

Mount Sutro Woods Owners Association Inc.

The Mount Sutro Woods Home Owners Association (MSWOA) recognizes the rights of property owners to develop and improve their individual lots wherein the proposed project conforms to the applicable planning and building code requirements as well as to the Architectural Control Committee Guidelines as adopted by the MSWOA membership. We welcome proposals that respect the character of the neighborhood as required by the San Francisco Priority General Plan and which improve the overall community atmosphere currently enjoyed by our members.

A proposed project by San Francisco Overlook Inc (SFO) for the development of Lot 25 and partial development of Lot 28 is currently under review by the San Francisco Planning Department. SFO proposes to construct 34 dwelling units with a total square footage of 74,000 square feet (62,000 for residential space and 12,000 square feet for parking) on Lot 25 and has obtained an easement from the owners of Lot 28 to build a private roadway. The 34 dwelling units will be sub-divided as follows: 12 duplex buildings to contain 24 units and one large multi-family building with 10 units located at the end of the proposed private roadway. (*Sources: Notice of Pre-Application Meeting 4/14/11; Environmental Evaluation Application 12/9/10; Chicago Title Report 2003*).

The proposed project includes 75 parking spaces of which 32 spaces will be in the duplex buildings, 38 spaces in the parking garage of the multi-family building (6 spaces plus 32 cars which will share hydraulic car lifts (*see attached Appendix C for photo of similar lifts*), and 5 spaces on site (*Pre-Application Meeting Response to SF Planning Dept by SF Overlook 6/17/11*).

Lot 25 is located below the existing homes along the north side of Crestmont Drive and is approximately 49,500 square feet. Lot 28 is approximately 20 feet wide beginning at the cul-de-sac of Crestmont Drive and continuing along the hillside to a point near the Oakhurst Lane stairway (*see the attached Appendix A for Block Map obtained from the San Francisco Planning Department Website*).

It is this board's assessment based on the information available that the proposed size and scope of the project creates several hardships to the existing neighborhood in terms of the added density at the end of the cul-de-sac, strains on existing traffic and parking conditions along Crestmont Drive, and hillside stability in an area that has been marked by the US Geological Survey (USGS) as high risk for major landslides (*Source: State of California, City and County of San Francisco Seismic Hazard Zones Official Map by the USGS released November 17, 2000*).

In regards to density:

The proposed site is located at the end of San Francisco's longest cul-de-sac and this project will extend that cul-de-sac another 1/10th mile. It is imperative that any proposed project not exacerbate the excessive density allowed per the 1966 Planned Unit Development (PUD) on Crestmont Drive, but must be consistent with accepted planning principles that place density towards the trunk of traffic routes rather than on the branches.

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The original 1966 PUD approved 13 lots within the proposed project site (*see attached Appendix B*). At a maximum this would permit 26 dwelling units within 13 duplex buildings. The current plan to construct 34 units within 12 duplex buildings and 1 large multi-family building clearly violates the original plan and intent of the PUD regardless of the current allowances provided by the San Francisco Planning Code.

Crestmont Drive which is a steep, narrow, twisting road with cars parked on both sides limits passage of cars to one at a time. To continue even similar density to the 1966 PUD plan in a development at the end of this road would undermine safety and accessibility and could by no means be considered 'of benefit to the neighborhood' as required by the San Francisco Planning Code for a Conditional Use Permit and/or Planned Unit Development.

Another serious concern is the great likelihood that this development, even in a reduced form will open the way to development of Lot 27 at the south end of the Lot 28 easement. This would further extend the cul-de-sac (since there would not be an outlet possible to Oak Park Drive), exacerbate density, add to traffic and quite possibly create parking problems for the residents of the north end of Oak Park Drive.

In regards to parking:

The Association recognizes that SFO is now projecting a more acceptable ratio of parking spaces for the 34 units proposed than previously outlined (75 spaces or 2 per dwelling unit plus 7 guest spaces). However, it is evident from the plans provided that 64 of these spaces will involve the use of hydraulic car lifts. It is our concern that the use of these lifts will be avoided by the actual residents when it comes to their day to day activity. It is also our concern that if there are unforeseen difficulties and expenses during the construction phase of the project that these lifts will not be built in the interest of economy and the parking spaces will be downsized toward the originally proposed and inadequate 1.5 spaces per unit. To mitigate this concern, we would insist that the proposed 75 spaces be guaranteed in a legally binding agreement that they will be provided.

In regards to hillside stability:

The Association has deep concerns about the potential impact of the proposed development on the neighboring homes and properties given the unique steep hillside situation of this proposed project in an area that has already experienced major landslides. Despite the assurances of the geotechnical firm employed by the developer, and the City's peer review process, it is unclear to us in our communications with the San Francisco Planning Department that adequate consideration has been given to preservation of the long-term stability and long-term safety of the uphill adjacent homes of MSWOA members or to the apartment dwellers immediately below the proposed project.

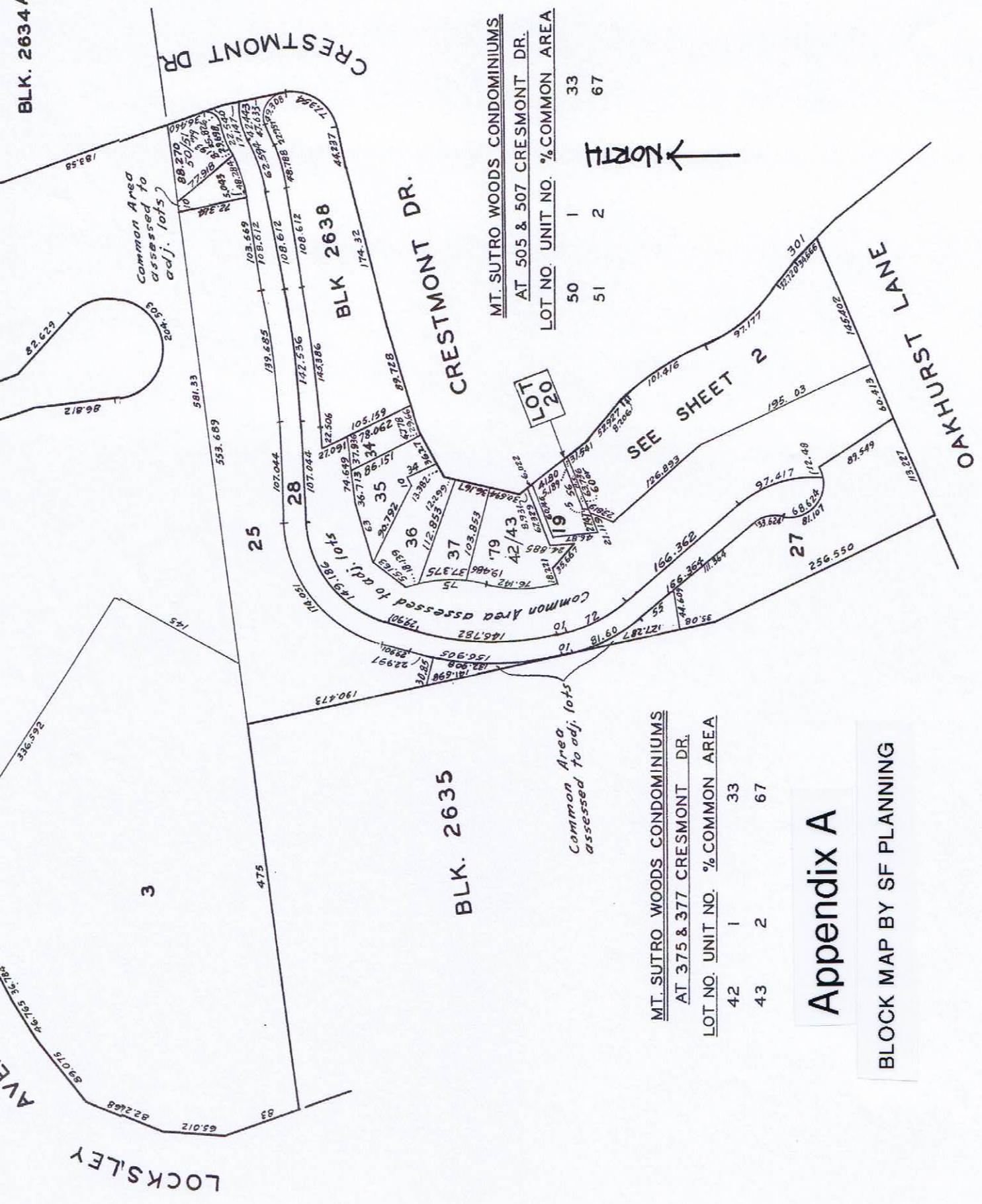
Our inquiries of the Major Environmental Analysis Section now reviewing the Draft Environmental Impact Report (EIR) reveal that the EIR's focus regarding this concern does not extend beyond the project site. Although this may comply with the City's minimal requirements,

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the MSWOA Board cannot accept a proposal by one of its members that puts the property and lives of more than half of the membership at risk without taking appropriate steps to ensure that such foreseeable risks are monitored and minimized. If despite all efforts at mitigation, catastrophic failure should occur resulting in damage or loss of property, injury, or loss of life, appropriate compensation must be available for a period of at least ten years.

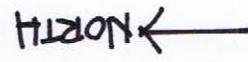
It is the position of the MSWOA Board of Directors that the project as currently presented is not acceptable for the reasons stated above. **If our concerns of density, traffic/parking, and hillside stability are satisfactorily addressed, we would consider a project of substantially reduced density.**

BLK. 2634 A



MT. SUTRO WOODS CONDOMINIUMS
AT 505 & 507 CRESMONT DR.
 LOT NO. UNIT NO. % COMMON AREA

50	1	33
51	2	67



BLK. 2635

MT. SUTRO WOODS CONDOMINIUMS
AT 375 & 377 CRESMONT DR.
 LOT NO. UNIT NO. % COMMON AREA

42	1	33
43	2	67

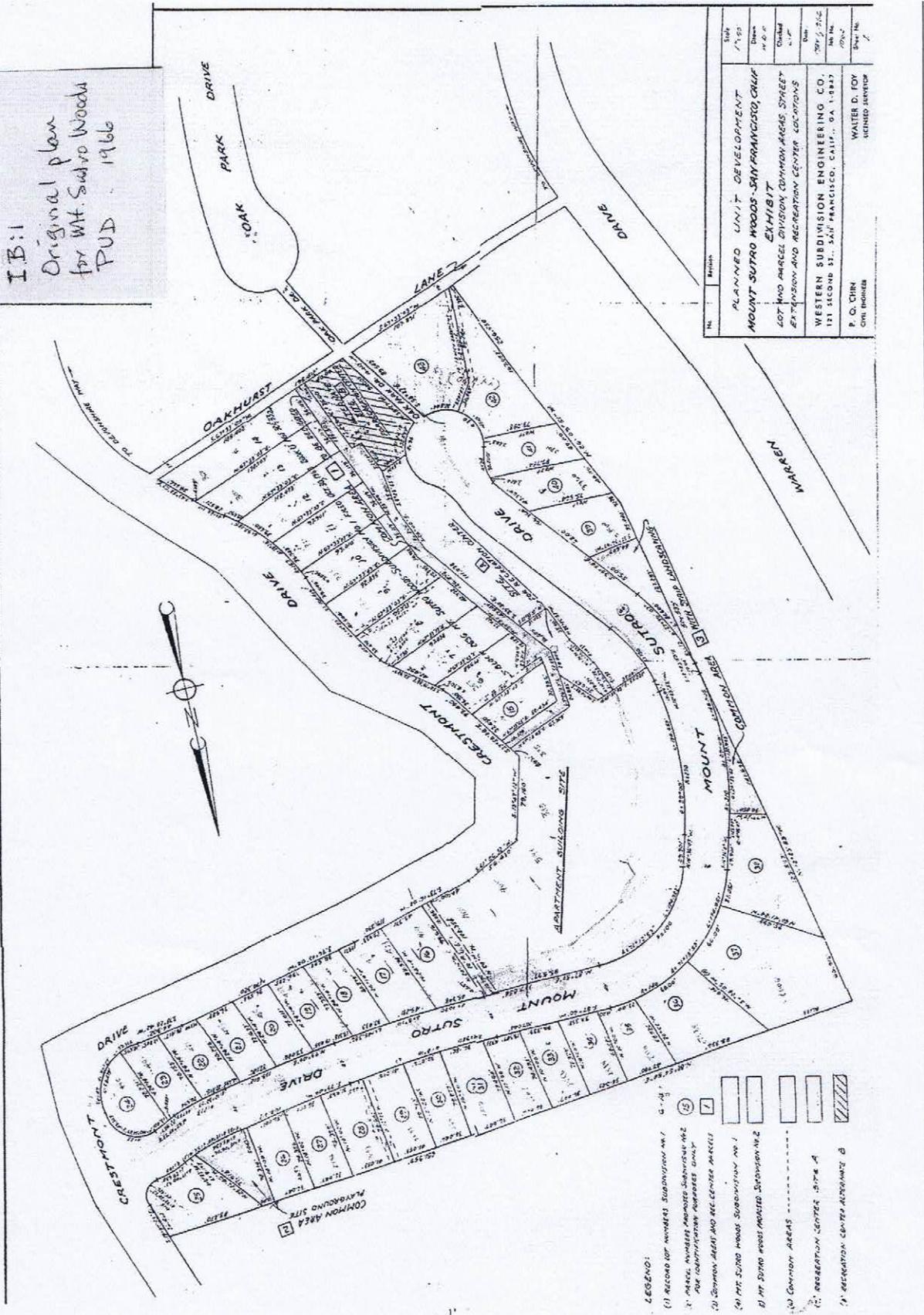
Appendix A

BLOCK MAP BY SF PLANNING

Appendix B

1966 PUD PLAN

I.B.:1
Original plan
for Mt. Sutro Woods
PUD - 1966



Appendix C

