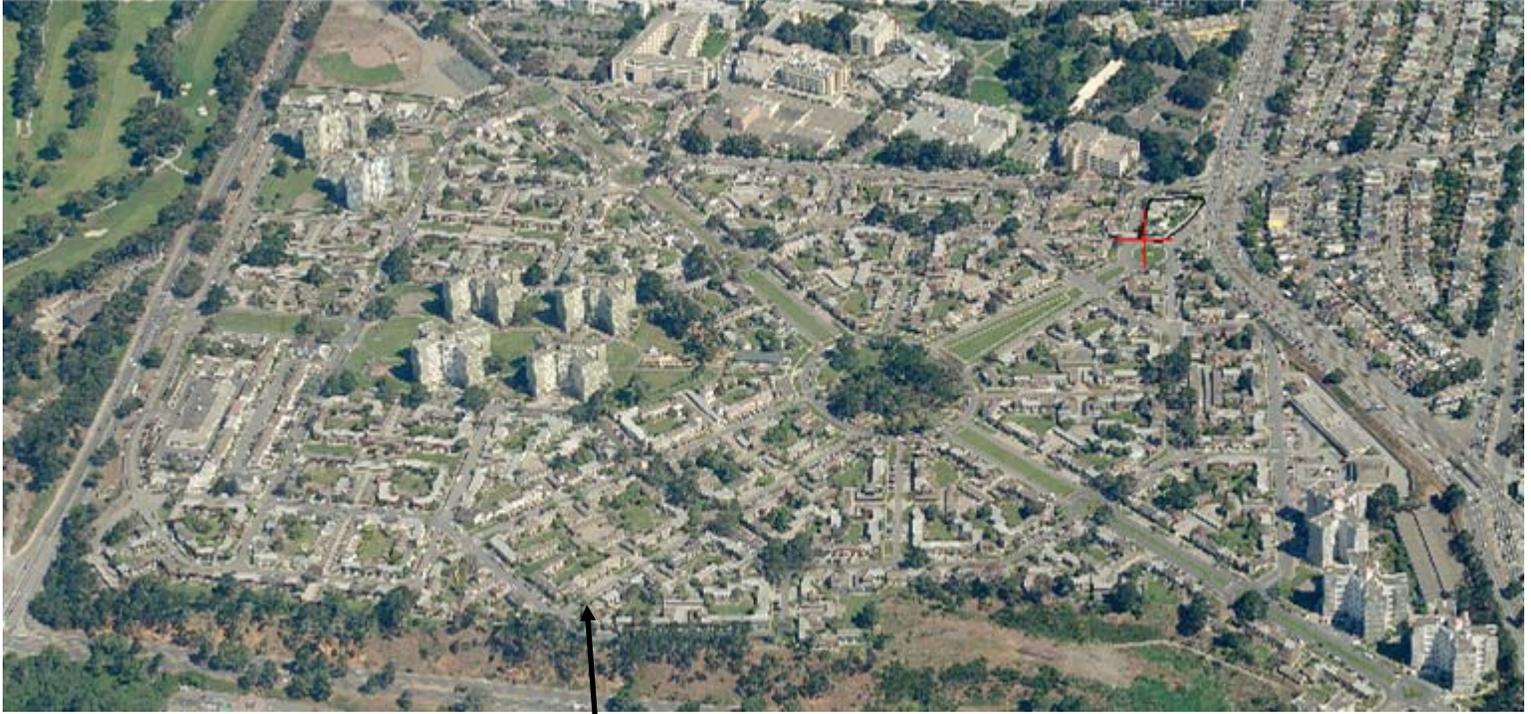
Project Location Map



SUBJECT PROPERTY

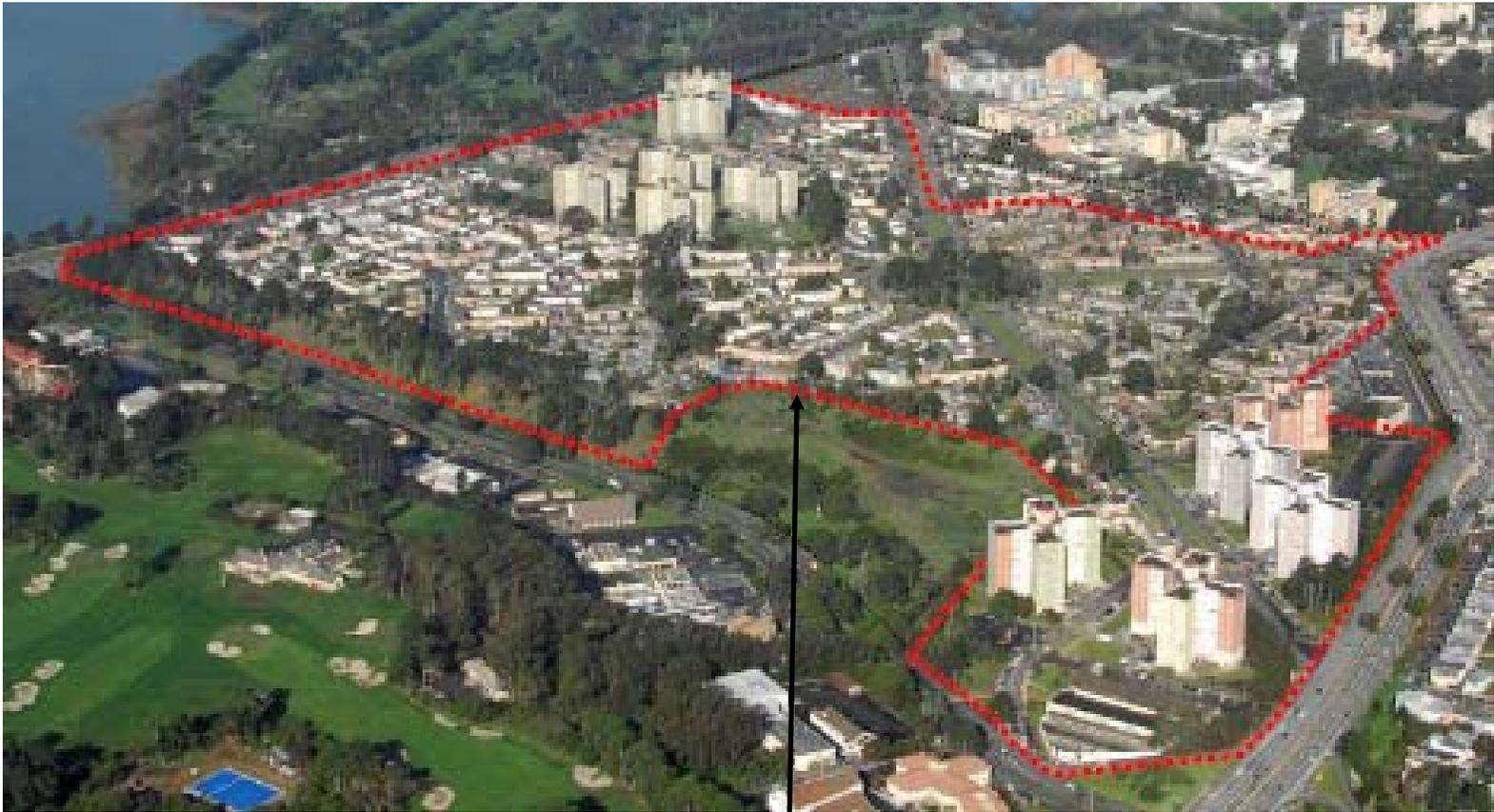


Aerial Photo



SUBJECT PROPERTY

Aerial Photo



SUBJECT PROPERTY



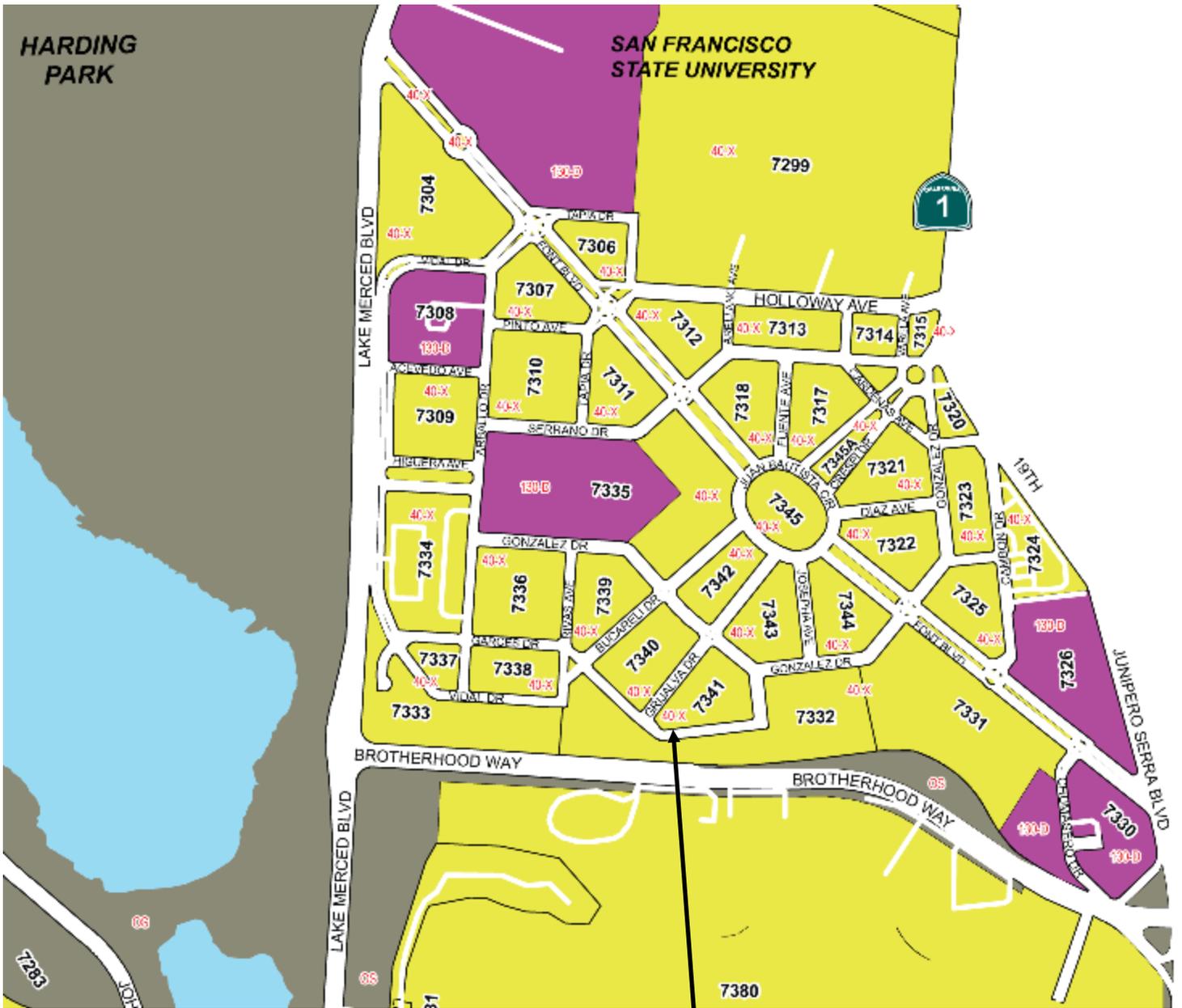
Zoning Map – Sheet ZN13



SUBJECT PROPERTY

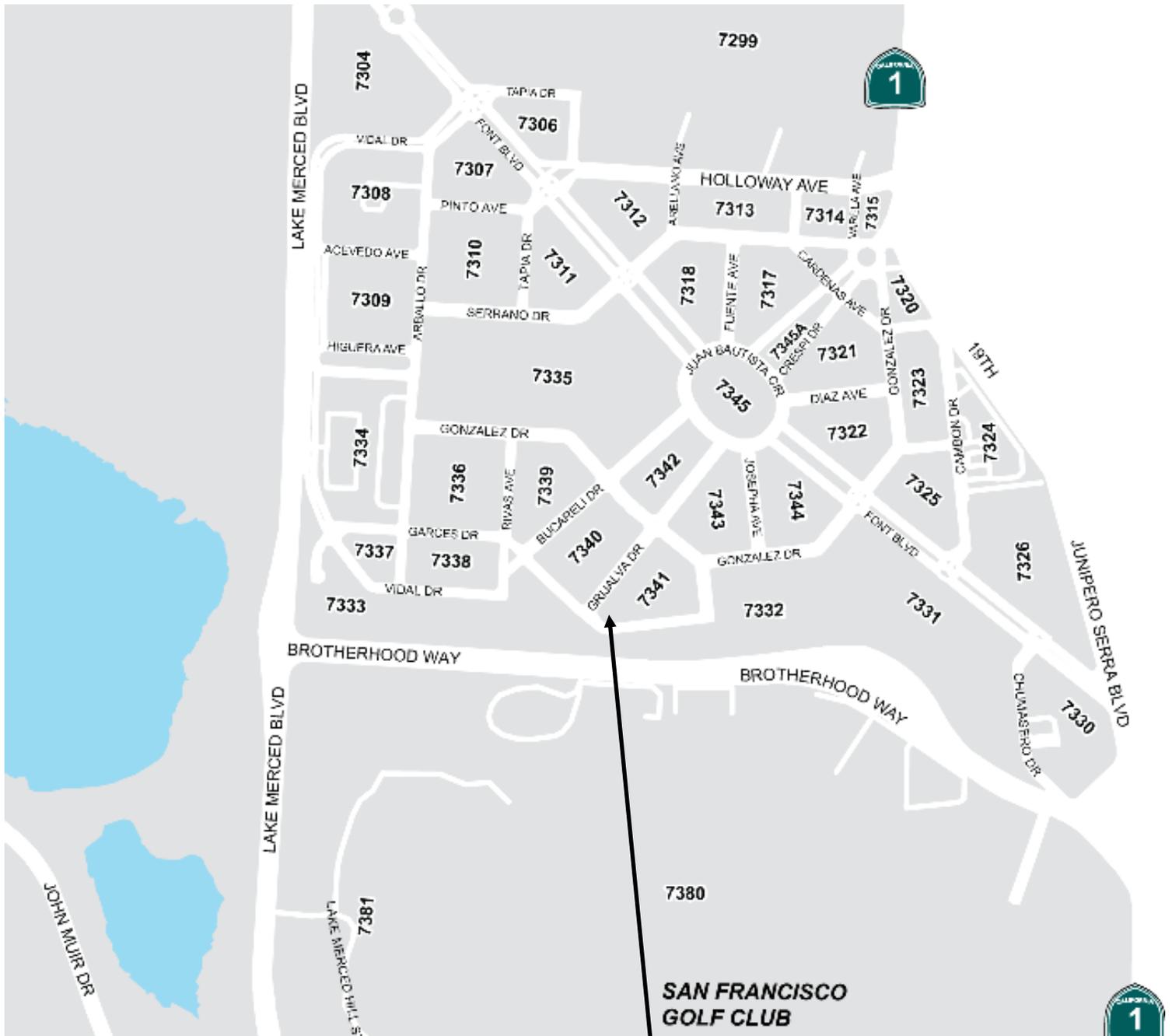
Parkmerced Mixed-Use Development Program
Case Number 2008.0021EPMTZW

Height Map - Sheet HT13



SUBJECT PROPERTY

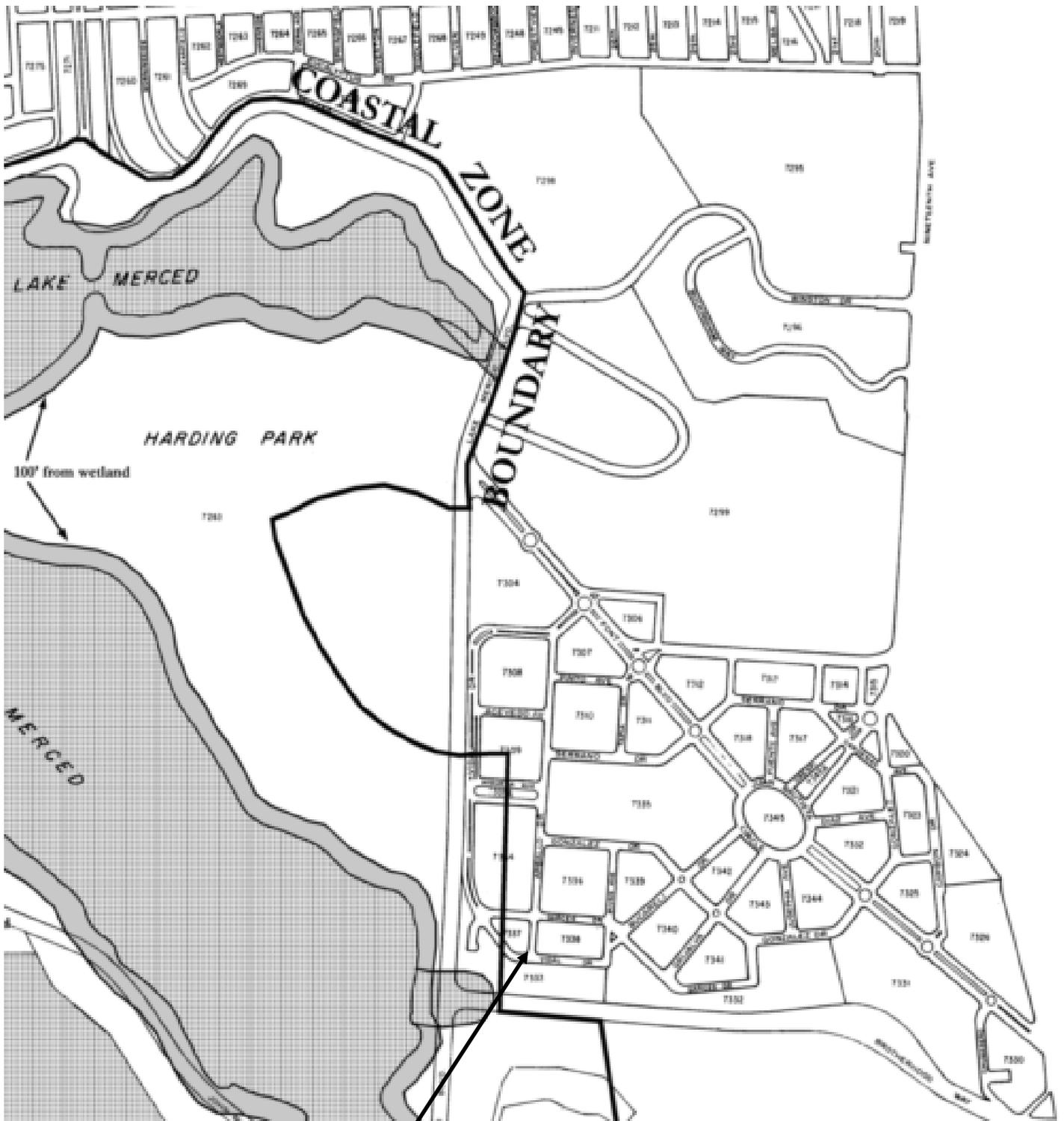
Special Use District Map – Sheet SU13



SUBJECT PROPERTY

Parkmerced Mixed-Use Development Program
Case Number 2008.0021EPMTZW

Coastal Zone Map – Sheet CZ13



SUBJECT PROPERTY



Parkmerced Mixed-Use Development Program
Case Number 2008.0021EPMTZW