SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

January 10, 2013

San Francisco Planning Commission
Jonas Ionin
Acting Commission Secretary
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Re: Responses to Comments on an EIR for the 801 Brannan and One Henry Adams Streets Project and draft EIR Certification Motion
Case File No. 2000.618E

Dear Mr. Ionin:

The Planning Department has prepared Responses to Comments (RTC) on the Draft Environmental Impact Report (DEIR) for the 801 Brannan and One Henry Adams Streets Project, Department File No. 2000.618E. The RTC document is being published today, Thursday, January 10, 2013. On **Thursday, January 24, 2013**, the Planning Commission will consider certification of the EIR for this project. The public comment period on the analysis in the DEIR occurred between June 23, 2011 and August 8, 2011.

The RTC is being provided to you for distribution to the Commissioners along with the draft Motion to Certify the EIR. The RTC document is also available at the Planning Department Web site under Case number 2000.618E on-line at http://tinyurl.com/sfceqadocs.

If you have any questions related to this project's environmental evaluation, please contact me at 415-575-9031 or debra.dwyer@sfgov.org.

Sincerely,

Debra Dwyer
Environmental Planner

cc: Planning Commissioners

enclosures

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Draft Planning Commission Motion No. XXXXX

HEARING DATE: January 24, 2013

Date:	January 10, 2013
Case No.:	**2000.618E**
Project Address:	**801 Brannan and One Henry Adams Streets Project**
Zoning:	UMU (Urban Mixed Use District) 68-X Height and Bulk District
Blocks/Lots:	3783/001 and 3911/001
Project Sponsor:	Archstone 807 Broadway, Suite 210 Oakland, CA 94607
Staff Contact:	Debra Dwyer – (415) 575-9031 Debra.Dwyer@sfgov.org

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED MIXED-USE RESIDENTIAL – COMMERCIAL PROJECT AT 801 BRANNAN STREET (ASSESSOR'S BLOCK 3783, LOT 001) AND ONE HENRY ADAMS STREET (ASSESSOR'S BLOCK 3783, LOT 001).

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2000.618E, 801 Brannan and One Henry Adams Streets Project (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

    A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on November 15, 2003.

    B. On June 22, 2011, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

    C. Notices of availability of the DEIR and of the date and time of the public hearing were posted at the two project sites by the project sponsor on June 22, 2011.

D. On June 22, 2011, 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 June 22, 2011.

2. The Commission held a duly advertised public hearing on said DEIR on July 28, 2011 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on August 8, 2011.

3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 47-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Draft Responses to Comments document, published on January 10, 2013, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.

4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document all as required by law.

5. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.

6. On January 24, 2013, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

7. The project sponsor has indicated that the presently preferred project is Variant 3 to the proposed project, described in the FEIR.

8. The Planning Commission hereby does find that the FEIR concerning File No. 2000.618E, 801 Brannan and One Henry Adams Streets Project, reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines.

9. The Commission, in certifying the completion of said FEIR, hereby does find that the project described in the EIR as Variant 3:

A. Will have a significant project-specific effect on the environment by resulting in the following unavoidable significant project level effects with respect to transportation and air quality:

Impact TR-1 (TR-6 for Variant 1, TR -11 for Variant 2, TR-55 for Variant 3): Implementation of the proposed project, or any of its variants, would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth.

Impact TR-2 (TR-7 for Variant 1, TR-12 for Variant 2, TR-56 for Variant 3): Implementation of the proposed project, or any of its variants, would result in a significant traffic impact at the signalized intersection of Eighth/Brannan.

Impact AQ-4 (Operational Criteria Air Pollutant Emissions). Operation of the proposed project, or any of its three variants, would violate air quality standards with respect to, or generate a cumulatively considerable increase in, criteria air pollutants.

Impact AQ-7 (Construction Health Risk – TACs, including PM2.5 and DPM). Construction of the proposed project, or any of its three variants, would expose sensitive receptors to substantial levels of PM2.5 and other TACs, including DPM, resulting in increased health risk.

Impact AQ-8 (Operational Health Risks – TACs, including PM2.5). Operation of the proposed project, or any of its three variants, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD project-level cancer risk threshold of significance of 10 in one million; and

B. Will have a significant cumulative effect on the environment in that it would result in the following unavoidable significant cumulative effects with respect to land use, transportation and air quality:

Impact C-LU-4: The proposed project, or any of its three variants, would demolish existing PDR space and its non-PDR land uses would preclude future PDR use of the site.

Impact C-TR-34 (C-TR-41 for Variant 1, C-TR-48 for Variant 2, and C-TR-66 for Variant 3): Implementation of the proposed project, or any of its three variants, in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan /Potrero/Tenth under 2025 Cumulative conditions.

Impact C-TR-35 (C-TR-42 for Variant 1, C-TR-49 for Variant 2, and C-TR-67 for Variant 3): Implementation of the proposed project, or any of its three variants, in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions.

Impact C-TR-36 (C-TR-43 for Variant 1, C-TR-50 for Variant 2, and C-TR-68 for Variant 3): Implementation of the proposed project, or any of its three variants, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the

intersection of Seventh/Townsend under 2025 Cumulative conditions.

Impact C-TR-37 (C-TR-44 for Variant 1, C-TR-51 for Variant 2, and C-TR-69 for Variant 3): Implementation of the proposed project, or any of its three variants, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions.

Impact C-TR-38: (C-TR-45 for Variant 1, C-TR-52 for Variant 2, and C-TR-70 for Variant 3): Implementation of the proposed project, or any of its three variants, in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions.

Impact C-AQ-5 (Cumulative Operational Criteria Air Pollutant Emissions). Operation of the proposed project, or any of its three variants, would violate air quality standards, resulting in a cumulative impact with respect to criteria air pollutants.

Impact C-AQ-9 (Cumulative Health Risk – TACs, including $PM_{2.5}$). Operation of the proposed project, or any of its three variants, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including $PM_{2.5}$ and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD cumulative cancer risk threshold of significance of 100 in one million.

10. The Planning Commission reviewed and considered the information contained in the FEIR prior to approving the Project.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of January 24, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: January 24, 2013

RESPONSES TO COMMENTS

801 Brannan and One Henry Adams Streets Project

PLANNING DEPARTMENT CASE NO. 2000.618E

STATE CLEARINGHOUSE NO. 2003112070

Draft EIR Publication Date:	**June 22, 2011**
Draft EIR Public Hearing Date:	**July 28, 2011**
Draft EIR Public Comment Period:	**June 23, 2011 – August 8, 2011**
Final EIR Certification Hearing Date:	**January 24, 2013**

SAN FRANCISCO PLANNING DEPARTMENT

ENVIRONMENTAL PLANNING DIVISION | SAN FRANCISCO PLANNING DEPARTMENT

SAN FRANCISCO
PLANNING DEPARTMENT

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 10, 2013

TO: Members of the Planning Commission and Interested Parties

FROM: Bill Wycko, Environmental Review Officer

Re: Attached Responses to Comments on Draft Environmental Impact Report Case No. 2000.618E — 801 Brannan and One Henry Adams Streets Project

Attached for your review please find a copy of the Responses to Comments for the Draft Environmental Impact Report (EIR) for the above-referenced project. **This document, along with the Draft EIR, will before the Planning Commission Final EIR certification on January 24, 2013. Please note that the public review period ended on August 8, 2011.**

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

Please note that if you receive a copy of the Responses to Comments document in addition to the Draft EIR, you technically have the Final EIR. If you have questions concerning the Responses to Comments document or the environmental review process, please contact Debra Dwyer, at (415) 575-9031.

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

THIS PAGE INTENTIONALLY LEFT BLANK

City and County of San Francisco
Planning Department

801 Brannan and One Henry Adams Streets Project

RESPONSES TO COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

Planning Department Case No. 2000.618E

State Clearinghouse No. 2003112070

January 10, 2013

Draft EIR Publication Date: June 22, 2011
Draft EIR Public Hearing Date: July 28, 2011
Draft EIR Public Review Period: June 23, 2011 – August 8, 2011
Final EIR Certification Hearing Date: January 24, 2013

THIS PAGE INTENTIONALLY LEFT BLANK

801 Brannan and One Henry Adams Streets Project

RESPONSES TO COMMENTS

TABLE OF CONTENTS

Page

Page

LIST OF FIGURES

Page

LIST OF TABLES

THIS PATE INTENTIONALLY LEFT BLANK

A. INTRODUCTION

A.1 PURPOSE OF THE RESPONSES TO COMMENTS DOCUMENT

The purpose of this Responses to Comments ("RTC") document is to present comments submitted on the Draft Environmental Impact Report ("Draft EIR") for the proposed 801 Brannan and One Henry Adams Streets Project, to respond in writing to comments on environmental issues, and to revise the Draft EIR as necessary to provide additional clarity. Pursuant to the California Environmental Quality Act ("CEQA") Public Resources Code Section 21091 (d)(2)(A) and (B), the City has considered the comments received, evaluated the issues raised, and herein provides written responses that describe the disposition of each environmental issue that has been raised by the commenters. Comments were made in written form (letters, emails, and facsimiles) during the public comment period from June 23 to August 8, 2011, and as oral testimony received before the Planning Commission at the public hearing on the Draft EIR held on July 28, 2011.

A.2 ENVIRONMENTAL REVIEW PROCESS

The San Francisco Planning Department prepared the Draft EIR for the 801 Brannan and One Henry Adams Streets Project in accordance with CEQA and the *CEQA Guidelines* in Title 14 of the California Code of Regulations as well as Chapter 31 of the *San Francisco Administrative Code (Administrative Code)*. The Draft EIR was published on June 22, 2011. A public review and comment period extended from June 23 to August 8, 2011, to solicit public comment on the adequacy and accuracy of information presented in the Draft EIR.

The Draft EIR, together with this RTC document, will be presented to the Planning Commission in a public hearing for certification as a Final Environmental Impact Report (Final EIR). The Planning Commission will be asked to certify that the EIR was completed in compliance with CEQA and Chapter

31 of the *Administrative Code*. The Final EIR will consist of the Draft EIR, the comments received during the public review process, responses to the comments, and any revisions to the Draft EIR that result from public agency or public comments or from staff-initiated text changes. The City decision makers will consider the certified Final EIR, along with other information received or considered during the public review process, to determine whether to approve, modify, or disapprove the initially proposed project or one of its variants or alternatives, to adopt findings as required by CEQA (Public Resources Code, Section 21081), and to specify any applicable environmental condition as part of project approvals in a Mitigation Monitoring and Reporting Program.

If the City decides to approve the proposed project or one of its variants or alternatives with significant effects identified in the Final EIR that are not avoided or reduced to a less than significant level, the City must indicate that any such unavoidable significant effects are acceptable due to overriding considerations as described in *CEQA Guidelines* Section 15093. This is known as a Statement of Overriding Considerations. In preparing this statement, the City must balance the benefits of a proposed project against its unavoidable environmental risks. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable (*CEQA Guidelines* Section 15093). If an agency makes a Statement of Overriding Considerations, the statement must be included in the record of project approval.

A.3 DOCUMENT ORGANIZATION

Chapter B, List of Commenters, identifies individuals who submitted written comments during the public comment period and/or provided oral testimony at the public hearing, and which numbered comment(s) and response(s) address their comments.

Chapter C, Variant 3, describes Variant 3, which is the project sponsor's preferred project at the time of publication of this document.

Chapter D, Comments and Responses, presents verbatim excerpts of the substantive comments, organized according to the order of topic areas as they appear in the Draft EIR and assigned an alphanumeric code by subtopic as follows:

1. Land Use and Land Use Planning — [LU-1] through [LU-3]
2. Aesthetics — [AE-1]
3. Cultural and Paleontological Resources — [CP-1]

4. Transportation and Circulation — [TR-1] through [TR-7]
5. Air Quality — [AQ-1]
6. Alternatives — [A-1] and [A-2]
7. Economic — [E-1]
8. General — [G-1] through [G-9]

Each comment is followed by a corresponding response. Each commenter is identified following each comment, and the location in the comment letter or public hearing transcript the comment appears is identified.

Attachment 1 to this Responses to Comments document presents copies of the bracketed written comments from which the excerpts are derived. Written comment letters, emails, and facsimiles are organized alphabetically by agency, board or commission, organization, and individual, and assigned an alphabetic designation (see Chapter B, List of Commenters). Attachment 2 presents the bracketed transcript of the oral testimony received at the public hearing on the Draft EIR from which the transcript comments are derived.

Following each comment or group of comments is the Planning Department's response. Similar comments are grouped together by topic and may be addressed by a single response. The responses generally provide clarification of the Draft EIR. The responses may also include revisions or additions to the Draft EIR. Revisions to EIR text are shown as indented text. New or revised text is double-underlined, and deleted material is shown as ~~strikethrough~~ text. The subject matter of one topic may overlap with that of other topics, so the reader must occasionally refer to more than one group of comments and responses to review all the information on a given subject. Cross-references are provided in these instances.

Chapter E, Draft EIR Revisions, presents text changes to the Draft EIR reflecting both text changes made as a result of responses to comments as well as staff-initiated text changes identified by San Francisco Planning Department staff to update, correct, or clarify the EIR text. The changes have not resulted in significant new information with respect to the Draft EIR's environmental analysis, do not identify any new significant unmitigated environmental impacts, and do not identify new mitigation measures that are not included as part of the Draft EIR. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines* Section 15088.5 is not required.

This Responses to Comments document will be incorporated in the Final EIR as a new chapter. The changes to the Draft EIR's text and figures called out in the responses and Chapter E, Draft EIR Revisions will be incorporated into the Final EIR.

B. LIST OF COMMENTERS

The following individuals submitted written comments during the public comment period June 23, 2011, through August 8, 2011, and/or provided oral testimony at the public hearing on July 28, 2011, on the 801 Brannan and One Henry Adams Streets Project Draft EIR. The alphanumeric designation assigns a letter for each written comment received, and identifies which comment numbers in Chapter D, Comments and Responses, address the comments contained therein as well as in the public hearing testimony.

PERSON/AGENCY OR GROUP AND SIGNATORY	DATE	VIA/ALPHANUMERIC DESIGNATION
State, Regional, and Local Agencies		
Gary Arnold, District Branch Chief, Local Development – Intergovernmental Review, State of California, Department of Transportation, Caltrans	August 8, 2011	Facsimile, Comment Letter A, Comments [TR-1] and [TR-2]
Boards and Commissions		
Michael Antonini, Planning Commissioner	July 28, 2011	Public hearing comments, Comments [TR-3], [G-7], [G-8], and [G-9]
Ron Miguel, Vice President, Planning Commission	July 28, 2011	Public hearing comments, Comment [G-7]
Kathrin Moore, Planning Commissioner	July 28, 2011	Public hearing comments, Comments [TR-3], [G-5], [G-8], and [G-9]
Christine Olague, President, Planning Commission	July 28, 2011	Public hearing comments, Comment [G-9]
Hisashi Sugaya, Planning Commissioner	August 6, 2011	Email, Comment Letter B, Comment [LU-1]
Organizations		
Housing Action Coalition, Tim Colen	July 28, 2011	Public hearing comments, Comment [G-6]
KPFA, Jan Etre	August 8, 2011	Letter, Comment Letter C, Comment [G-1]

PERSON/AGENCY OR GROUP AND SIGNATORY	DATE	VIA/ALPHANUMERIC DESIGNATION
Sierra Club, Sue Vaughn	August 5, 2011	Letter, Comment Letter D, Comments [TR-3], [TR-4], [TR-5], [TR-7], and [AQ-1]
West SoMa Citizens Planning Task Force, Skot Kuiper	August 8, 2011	Letter, Comment Letter E, Comments [LU-2] and [LU-3]
Individuals		
Jane Asari	August 10, 2011	Letter, Comment Letter F, Comment [G-1]
Todd Berman	August 8, 2011	Letter, Comment Letter G, Comment [G-2]
Suellen Fowler	August 8, 2011	Email/Letter, Comment Letter H, Comments [A-1], [A-2], [E-1], and [G-2]
Sue Hestor	July 28, 2011	Public hearing comments, Comments [TR-3], [TR-6], [G-3], [G-5], and [G-9]
Sue Hestor	August 1, 2011	Email, Comment Letter I, Comments [A-1], [A-2], [E-1], [G-2], and [G-9]
Sue Hestor	August 8, 2011	Email, Comment Letter J, Comments [G-3], [G-4], and [G-9]
Sue Hestor	August 11, 2011	Email, Comment Letter K, Comment [G-3]
Maja (no last name)	August 18, 2011	Letter, Comment Letter L, Comments [TR-3], [TR-6], [G-1], and [G-2]
Terry Ow-Wing	August 6, 2011	Letter, Comment Letter M, Comments [LU-2] and [G-1]
Willy Scholten	August 5, 2011	Letter, Comment Letter N, Comment [E-1]
Jae Song	August 5, 2011	Letter, Comment Letter O, Comments [E-1] and [G-1]
Jacqueline Thompson	August 18, 2011	Letter, Comment Letter P, Comments [E-1] and [G-2]
Colleen Toland	August 18, 2011	Letter, Comment Letter Q, Comment [G-1]
Sandra Varner	August 8, 2011	Letter, Comment Letter R, Comment [G-1]
Larry Wasserman	August 3, 2011	Letter, Comment Letter S, Comment [AE-1]
Paul Wood	August 7, 2011	Letter, Comment Letter T, Comment [G-1]

C. VARIANT 3

Subsequent to publication of the Draft Environmental Impact Report (Draft EIR), Archstone (the "project sponsor") entered into a contract to acquire the One Henry Adams and 801 Brannan sites from Bay West Showplace Investors, LLC (Bay West). Archstone has developed a third variant to the initially proposed project, which includes minor changes to the characteristics of the initially proposed project at both project sites. Variant 3 is the preferred project and entitlements related to Variant 3 are currently being reviewed by the Planning Department (Case file numbers 2012.0700X for 801 Brannan Street and 2012.0701X for One Henry Adams Street).[1] The cumulative gross square footage of residential and commercial space for Variant 3 (not including parking) remains below the cumulative gross square footage of such space for the initially proposed project (not including parking) as evaluated in the Draft EIR. The cumulative gross square footage, including parking, for Variant 3 would exceed the cumulative gross square footage for the initially proposed project, including parking, by approximately 11,555 square feet. That is because Variant 3 would include an increase in gross square feet of parking space despite providing 117 fewer parking spaces than the initially proposed project. This discrepancy is due to the fact that as compared to the initially proposed project, Variant 3 would not use lifts and stackers at the 801 Brannan site parking garages.

[1] These two case files are available for public review at the Planning Department 1650 Mission Street, Suite 400, San Francisco, California 94103.

C.1 VARIANT 3: PROJECT DESCRIPTION

Variant 3 would include the new construction of four rather than five, 68-foot-tall, six-story residential mixed-use buildings with ground-floor retail: two on the 801 Brannan site and two on the One Henry Adams site.

These four buildings (including parking) would total 1,160,650 square feet (sq.ft.) and include up to 821 dwelling units (239 units at the One Henry Adams site and 582 units at the 801 Brannan site), 49,674 sq.ft. of retail/commercial space, 682 parking spaces, and 70,383[2] sq.ft. of usable open space (at least 45,930 sq.ft. of which would be publicly accessible).

For a complete comparison of the characteristics of Variant 3 as compared to those of the initially proposed project please see Table RTC 1 on pages RTC 9-RTC 10. Figures RTC 1 through RTC 12, pages RTC 11-RTC 23, illustrate Variant 3.

Text continues on page RTC 24

[2] Note that this cumulative open space number does not include Bluxome Alley at 41,250 square feet of total area, consistent with the calculations used for the initially proposed project analyzed in the Draft EIR.

Table RTC 1
Initially Proposed Project and Variant 3 Characteristics

Project Data	Initially Proposed Project				Variant 3			
	TOTAL	801 Brannan site			TOTAL	801 Brannan site		
	Initially Proposed Project Totals	Project Sponsor Market Component with Partial On-Site BMR	City-Built BMR Parcel "Land Dedication" Component	One Henry Adams site	Variant 3 Totals	Project Sponsor Market Component with Partial On-Site BMR	City -Built BMR Parcel "Land Dedication" Component	One Henry Adams site
BUILDING(S)								
Number of Buildings	5	2	1	2	4	1	1	2
Height of buildings (ft.)	68	68	68	68	68	68	68	68
Number of stories	6	6	6	6	6	6	6	6
SPACE TYPE (sq.ft.)								
Residential (incl. flex - Res. units)	713,876	378,292	128,387	207,197	696,686	362,715	128,387	205,584
Commercial (incl. flex-Comm. units)	50,087	23,367	7,050	19,670	49,674	29,518	7,050	13,106
Lobby, Circulation, Serv.	239,250	132,297	46,702	60,251	224,221	135,995	46,702	41,524
Parking	145,881	70,859	12,217	62,805	179,699	141,570	12,217	25,912
Common		n/a	(in Lobby line)	n/a	10,370	6,084	(in lobby line)	4,286
Total	1,149,094	604,815	194,356	349,923	1,160,650	675,882	194,356	290,412
DWELLING UNITS								
Studio	0	0	0	0	107	75	0	32
One-Bedroom	425	245	50	130	319	166	50	103
Two-Bedroom	325	175	50	100	316	176	50	90
Three-Bedroom	50	0	50	0	69	9	50	10
Flex / Residential Loft	24	15	0	9	10	6	0	4
Total	824	435	150	239	821	432	150	239

Table RTC 1 (cont'd.)
Initially Proposed Project and Variant 3 Characteristics

Project Data	Initially Proposed Project				Variant 3			
	TOTAL	801 Brannan site			TOTAL	801 Brannan site		
	Initially Proposed Project Totals	Project Sponsor Market Component with Partial On-Site BMR	City-Built BMR Parcel "Land Dedication" Component	One Henry Adams site	Preferred Variant 3 Project Totals	Project Sponsor Market Component with Partial On-Site BMR	City -Built BMR Parcel "Land Dedication" Component	One Henry Adams site
PARKING SPACES								
Residential	590	345	91	154	562	309	91	162
Commercial	34	30	4	0	19	15	4	0
Neighbors/Replacement	166	95	0	71	95 [1]	95 [1]	0	0
Carshare	9	5 [1]	1	3	6	3 [2]	1	2
TOTAL	799	475	96	228	682	422	96	164
Bicycle Parking Spaces	245	122	50	73	729	439	50	240
Off-Street Loading Spaces	10	6	1	3	5	4	1	0 [3]
Common Open Space (sq.ft.)	73,507	45,365	6,332	21,810	70,383	38,242 [4]	6,332	25,809

Note:

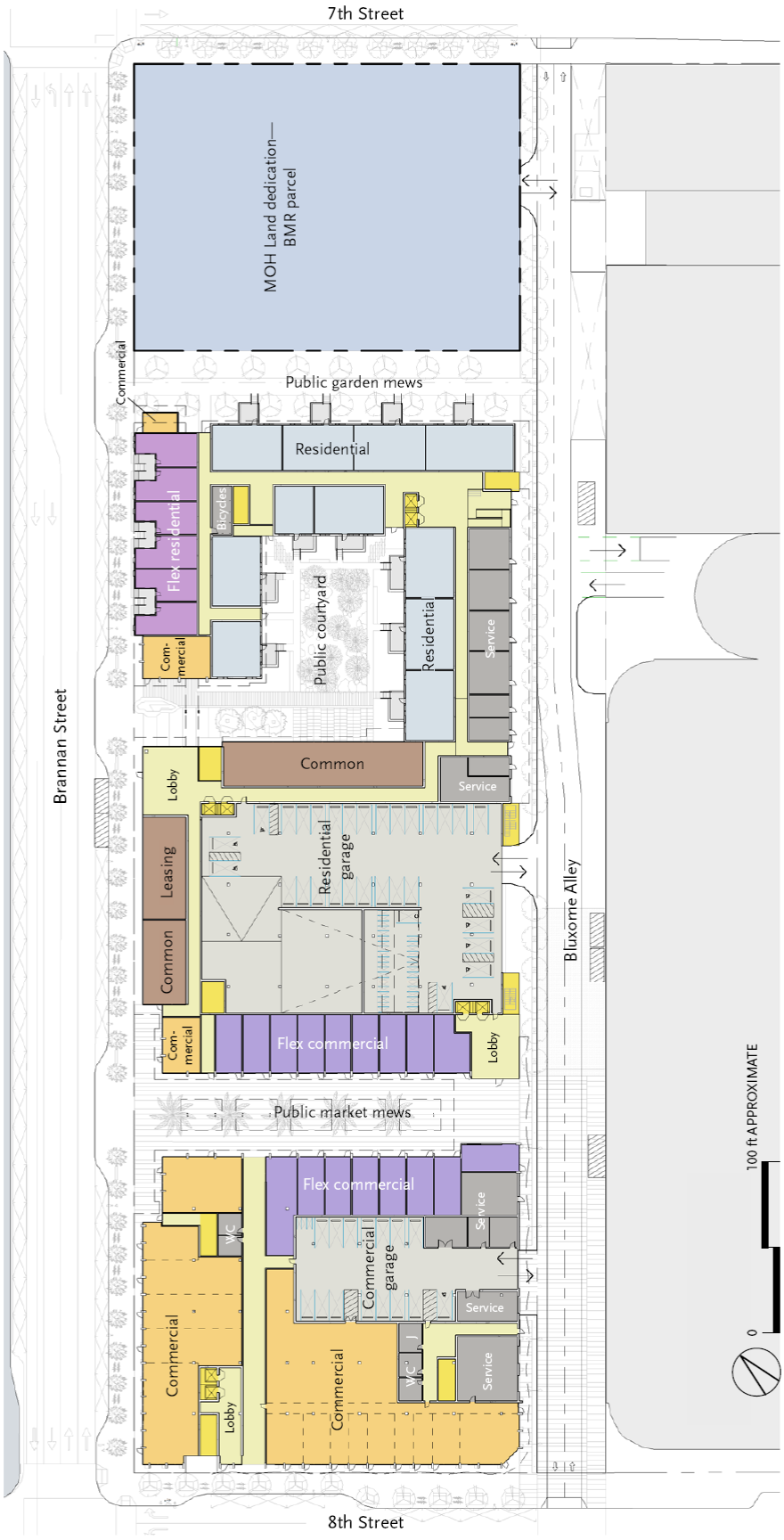
[1] Of the 95 replacement spaces, two will be carshare spaces.

[2] The three carshare spaces indicated here do not include the two carshare replacement spaces. Therefore, there will be a total of five carshare spaces provided in the market rate.

[3] Four on-street loading spaces will be provided in lieu of any off-street loading spaces.

[4] Under Variant 3, the 801 Brannan site open space calculation does not include Bluxome Alley at 41,250 sq.ft., because it is not necessary to meet the open space requirement.

Source: Archstone Consulting, September 2012.

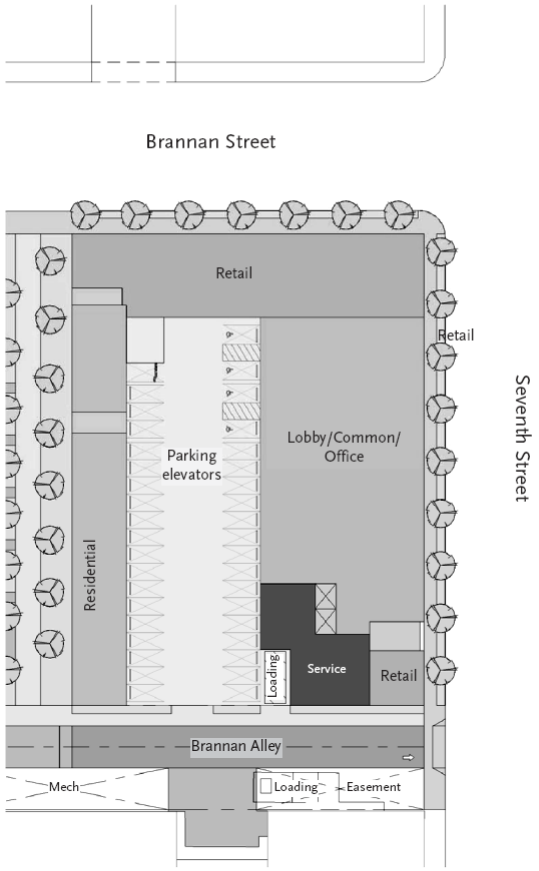


Variant 3: 801 Brannan Site — First Floor Plan Figure RTC 1

Source: David Baker + Partners
11-6-12

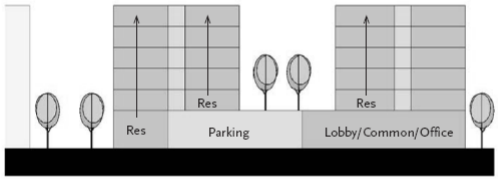
Variant 3: 801 Brannan Site — Sample Upper Residential Floor Plan Figure RTC 2

Source: David Baker + Partners
11-6-12



Ground Floor Plan

Upper Floor Plan

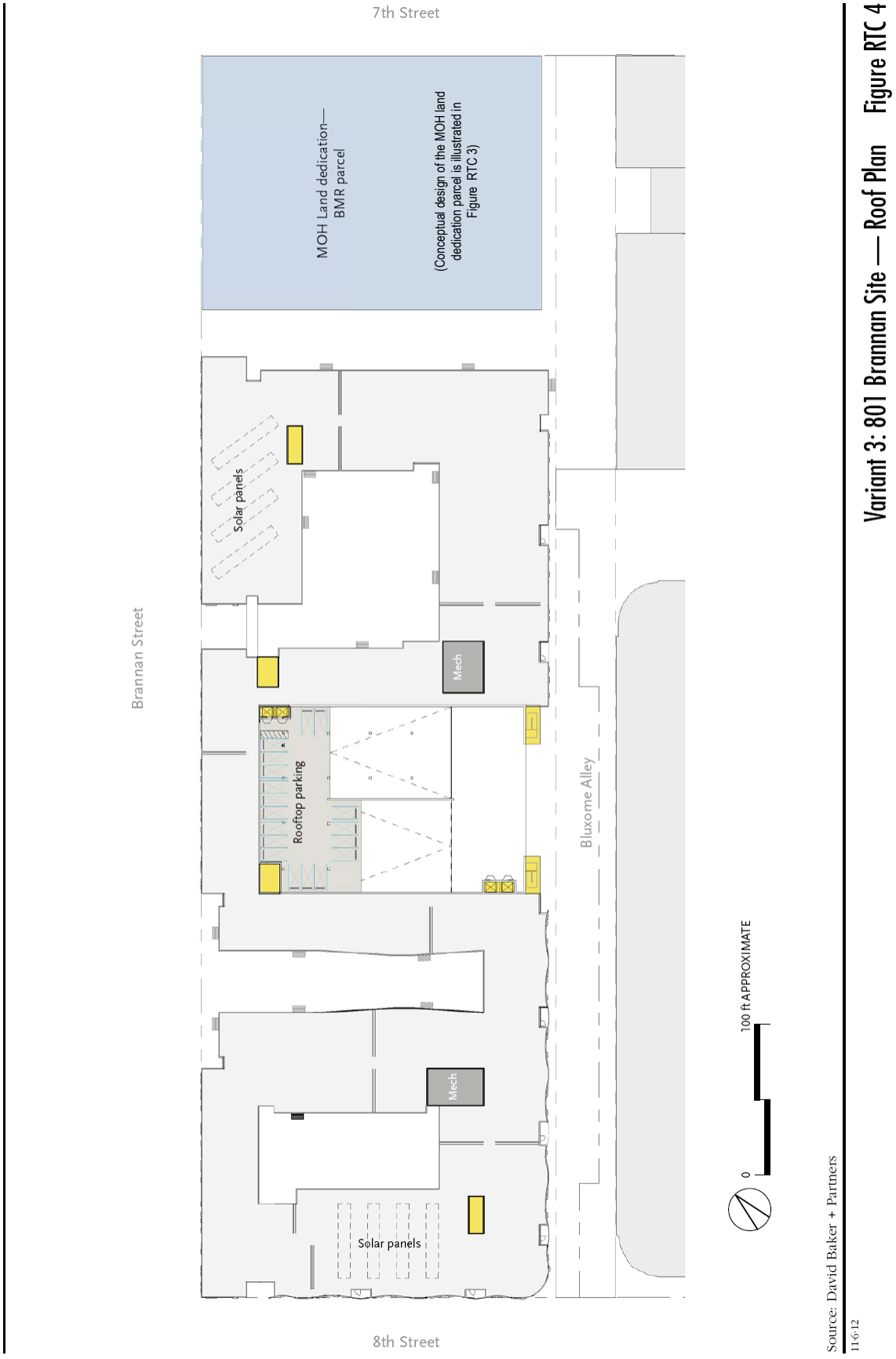


Section

Source: David Baker Architects

11-2-12

Proposed 801 Brannan Site—Affordable Housing Figure RTC 3



Variant 3: 801 Brannan Site — Roof Plan Figure RTC 4

Brannan Street Elevation

Bluxome Alley Elevation

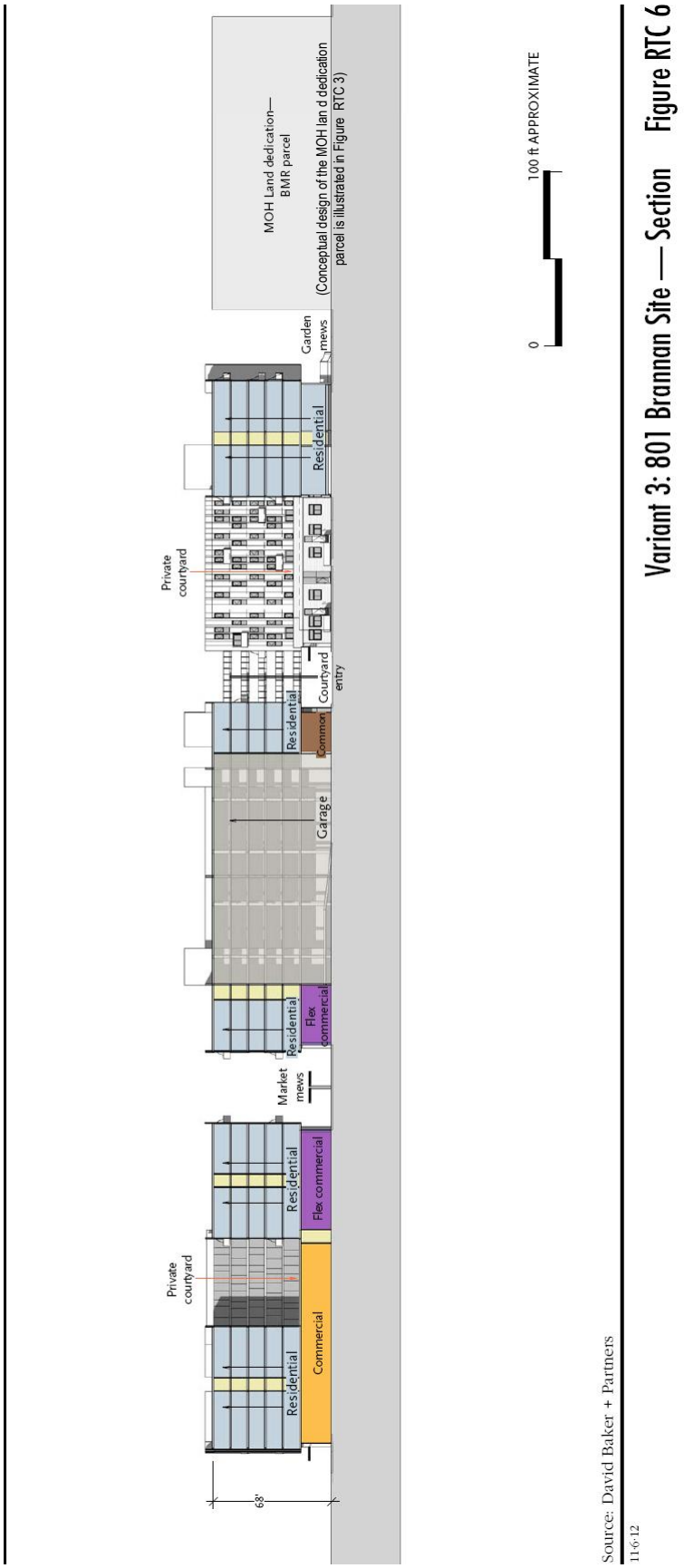
8th Street Elevation

7th Street Elevation

Source: David Baker + Partners

11·6·12

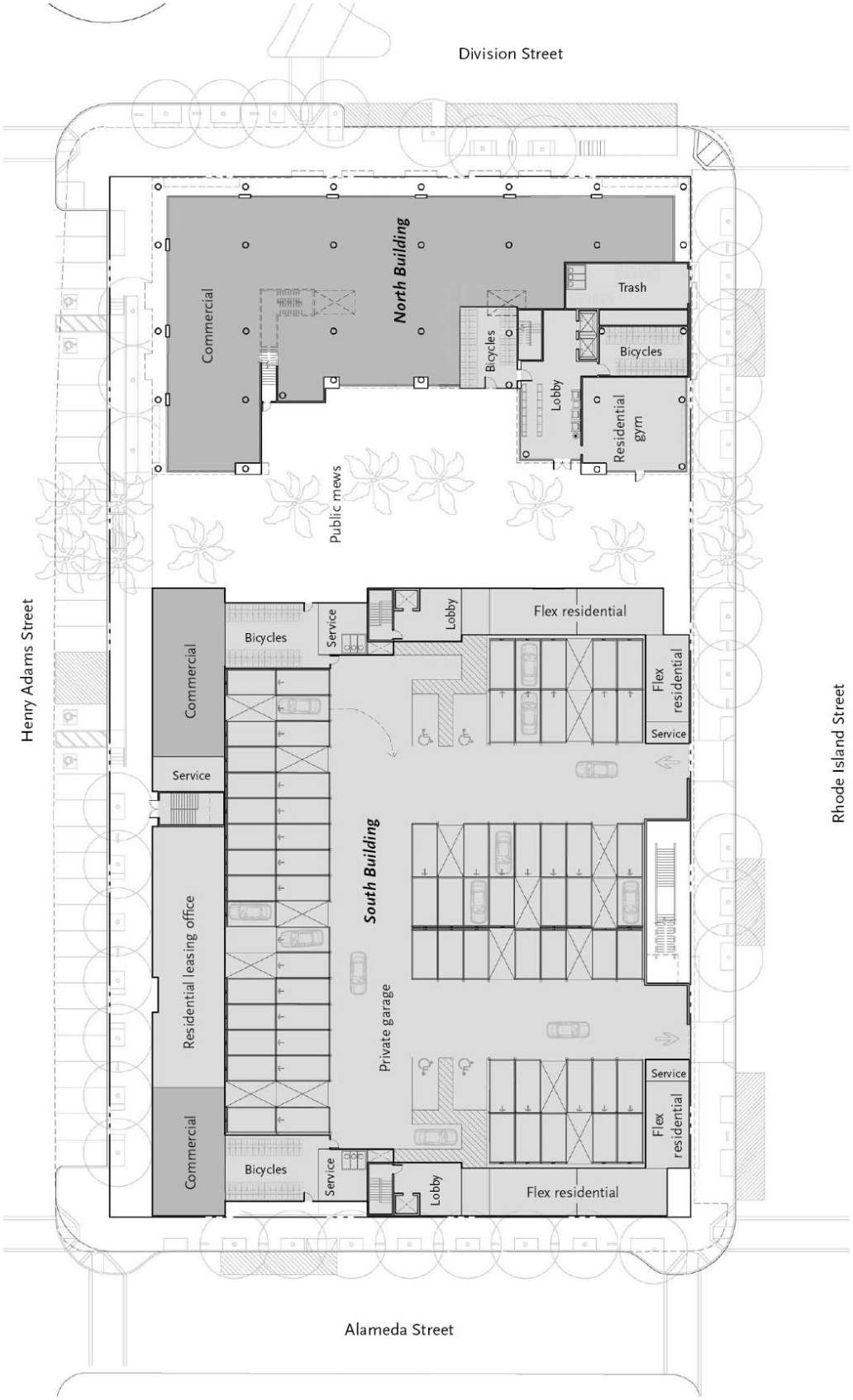
Variant 3: 801 Brannan Site — Elevations Figure RTC 5



Source: David Baker + Partners

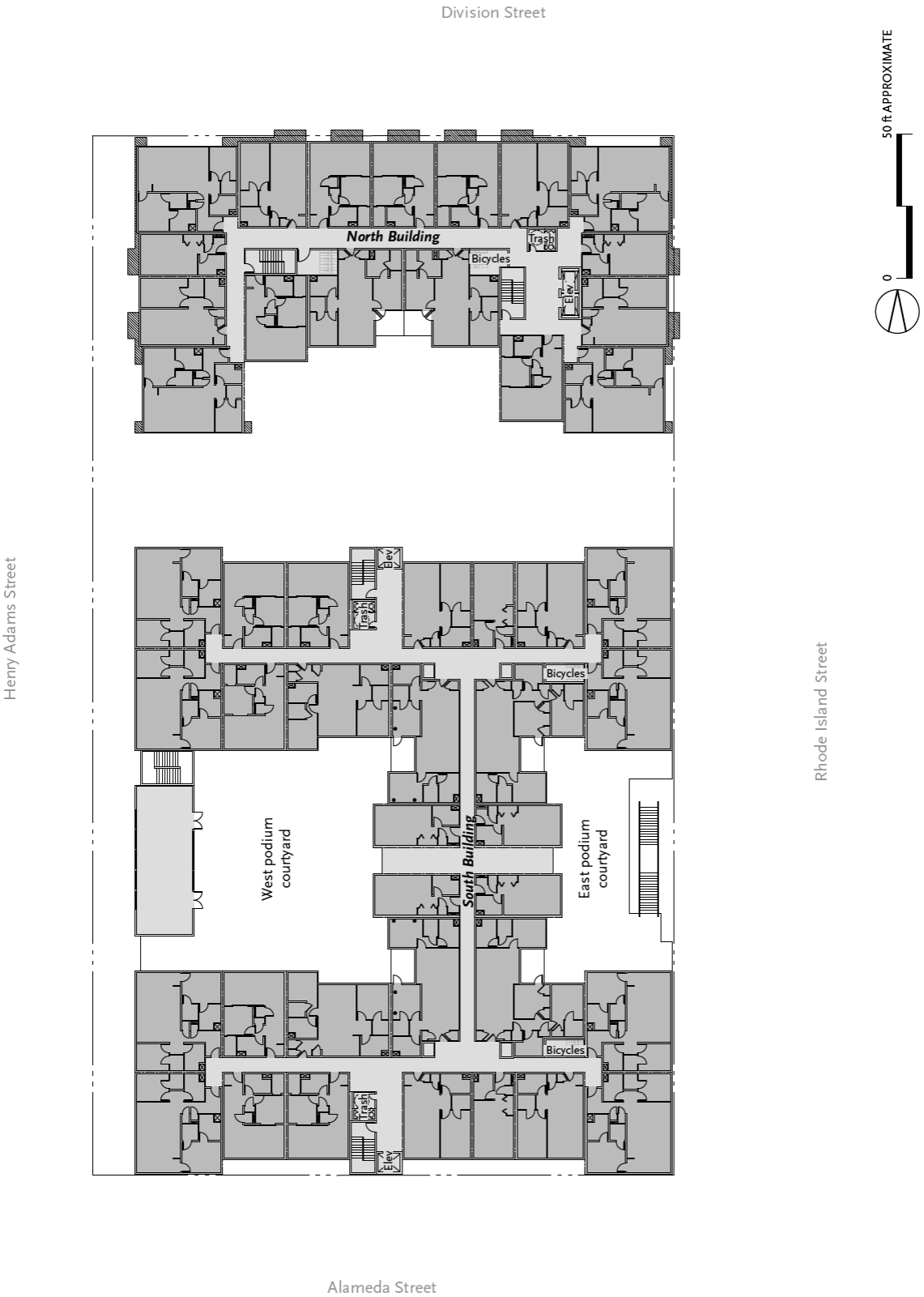
11-6-12

Variant 3: 801 Brannan Site — Section Figure RTC 6



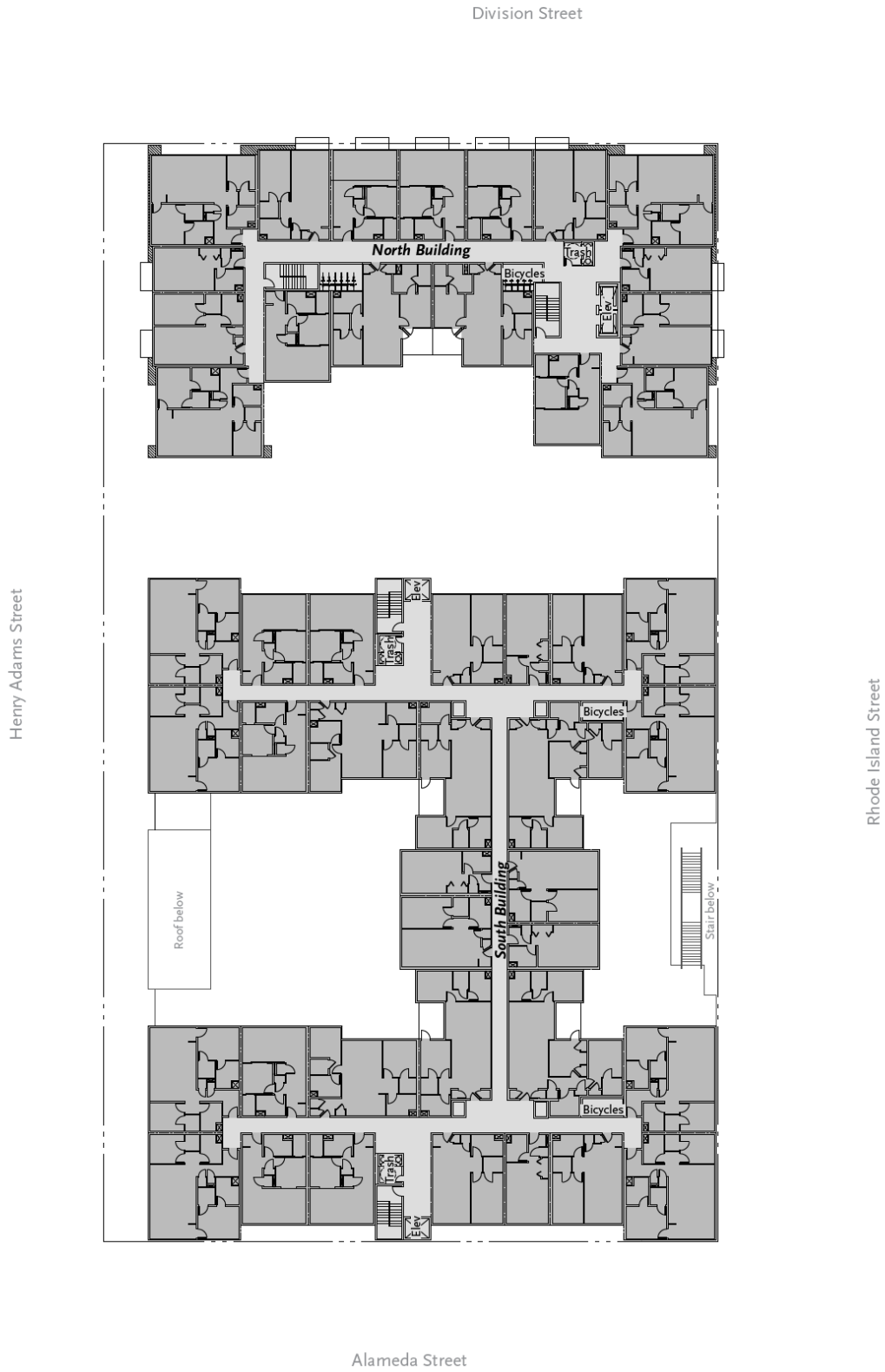
Variant 3: One Henry Adams Site — First Floor Plan Figure RTC 7

Source: Bar Architects
11-6-12



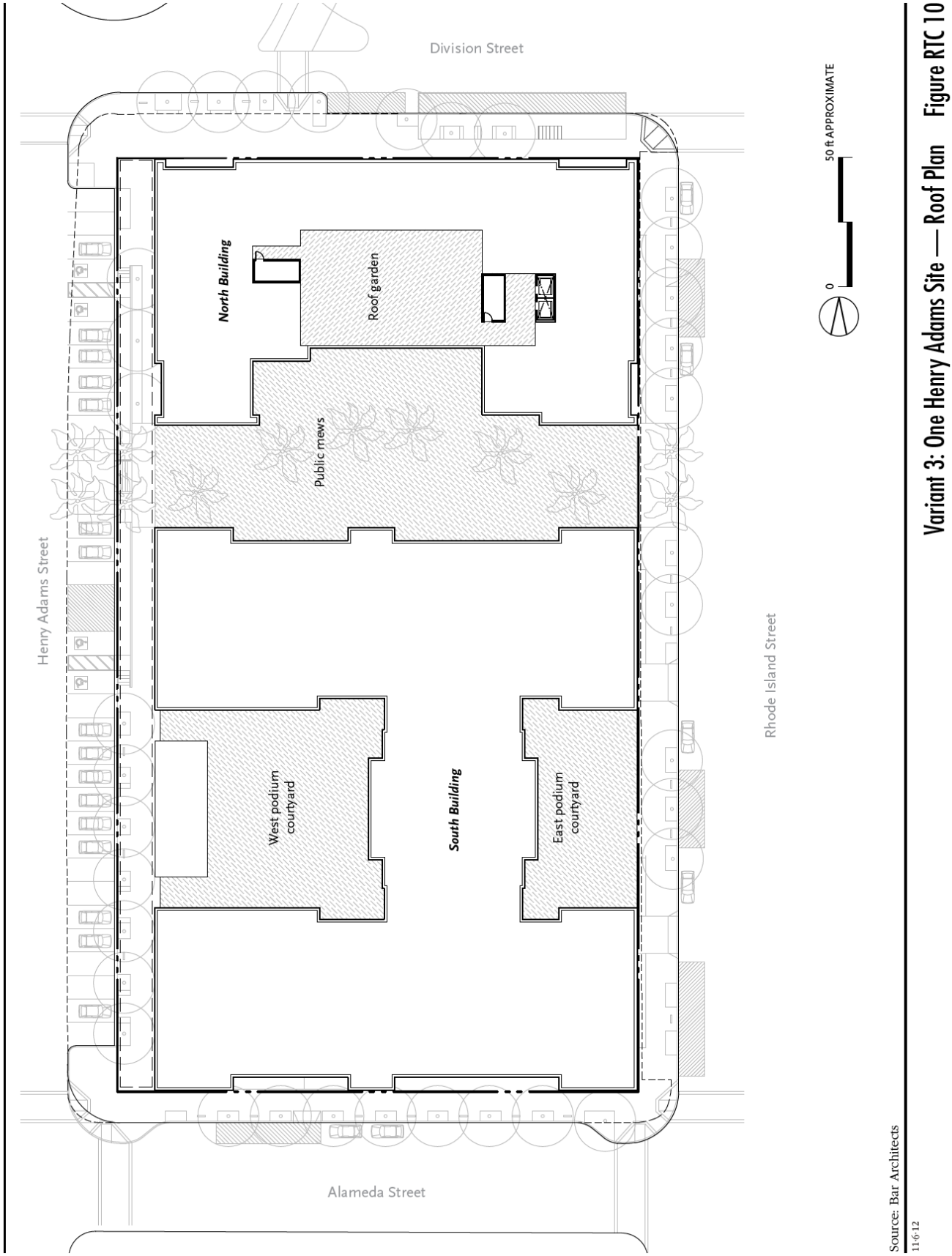
Variant 3: One Henry Adams Site — Second Residential Floor Plan Figure RTC 8

Source: Bar Architects
11-6-12



Variant 3: One Henry Adams Site — Sample Upper Residential Floor Plan **Figure RTC 9**

Source: Bar Architects
11-6-12



Variant 3: One Henry Adams Site — Roof Plan Figure RTC 10

Source: Bar Architects

11.6.12

Henry Adams Street Elevation

Division Street Elevation

0 50 ft APPROXIMATE

Source: Bar Architects

11-6-12

Variant 3: One Henry Adams Site — Elevations Figure RTC 11

Rhode Island Street Elevation

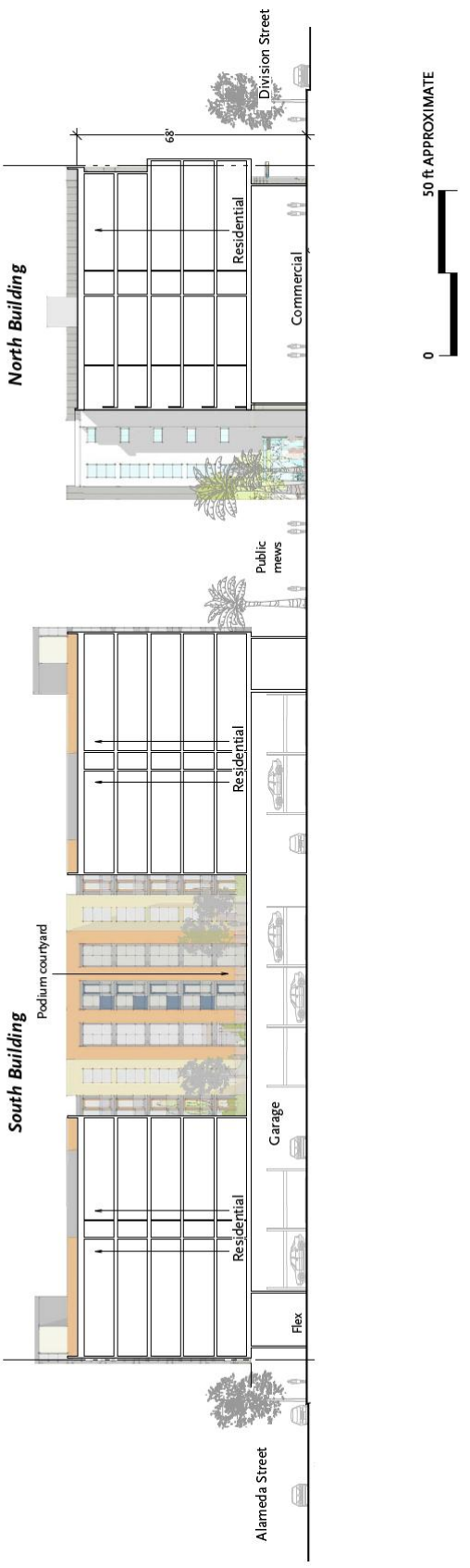
Alameda Street Elevation

0 50 ft APPROXIMATE

Source: Bar Architects

11-6-12

Variant 3: One Henry Adams Site — Elevations Figure RTC 12



Source: Bar Architects

11-6-12

Variant 3: One Henry Adams Site — Section Figure RTC 13

As described below and as summarized in Table RTC 1 above, like the initially proposed project, Variant 3 would entail the demolition of the four existing structures and four surface parking lots at the 801 Brannan and One Henry Adams sites. Unlike the initially proposed project, Variant 3 would involve the construction of four buildings on the two sites, two at each site (the initially proposed project would involve construction of five buildings). Variant 3 would contain 49,674 sq.ft. of retail/commercial space and 107 studios, 319 one-bedroom units, 316 two-bedroom units, 69 three-bedroom units, and 10 flex-loft[3] units in 696,686 sq.ft. of residential space (as compared to 50,087 sq.ft. of retail/commercial space and 0 studios, 425 one-bedroom units, 325 two-bedroom units, 50 three-bedroom units and 24 flex-loft units in 713,876 sq.ft. of residential space for the initially proposed project). Approximately 47 percent (as compared to 42 percent under the initially proposed project) of these units would be two bedrooms or larger, thereby meeting the UMU (Urban Mixed Use) district's unit mix requirement.

Like the initially proposed project, under Variant 3, the project sponsor proposes to meet part of the Inclusionary Affordable Housing requirement for both project sites through the dedication of the easternmost portion of the 801 Brannan site to the City, which, as set forth on page S-5 of the Draft EIR, is referred to as the BMR (below market rate) parcel. The BMR parcel is approximately 37,800 sq.ft., which represents 17.2 percent of the total developable area for both sites. As the BMR parcel is less than 35 percent of the project's total developable area, the land dedication would only partially fulfill Variant 3's Inclusionary Affordable Housing requirement. Like the initially proposed project, the project sponsor would supplement the land dedication with the provision of 68 on-site BMR units in the market rate building at the 801 Brannan site, three fewer units than the initially proposed project's 71 units. This change results from fewer market rate units proposed under Variant 3.[4]

Variant 3 would include up to a total of approximately 70,383 sq.ft. of common open space (*Planning Code* Section 135(g)(2)) developed in the internal courtyards of each building and in the passageways between buildings with approximately 45,930 sq.ft. of this open space to be publicly accessible (as compared to a

---

[3] These are considered to be one-bedroom residential units integrated with work space.

[4] San Francisco Planning. Email correspondence from Ben Fu to Project Sponsor, *RE: 801 Brannan/One Henry Adams BMR calculation after passage of Prop. C,* December 5, 2012. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

total of approximately 73,507 sq.ft. of common open space of which 29,825 sq.ft. would be publicly accessible for the initially proposed project). Variant 3's 70,383 sq.ft. of common open space would exceed the *Planning Code*'s open space requirement by about 27,724 sq.ft. (14,874 sq.ft. at the 801 Brannan site and 12,850 sq.ft. at the One Henry Adams site).

C.2 VARIANT 3: 801 BRANNAN SITE

Under Variant 3, two separate six-story, 68-foot-tall buildings (rather than three buildings for the initially proposed project), would be constructed at the 801 Brannan site. The buildings would include about 870,238 sq.ft., including 582 units, comprised of 75 studios, 216 one-bedroom units, 226 two bedroom units, 59 three bedroom units and six flex-lofts[5] in 491,102 sq.ft. of residential space, about 36,568 sq.ft. of retail space, and about 44,574 sq.ft. of common and publicly accessible open space. The 582 units would include 68 on-site BMR units that would supplement the land dedication to MOH thereby fulfilling the Inclusionary Affordable Housing requirement for both project sites. (See Figures RTC 1 to RTC 5, pages RTC 11-RTC 16).

The market rate residential and commercial building would be located on the western portion of the 801 Brannan site and the MOH-constructed building would be on the eastern-most portion of the site. Subsequent to a subdivision of the parcel that would establish the BMR site as a separate 37,800-sq.ft. legal parcel, the western and eastern most portions of the site would have the following dimensions: 275 feet by 675 feet for the western portion (plus a 50-foot by 168-foot portion at the southeast corner of the 801 Brannan site) and 168 feet by 225 feet for the eastern portion (see Figure RTC 1, page RTC 11). The eastern and western portions of the market rate building would be separated by a midblock publicly accessible passageway (the market mews) and the market rate building would be separated from the MOH-constructed building by a separate publicly accessible midblock passageway (the garden mews).

The market rate building's Eighth Street frontage would be approximately 230 feet in length and the building's Brannan Street frontage would be approximately 624 feet in length. The design would include breaks along these frontages to reduce the building's mass, and an articulated pleated design on the southern portion of the market rate building's Eighth Street façade. Additional building features include

[5] These are considered to be one-bedroom residential units integrated with work space.

a hardie trim façade (fiber-cement) with aluminum panels, windows and window finishes along portions of the building as well as a steel bridge connecting the west and east portions of the market rate building that would provide pedestrian ingress and egress.

The market rate building would contain a total of 432 (as compared to 435 units for the initially proposed project) residential units including 75 studios, 166 one-bedroom units, 176 two-bedroom units, nine three-bedroom units and six flex-loft units) in 362,715 sq.ft. of residential space and 29,518 sq.ft. of ground-floor retail/commercial uses (as compared to 23,367 sq.ft. for the initially proposed project). As shown in Figure RTC 1, page RTC 11, the 29,518 sq.ft. of retail/commercial space would be at ground level along the frontages of Eighth and Brannan streets. The residential and flex-loft units at the market rate building would face the surrounding streets, the mid-block passages, and the newly created Bluxome Alley.[6] Although all units initially would be residential rental units, as part of project entitlements and as set forth on page 50 of the Draft EIR, the project sponsor would file subdivision maps to create condominium units in the Variant 3 market rate building.

Like the initially proposed project, under Variant 3, the building developed by MOH at the BMR parcel site would have approximately 150 residential BMR units in approximately 128,000 sq.ft. of residential space. Combined with the 68 on-site BMR units included in the market rate building, the project sponsor would thereby fulfill the Inclusionary Affordable Housing requirement for Variant 3 for both project sites. Additionally, as with the initially proposed project, under Variant 3, the MOH-constructed building would include approximately 7,000 sq.ft. of retail space and approximately 6,000 sq.ft. of common usable open space.

Under Variant 3, the market rate building at the 801 Brannan site would include an estimated 309 residential parking spaces, 15 commercial parking spaces 95 replacement parking spaces (to reflect existing easements and contracts with properties at 600 and 690 Townsend Street as discussed on page 38 of the Draft EIR) and five carshare spaces (including two carshare spaces previously counted toward replacement spaces) for a total of 422 parking spaces in the market rate building at this site. The

[6] As under the initially proposed project, Variant 3 proposes a new publicly accessible, but privately maintained alley along the south side of the 801 Brannan site. No alley currently exists in this location. Under the initially proposed project, it was named Brannan Alley; under Variant 3 it is named Bluxome Alley.

residential and replacement parking spaces would be included in a six-story-plus-roof parking garage in the eastern portion of the market rate building while the commercial spaces would be included in a ground-level parking garage in the western portion of the building. Unlike the initially proposed project, under Variant 3, the market rate building would not utilize lifts and stackers at these parking garages.

The MOH-constructed building would include an estimated 91 residential parking spaces, four commercial parking spaces and one carshare space for a total of an estimated 96 ground-level parking spaces. Under Variant 3, the 801 Brannan site would include a total of 400 residential parking spaces, 19 commercial parking spaces 95 replacement parking spaces, and six carshare spaces, for a total of 518 parking spaces (as compared to 571 total parking spaces for the initially proposed project). The 518 total parking spaces under Variant 3 represent an approximately nine percent reduction in the total number of parking spaces as compared to the initially proposed project.

Under Variant 3, the market rate building at the 801 Brannan site would provide a total of 439 bicycle spaces (438 residential spaces and one commercial space) located within bike storage areas on each floor of the building. An estimated additional 50 bicycle spaces would be provided at the MOH-constructed building for a total of 489 bicycle spaces at the 801 Brannan site (as compared to 172 total bicycle spaces for the initially proposed project.

Compared to the initially proposed project's six off-street loading spaces, under Variant 3, the market rate building at the 801 Brannan site is proposing a total of four off-street (on-alley) loading spaces, to accommodate residential and commercial loading demand, with all four such spaces located along Bluxome Alley. These loading spaces would be required to meet *Planning Code* requirements for loading. Two of the four loading spaces would be eight by 20 feet in dimension while the other two spaces would be 10 feet by 25 feet in dimension. Variant 3 would also include approximately 44,574 sq.ft. of useable open space, of which 31,973 sq.ft. would be publicly accessible and located within an at-grade landscaped courtyard and two separate mid-block passages (the market mews and the garden mews). The MOH-constructed building at the 801 Brannan site would include one off-street (on-alley) loading space that would be 10 feet by 25 feet in dimension. Separate service/trash rooms would also be provided in each building with access primarily through the garages.

Like the initially proposed project, residential units for Variant 3's market rate building would face the surrounding streets, the at-grade and podium-level courtyards and the mid-block passages. Residential

lobbies for the western portion of the market rate building would be located on Eighth Street and the market mews and for the eastern portion of the market rate building the lobbies would be located on Brannan Street and Bluxome Alley.[7] Like the proposed project, residential and commercial parking and loading access would be from the newly created alley along the south side of the lot with 22-foot wide entrances/exits to each parking garage.

As with the initially proposed project, under Variant 3, the demolition and construction of the project would involve the removal of the 11 existing trees[8] and replacement of these trees pursuant to the procedures specified in the City's Urban Forestry Ordinance. Like the initially proposed project, Variant 3 would also include the new, approximately 41,250-sq.ft., two-way, publicly accessible and privately owned and maintained Bluxome Alley[9] at the 801 Brannan site, which would connect Seventh and Eighth streets along the south side of the development site. (See Figure RTC 1, page RTC 11.) Access to and from the alley would be via 20-foot-wide curbcuts on Seventh and Eighth streets and the new alley would include a landscaped sidewalk along the southern edge of the building. Bulbouts are proposed along Brannan and Eighth streets. Additional streetscape improvements would include new landscaping and street trees around the new buildings, in the passageways and along the new alley, as well as bike racks and vine plantings at select locations along the building.

C.3 VARIANT 3: ONE HENRY ADAMS SITE

Under Variant 3, the two six-story, 68-foot-tall structures (the North Building and the South Building) proposed for the One Henry Adams site would total about 290,412 sq.ft. (as compared to 349,923 sq.ft. for the initially proposed project, an approximately 60,000-sq.ft. reduction in total gross square footage). (See Figures RTC 6 to RTC 12 on pages RTC 17 to RTC 23). The two buildings would include 239 residential units, comprised of 32 studios, 103 one-bedroom units, 90 two bedroom units, 10 three bedroom units

[7] The initially proposed project did not include any residential lobbies along the alley. Otherwise, this is consistent with the initially proposed project.

[8] As described on p. 96 of the Draft EIR, eight of these are street trees protected under the City's Urban Forestry Ordinance and three are trees located within the lot, not subject to this ordinance.

[9] In the Draft EIR, under the initially proposed project and Variants 1 and 2, the new alley is referred to as Brannan Alley instead of Bluxome Alley.

and four flex-lofts in 205,584 sq.ft. of residential space (as compared to 207,197 sq.ft. for the initially proposed project). All of these units initially would be rental units. However, as noted for the 801 Brannan site, the project sponsor would file subdivision maps to create condominiums so that all the residential units would be condominium units, like the initially proposed project.

The two buildings at the One Henry Adams site would also include 13,106 sq.ft. of retail space and 164 parking spaces (including two carshare spaces). (See Figure RTC 6 on page RTC 17.) Like the initially proposed project, the 13,106 sq.ft. of retail/commercial space under Variant 3 would be located at ground level along the frontages of Division, Rhode Island, and Henry Adams streets. Compared to the initially proposed project, Variant 3 would include 6,564 sq.ft. less retail space and 64 fewer off-street parking spaces.

The North Building's Division Street frontage would be approximately 186 feet long; the Rhode Island and Henry Adams Street frontages would be 96 feet long; the South Building's Alameda Street frontage would be approximately 186 feet long; and the Rhode Island and Henry Adams Street frontages would be 216 feet long. The South Building's frontages would be designed to contain breaks in the façade to reduce the building's perceived mass. The parking garage would be located exclusively in the South Building (as compared to the initially proposed project under which both the North and South buildings would include ground-level parking garages and the South Building would also include a basement-level garage). Variant 3 would feature three corner sidewalk bulbouts: approximately 8-foot-wide bulbouts on the northwest corner intersection of Alameda/Rhode Island and the northeast corner intersection of Alameda/Henry Adams streets, and an approximately 6-foot-wide bulbout on the southeast corner intersection of Division/Henry Adams.

Variant 3 would also provide approximately 25,809 sq.ft. of useable open space at the One Henry Adams site, as compared to the 21,810 sq.ft. provided by the initially proposed project. This open space would include approximately 14,683 sq.ft. of publicly accessible open space located within a landscaped mid-block passage between the two buildings and the Henry Adams setback (as compared to 8,000 sq.ft. of publicly accessible open space at the One Henry Adams site for the proposed project). (See Figure RTC 6, page RTC 17.). The remaining open space, totaling approximately 11,126 sq.ft., would be located within two landscaped podium level courtyards located at the South Building and a landscaped rooftop terrace located at the North Building. (See Figures RTC 7 and RTC 9 on pages RTC 18 and RTC 20).

Like the initially proposed project, residential units for Variant 3 would face the surrounding streets, the two podium level courtyards and the mid-block passage separating the North and South buildings. Pedestrian access to the podium-level courtyards would be via Henry Adams and Rhode Island streets, and vehicular access to the parking garage located within the South Building would be from two 12-foot-wide driveways along Rhode Island Street. Each driveway would have a 17-foot-wide vertical clearance (as compared to the initially proposed project which includes vehicle access from both Rhode Island and Alameda streets). The at-grade parking garage would contain approximately 164 spaces in a multi-park, platform-shifting system[10] (162 spaces would be for the residential units and two spaces would be for carshare vehicles).[11] There would also be 240 bicycle parking spaces provided at the One Henry Adams site,[12] 167 more bicycle spaces than the initially proposed project.

Compared to the initially proposed project's three off-street loading spaces at the One Henry Adams site, Variant 3 proposes to provide four on-street loading spaces subject to SFMTA review and approval in lieu of off-street spaces to accommodate residential and commercial loading demand. Variant 3 would be required to comply with *Planning Code* requirements regarding loading, and would likely seek an exception as allowed under the Code in the event that on-street loading was not approved. One eight-by-30-foot loading space would be located on Division Street, two ten-by 30-foot spaces would be located on Rhode Island Street and one eight- by-40-foot space would be located on the adjacent Alameda Street. Like the initially proposed project, Variant 3 would not relocate the two existing bus stops adjacent to the subject block (one stop on Division Street and the other stop on Rhode Island Street). Improvements for both bus stops would include a new sidewalk and landscaping, as well as identification for a potential bus shelter on Rhode Island, should SFMTA choose to install one at a later date.

---

[10] A multi-park, platform-shifting system is similar to a car stacker, except it shifts vehicles horizontally which allows each user access without removing other vehicles. The system would be constructed at grade and no excavation would be required.

[11] The initially proposed project would provide a total of 228 off-street parking spaces including 71 spaces to replace the parking that currently serves the properties located at 101 Henry Adams and Two Henry Adams (see page 61 of Draft EIR). Variant 3 would not provide these replacement parking spaces and thus would include fewer parking spaces than the initially proposed project.

[12] Two bike storage rooms would be located on the ground floor of the South building with two additional storage areas on the ground floor of the North Building. Additional smaller bike storage rooms would be located on each additional floor of both buildings.

As with the initially proposed project, the demolition and construction at the One Henry Adams site under Variant 3 would involve the removal of the existing 28 trees at the project site and replacement of these trees pursuant to the procedures specified in the City's Urban Forestry Ordinance.[13] Additionally, like the initially proposed project, Variant 3 would include removal of minor landscaping around the existing building at the One Henry Adams site, and new landscaping would be installed around the North and South buildings in the mid-block mews and in the podium level courtyards and rooftop terrace.

Along Rhode Island Street, adjacent to the project site to the east, there are no sidewalks, and instead there are about thirty 90-degree on-street parking spaces (vehicles park up to the property line). Similar to the initially proposed project, the thirty parking spaces would be eliminated, and a 15-foot-wide sidewalk would be created. Similar to the initially proposed project, the 90-degree parking would be reconfigured to parallel parking and up to 12 parking spaces would be provided.

As with the initially proposed project, construction of Variant 3 would involve elimination of the 90-degree parking spaces currently provided within the Henry Adams Street sidewalk right-of-way between Division and Alameda streets. Unlike the initially proposed project, which would reconfigure these spaces to parallel parking with up to 12 parking spaces to be provided, under Variant 3, these spaces would be reconfigured to 60-degree angled parking with up to 28 parking spaces provided.[14]

Unlike the initially proposed project, Variant 3 would not include construction of the street improvement at the One Henry Adams site that would have raised the One Henry Adams Street block by approximately 30 inches at mid-block (see Draft EIR, page 37). The purpose of this street improvement, as set forth on page 37 of the Draft EIR, was to raise the block of the One Henry Adams site on the west side of the site to match the existing ground-floor elevation of Two Henry Adams Street. The project sponsor understands that adjacent property owners would not be required to participate, and without such

[13] As set forth on p. 96 of the Draft EIR, of these 28 trees at the One Henry Adams site, eight are street trees, 19 are significant trees as defined in the Urban Forestry Ordinance, and one tree, located inside the lot approximately 25 feet from the lot line, is not subject to the procedures of the Ordinance.

[14] The proposal to eliminate the 90-degree parking and reconfigure such parking to 60-degree diagonal parking was developed during conversations between Paula Krugmeier of BAR Architects and Nick Elsner of DPW on October 4, 2012, and again during discussions between the project sponsor and Nick Elsner of DPW at the Interdepartmental Review Meeting for the Project on December 4, 2012.

participation by adjacent property owners, this improvement would result in uneven grades along Henry Adams Street. Therefore, the project sponsor will not pursue it under Variant 3, and the approval of Department of Public Works (DPW) for such improvement would no longer be required (see Draft EIR, page 50).

Variant 3 would cost approximately $140 million to construct, excluding the MOH-developed building on the BMR parcel. Under Variant 3, the market rate building at the 801 Brannan site would cost approximately $80 million to construct and would be built in 24 months between 2013 and 2015. The two buildings proposed for the One Henry Adams site would cost approximately $60 million and would be constructed in 18 months, beginning in the winter of 2013. The BMR parcel would be developed at such time as determined by MOH, dependent upon its resources and priorities.

C.4 VARIANT 3: ENVIRONMENTAL IMPACT ANALYSIS

As noted above in Table RTC 1, the buildings that would be constructed under Variant 3, the preferred project, are 68 feet in height, like those of the initially proposed project. Variant 3 is approximately 11,556 sq.ft. (or one percent) larger than the initially proposed project. Variant 3 would contain about 413 fewer sq.ft. of retail/commercial space than the proposed project, and three fewer residential units (107 studios, 319 one-bedroom units, 316 two-bedroom units, 69 three-bedroom units, and 10 flex-loft units in 695,686 sq.ft. of residential space as compared to 0 studios, 425 one-bedroom units, 325 two-bedroom units, 50 three-bedroom units and 24 flex-loft units in 713,876 sq.ft. of residential space for the initially proposed project). Because Variant 3 is so similar in size as the initially proposed project, it would have the same or similar impacts as those identified and analyzed in the Draft EIR for the initially proposed project. Below is the analysis of the impacts of Variant 3, which demonstrates how the environmental impacts identified in the Draft EIR would be similar if Variant 3 were implemented instead of the proposed project.

PLANS AND POLICIES

Like the initially proposed project, Variant 3 would be consistent with the San Francisco *General Plan*, the *Showplace Square/Potrero Hill Area Plan,* and the *Showplace Square Open Space Plan* discussed in the Draft EIR, pages 53-58. Variant 3 would support the *Area Plan*'s goal to strengthen and expand that part of Showplace Square to allow mixed income residential development, and would meet the *Area Plan*'s goals for housing development, including affordable housing.

Variant 3, like the initially proposed project, would be a mixed-use residential and commercial development consistent with the UMU district controls, the 68-foot height limit. The UMU land use zoning applicable to the proposed project sites does not require retention of existing PDR uses nor their replacement, and encourages intensive residential development with ground-floor retail. Like the proposed project, Variant 3 would result in the loss of PDR space and would be inconsistent with policies to support PDR retention. On balance, however, Variant 3 would be consistent with the *Area Plan*'s land use-related objectives and policies even with the loss of PDR.

Like the initially proposed project, Variant 3 would comply with the *Planning Code* requirements, with exceptions for the rear yard configuration requirement in *Planning Code* Section 134(a)(1), dwelling unit exposure per Planning Code Section 140, active ground floor uses and setbacks per Planning Code Section 145.1, and the off-street loading requirement in Section 152.1 being sought as permitted pursuant to *Planning Code* Section 329 (see pages 58-62 in the Draft EIR). Unlike the initially proposed project, Variant 3 would not require exceptions for the mid-block passage upper setback requirement in Section 261.1(d)(3), the mass reduction requirement in Section 270, the street frontage configuration requirement in *Planning Code* Section 134(a)(1), the mid-block passage upper setback requirement in Section 261.1(d)(3), the mass reduction requirement in Section 270, requirement in Section 145.5, and the Accessory Use Provisions in Sections 204.4(b) and 803.3(b)(1)(C) pursuant to *Planning Code* Section 329. Under Variant 3, the project sponsor would not seek conditional use authorization for the 71 replacement parking spaces at the One Henry Adams site, as those are not proposed under Variant 3. Variant 3 would comply with the UMU District's off-street parking requirements.

Like the initially proposed project, Variant 3 would provide landscaped and designed open space, both publicly accessible open space, primarily the ground-floor passageways and at-grade landscaped courtyards, and common open space, primarily in large interior podium-level courtyards and a rooftop terrace, in excess of *Planning Code* requirements by approximately 67 percent (compared to 33 percent for the initially proposed project).

Variant 3, like the initially proposed project, would not obviously or substantially conflict with any such adopted environmental plan or policy which includes the *Sustainability Plan*, the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emission*s and with the future implementation of the *Western SoMa Community Plan (*see pages 63 to 68 in the Draft EIR).

Variant 3, like the initially proposed project, would also be consistent with the *San Francisco Bicycle Plan*, the *Better Streets Plan* and with the intent of the City's *Transit First Policy*.

Like the initially proposed project, Variant 3 would not obviously or substantially conflict with any of the following regional plans or policies: (1) the Metropolitan Transportation Commission's (MTC) *Regional Transportation Plan (RTP)—Transportation 2030*; (2) the Bay Area Air Quality Management District's (BAAQMD) *2010 Clean Air Plan* and *Bay Area 2005 Ozone Strategy*; (3) the Association of Bay Area Governments' (ABAG) *2007-2014 Resource Housing Needs Allocations, A Land Use Policy Framework,* and *Projections 2009*; (4) the Regional Water Quality Control Board's (RWQCB) *San Francisco Basin Plan*; and (5) the San Francisco Bay Conservation and Development Commission's (BCDC) *San Francisco Bay Plan* (see the Draft EIR, page 68).

LAND USE

Variant 3 is similar in height and massing as the initially proposed project. In addition, Variant 3 would provide the same land uses as the initially proposed project. Variant 3 would be consistent with the physical and land use characteristics of the surrounding neighborhood, like the initially proposed project. For the above reasons, Variant 3 would not result in any new or more severe land use impacts than those studied in the Draft EIR (see pages 82 to 90).

Like the initially proposed project, development under Variant 3 would increase residential land use on the project site and in the surrounding area. The proposed projects would not physically divide an established community, conflict with land use plans or regulations adopted for the purpose of avoiding or mitigating an environmental effect, nor substantially and adversely alter the land use-character of the vicinity. Like the initially proposed project's, Variant 3's land-use impacts, with the exception of cumulative PDR land supply, would be ***less than significant***.

The Eastern Neighborhoods EIR (EN EIR) identified a significant and unavoidable cumulative impact on PDR land supply as a result of the adopted area plans. The Draft EIR for the proposed project identified a cumulatively considerable contribution to the EN EIR significant and unavoidable cumulative impact on PDR land supply due to the net loss of 164,549 sq.ft. of existing PDR space that would result from the proposed project as well as the preclusion of future PDR uses at the two sites. Variant 3, like the proposed project, would result in the same loss of PDR space and the preclusion of PDR uses in the future on both sites; therefore, Variant 3 would result in a cumulatively considerable contribution to the impact identified in the Draft EIR. This would be the same ***significant and unavoidable*** impact as identified in the Draft EIR.

AESTHETICS

Although Variant 3 would include four buildings at the two project sites instead of five buildings under the initially proposed project, Variant 3 would be the same height and have similar massing and general visual character as the initially proposed project. Therefore, it would result in similar visual quality impacts as those identified for the initially proposed project (see page 97 to 113 in the Draft EIR).

Like the initially proposed project, Variant 3's buildings at the two sites would constitute a noticeable change in the visual environment and add to the overall mass and visual density of the existing development and urban form of Showplace Square.

Like the initially proposed project, Variant 3 would not introduce structures of substantially different visual character or demonstrably negative visual effect into the area. Like the initially proposed project, Variant 3 would not substantially alter the existing pattern of heights, disrupt the visual continuity of existing buildings, or degrade the existing visual context.

The project sites contain 39 street trees that contribute to the aesthetic effect of the buildings on the site. As with the initially proposed project, Variant 3 would remove 39 trees. The initially proposed project would comply with the City's Urban Forestry Ordinance regarding the removal and replacement of street trees and significant and landmark trees (As discussed in Draft EIR Section V.H.13 Biological Resources). Variant 3 would also comply with the City's Urban Forestry Ordinance. Therefore, like the initially proposed project, the removal of trees on the project sites under Variant 3 would not constitute a significant aesthetic impact.

The initially proposed project would comply with Planning Commission Resolution 9212 prohibiting the use of mirrored or reflective glass. Likewise, Variant 3 would comply with Resolution 9212 and would not utilize mirrored or reflective glass. Therefore, like the initially proposed project, Variant 3 would not result in a significant aesthetic impact related to the use of mirrored or reflective glass.

Like the initially proposed project, Variant 3 would not have a substantial demonstrable negative effect on a scenic vista, scenic resources, the visual character of the site or surrounding area, or create a new source of obtrusive light and glare, and would result in ***less than significant*** aesthetics impacts.

CULTURAL AND PALEONTOLOGICAL RESOURCES

The project sites are underlain by non-fossiliferous fill material, which does not have potential to contain fossils, to depths of between 15 to 34 feet under the 801 Brannan site and 8 to 19 feet under the One Henry Adams site. Like the initially proposed project, Variant 3 would involve limited excavation for the four buildings, and such excavation would not penetrate the fill material. In fact, Variant 3 would not include the construction of a subterranean level for the buildings at the One Henry Adams site, unlike the initially proposed project; therefore, the likelihood of excavation at the One Henry Adams site penetrating the fill material is less likely than under the initially proposed project. Thus, Variant 3 would not have the potential to disturb paleontological resources, and there would be ***no impact*** (see Draft EIR pages 136 and 137).

Both project sites are fully developed and do not contain unique geologic features. Therefore, like the initially proposed project, Variant 3 would have ***no impact*** on unique geologic features (see the Draft EIR, pages 136 and 137).

Like the initially proposed project, Variant 3 could result in potentially significant archeological impacts. Implementation of Mitigation Measure M-CP-2a (Archeological Testing) for the 801 Brannan site and Mitigation Measure M-CP-2b (Accidental Discovery) at the One Henry Adams site would reduce those impacts under Variant 3 to a ***less than significant*** level, like the initially proposed project (see Draft EIR pages 137 to 142).

Mitigation measures M-CP-2a and M-CP-2b would also reduce to a ***less than significant*** level the potentially significant impact to human remains under both the initially proposed project and Variant 3.

Like the initially proposed project, Variant 3 would not have a substantial adverse effect to on-site historic architectural resources, and the demolition of the existing buildings, which have been determined not to be historical resources for the purposes of CEQA, would not cause a substantial adverse impact. However, like the initially proposed project, design and construction of the new buildings at both sites could impact the character of the buildings in the surrounding potential historic districts. However, this impact would be ***less than significant*** with the implementation of Mitigation Measure M-CP-5 in the Draft EIR, Off-Site Resources – New Building Design, discussed on pages 144-145 of the Draft EIR.

TRANSPORTATION, CIRCULATION, AND PARKING

This description of impacts of Variant 3 is based on the project-specific transportation impact analysis conducted for Variant 3, and documented in a separate technical memorandum.[15]

Variant 3 Travel Demand

Table RTC 2, page RTC 38, presents the proposed land uses and daily and p.m. peak hour trips associated with the initially proposed project and Variant 3. Table RTC 3, page 39, presents the weekday p.m. peak hour trip generation by mode for the initially proposed project and Variant 3. Variant 3 travel demand was estimated consistent with the methodology in the San Francisco *Transportation Impact Analysis Guidelines* (*SF Guidelines*)[16] and presented in Chapter 3 of the *801 Brannan Street & 1 Henry Adams Street Transportation Study*.

- The **801 Brannan** site under Variant 3 would consist of 582 residential units and 36,568 sq.ft. of retail uses. The land uses associated with the 801 Brannan site would generate about 10,563 person-trips (inbound and outbound) on a weekday daily basis (as compared with 9,638 person-trips for the initially proposed project). During the weekday p.m. peak hour, the land uses associated with the 801 Brannan site would generate 1,372 new person-trips and 548 new vehicle-trips (as compared with 1,289 new person-trips and 519 new vehicle-trips for the initially proposed project). About 53 percent of the p.m. peak hour person-trips would be by auto, 22 percent by transit, and 25 percent by other modes (including walking). Of the 548 new vehicle-trips during the weekday p.m. peak hour, 331 vehicle-trips (60 percent) would be inbound to the project site, and 217 vehicle-trips (40 percent) would be outbound.

---

15 LCW Consulting, *801 Brannan Street & One Henry Adams Street EIR Variant 3 – Transportation Impact Assessment,* December 19, 2012. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

16 City and County of San Francisco San Francisco *Transportation Impact Analysis Guidelines (SF Guidelines),* October 2002. Available online at http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753, accessed October 30, 2012.

Table RTC 2
Person–Trip Generation
Weekday Daily and PM Peak Hour
Initially Proposed Project and Variant 3

Project Site/Land Use	Size	Person-Trips	
		Daily	PM Peak Hour
INITIALLY PROPOSED PROJECT			
One Henry Adams Site			
Residential: Studio/one bedroom	139 units	1,043	180
Residential: Two+ bedrooms	100 units	1,000	173
Retail	19,670 sq.ft.	2,951	266
Subtotal		**4,994**	**619**
801 Brannan Site			
Residential: Studio/one bedroom [1]	310 units	2,325	402
Residential: Two+ bedrooms	275 units	2,750	476
Retail	30,417 sq.ft.	4,563	411
Subtotal		**9,638**	**1,289**
Initially Proposed Project Total		***14,632***	***1,908***
VARIANT 3			
One Henry Adams Site			
Residential: Studio/one bedroom	139 units	1,043	180
Residential: Two+ bedrooms	100 units	1,000	173
Retail	13,106 sq.ft.	1,971	177
Subtotal		**4,014**	**530**
801 Brannan Site			
Residential: Studio/one bedroom [1]	297 units	2,228	385
Residential: Two+ bedrooms	285 units	2,850	493
Retail	36,568 sq.ft.	5,485	494
Subtotal		**10,563**	**1,372**
Variant 3 Total		***14,577***	***1,902***

Note:
1. For trip generation purposes, lofts were analyzed as one-bedroom units. Although some loft units would have more square footage than the one-bedroom units, their design would only include a single bedroom.

Source: SF Guidelines, LCW Consulting 2012.

Table RTC 3
Trip Generation by Mode – Weekday PM Peak Hour
Initially Proposed Project and Variant 3

Project Site/Land Use	Person-Trips				Vehicle Trips
	Auto	Transit	Walk/Other[1]	Total	
INITIALLY PROPOSED PROJECT					
One Henry Adams Site Subtotal	**338**	**131**	**150**	**619**	**243**
801 Brannan Site Subtotal	**678**	**294**	**317**	**1,289**	**519**
Proposed Project Total	***1,016***	***425***	***467***	***1,908***	***762***
VARIANT 3					
One Henry Adams Site					
Residential	167	99	87	353	151
Retail	114	21	42	177	61
Subtotal	**281**	**120**	**129**	**530**	**212**
801 Brannan Site					
Residential	414	245	219	878	377
Retail	318	59	117	494	171
Subtotal	**732**	**304**	**336**	**1,372**	**548**
Variant 3 Total	***1,013***	***424***	***465***	***1,902***	***760***

Note:
[1] "Other" mode includes bicycles, motorcycles, and taxis.
Source: SF Guidelines, 2000 U.S. Census, LCW Consulting 2012.

- The **One Henry Adams** site under Variant 3 would consist of 239 residential units and about 13,106 sq.ft. of retail uses. The land uses associated with the One Henry Adams site would generate about 4,014 person-trips (inbound and outbound) on a weekday daily basis (as compared with 4,994 person-trips for the initially proposed project). During the p.m. peak hour, the new uses with the One Henry Adams site would generate 530 new person-trips and 212 new vehicle-trips (as compared with 619 new person-trips and 243 new vehicle-trips for the initially proposed project). About 53 percent of all p.m. peak hour person-trips would be by auto, 23 percent by transit, and 24 percent by other modes (including walking). The new uses associated with the One Henry Adams site would generate about 212 vehicle-trips during the weekday p.m. peak hour, of which 129 vehicle-trips (61 percent) would be inbound to the project site, and 83 vehicle-trips (39 percent) would be outbound from the project site.

Table RTC 4 below presents the delivery/service vehicle trip generation demand, and the average-hour and peak-hour demand for loading spaces that would be generated by the initially proposed project and Variant 3.

Table RTC 4
Delivery/Service Vehicle-Trips and Loading Space Demand
Initially Proposed Project and Variant 3

Project Site/Land Use	Daily Truck/Service Vehicle Trip Generation	Peak Hour Loading Spaces	Average Hour Loading Spaces
INITIALLY PROPOSED PROJECT			
One Henry Adams Site Subtotal	**10.5**	**0.7**	**0.5**
801 Brannan Site Subtotal	**21.9**	**1.3**	**1.0**
Proposed Project Total	***32.4***	***2.0***	***1.5***
VARIANT 3			
One Henry Adams Site			
Residential	6.2	0.4	0.3
Retail	2.9	0.2	0.1
Subtotal	**9.1**	**0.6**	**0.4**
801 Brannan Site			
Residential	14.9	0.9	0.7
Retail	8.0	0.5	0.4
Subtotal	**22.9**	**1.4**	**1.1**
Variant 3 Total	***32.0***	***2.0***	***1.5***

Source: SF Guidelines, LCW Consulting 2012.

- The land uses associated with the **801 Brannan** site under Variant 3 would generate about 23 delivery/service vehicle-trips per day (as compared to 22 delivery/service vehicle-trips for the initially proposed project). This corresponds to a demand for about one loading space during both the average and peak hour of loading activities.

- The land uses associated with the **One Henry Adams** site under Variant 3 would generate about nine delivery/service vehicle-trips per day (as compared to 11 delivery/service vehicle trips for

the initially proposed project). This corresponds to a demand for less than one loading space during both the average and peak hour of loading activities.

Table RTC 5 below presents the estimated parking demand for the initially proposed project and Variant 3.

Table RTC 5
Parking Demand
Initially Proposed Project and Variant 3

Project Site/ Land Use	Long-Term Parking Spaces	Short-Term Parking Spaces	Total
INITIALLY PROPOSED PROJECT			
One Henry Adams Site Subtotal	**334**	**87**	**421**
801 Brannan Site Subtotal	**667**	**135**	**802**
Proposed Project Total	***1,001***	***222***	***1,223***
VARIANT 3			
One Henry Adams Site			
Residential	303	0	303
Retail	21	58	79
Subtotal	**324**	**58**	**382**
801 Brannan Site			
Residential	664	0	664
Retail	58	162	220
Subtotal	**722**	**162**	**884**
Variant 3 Total	***1,046***	***220***	***1,266***

Source: SF Guidelines, LCW Consulting 2012.

- The land uses associated with the **801 Brannan site** under Variant 3 would generate a parking demand for about 884 spaces (as compared with 802 spaces for the initially proposed project), of which 722 spaces would be long-term demand and 162 spaces would be short-term demand. The 582 residential units would generate a demand for 664 spaces, and the 36,568 sq.ft. of retail uses would generate a parking demand for 220 spaces.

- The land uses associated with the **One Henry Adams site** under Variant 3 would generate a parking demand for approximately 382 spaces (as compared with 421 spaces for the initially proposed project), of which 324 spaces would be long-term demand and 58 spaces would be short-term demand. The 239 residential units would generate a demand for 303 spaces, and the retail uses would generate a parking demand for 79 spaces.

Traffic Impacts

The EIR pages 175-176 summarizes the traffic impacts of the initially proposed project and Variants 1 and 2. The traffic analysis indicates that that construction of either Variant 1 or 2 would result in the same impacts as the initially proposed project. While the impacts are the same, the EIR analysis assigns different transportation impact numbers for the initially proposed project and Variants 1 and 2. Like Variants 1 and 2, Variant 3 is assigned different impact numbers than the proposed project. Like Variants 1 and 2, Variant 3 would have the same impacts as the initially proposed project, as discussed in the analysis below.

Table RTC 6 on the following page presents the comparison of the intersection LOS for Existing and Existing plus Initially Proposed Project and all variant conditions.

Impact TR-55: Implementation of Variant 3 would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable)

Variant 3 would generate 460 inbound and 300 outbound vehicle trips (total of 760 vehicle trips) during the p.m. peak hour (compared to 762 vehicle trips for the initially proposed project). Intersection operating conditions would be similar to the initially proposed project. At the signalized intersection of Division/Brannan/Potrero/Tenth, which currently operates at LOS E during the p.m. peak hour, Variant 3 would add a total of 130 vehicles during the p.m. peak hour. Variant 3 would contribute substantially to the eastbound critical left/through movement that that would operate at LOS E, and therefore the contribution to the existing LOS E conditions at this intersection would be considered significant. This would be considered a ***significant*** project impact and is the same impact as Impact TR-1 identified for the initially proposed project in the Draft EIR on pages 176-178.

Table RTC 6
Intersection Level of Service
Existing plus Initially Proposed Project and Variant Conditions – Weekday PM Peak Hour

Intersection	Existing	Existing plus Init. Project	Existing plus Variant 1	Existing plus Variant 2	Existing plus Variant 3
	Delay[1]/LOS	Delay/LOS	Delay/LOS	Delay/LOS	Delay/LOS
Signalized					
1. Seventh/Harrison	29.8/C	36.9/D	36.9/D	36.9/D	36.4/D
2. Ninth/Bryant	40.8/D	41.8/D	41.8/D	41.8/D	41.8/D
3. Eighth/Bryant	23.0/C	24.5/C	24.6/C	24.6/C	24.5/C
4. Seventh/Bryant	21.5/C	22.1/C	22.1/C	22.1/C	22.1/C
5. Division/Brannan/Potrero/Tenth	**57.8/E**	**61.5/E**	**61.5/E**	**61.5/E**	**61.7/E**
6. Eighth/Brannan	**55.4/E**	**77.5/E**	**77.4/E**	**77.5/E**	**75.1/E**
7. Seventh/Brannan[5]	49.6/D	41.8/D	42.2/D	41.9/D	42.1/D
9. Seventh/Townsend	37.0/D	53.3/D	53.7/D	53.5/D	52.8/D
12. Alameda/Potrero	11.3/B	11.4/B	11.4/B	11.4/B	11.4/B
15. Sixteenth/Kansas/Henry Adams	17.4/B	23.1/C	23.3/C	23.2/C	22.7/C
Unsignalized					
8. Eighth/Townsend/Division/Henry Adams[2]	18.1 (wb)/C	23.9 (sb)/C	24.1 (sb)/C	24.0 (sb)/C	24.7 (sb)/C
10. Division/Rhode Island[3]	24.6 (nb)/C	**39.1 (nb)/E**	**39.5 (nb)/E**	**39.2 (nb)/E**	**43.4 (nb)/E**
11. Division/King/De Haro[2]	10.8 (sb)/A	10.9 (sb)/B	10.9 (sb)/B	10.9 (sb)/B	10.9 (sb)/B
13. Alameda/Henry Adams[2]	11.4 (nb)/B	15.0 (nb)/C	15.1 (nb)/C	15.1 (nb)/C	14.4 (nb)/C
14. Alameda/Rhode Island[4]	11.7 (wb)/B	12.3 (wb)/B	12.3 (wb)/B	12.3 (wb)/B	12.3 (wb)/B
16. Sixteenth/Rhode Island[4,6] - Unsignalized	48.7 (nb)/E	**>50 (nb/sb)/F**	**>50 (nb/sb)/F**	**>50 (nb/sb)/F**	**>50 (nb/sb)/F**
16. Sixteenth/Rhode Island[4,6] - Signalized	13.2/B	--	--	--	13.5/B

Notes:

1. Delay presented in seconds per vehicle. Intersections operating at LOS E or LOS F highlighted in **bold.**
2. Intersections 4-way STOP-controlled. Delay and LOS presented for worst approach, indicated in ( ). wb = westbound, sb = southbound, nb = northbound, eb = eastbound.
3. Uncontrolled T-intersection. Northbound Rhode Island Street traffic yields to eastbound/westbound Division Street traffic. Analyzed assuming STOP-sign control for northbound Rhode Island Street.
4. Intersection 2-way STOP-controlled.
5. At the intersection of Seventh/Brannan, SFMTA planned improvement for early 2011 were assumed for the analysis of "plus project" conditions. Improvements include restriping of westbound and eastbound approaches. Additional adjustments to signal timing assumed.
6. The intersection of Sixteenth/Rhode Island was signalized in April 2012. At the time of the original transportation analysis (April 2011), this intersection was not signalized, although the signalization (and operation at LOS B following signalization) was discussed under the Existing plus Project analysis. An updated signalized Existing condition was added for comparison. Under Existing plus Project and Variants 1 and 2, this intersection would also operate at LOS B conditions, similar to Variant 3.

Source: LCW Consulting, 2012.

As discussed in Impact TR-1 in the Draft EIR on page 178, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less than significant level. Therefore, Variant 3 -related traffic impact at the intersection of Division/Brannan/Potrero/ Tenth would remain ***significant and unavoidable***.

Impact TR-56: Implementation of Variant 3 would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (Significant and Unavoidable)

At the signalized intersection of Eighth/Brannan, which currently operates at LOS E during the p.m. peak hour, Variant 3 would add a total of 291 vehicle trips during the p.m. peak hour (as compared to 294 vehicle trips under the initially proposed project). Variant 3 would contribute substantially to the northbound critical right turn and to the eastbound critical through/right movements that would operate at LOS E or LOS F, and therefore, the contribution to the existing LOS E conditions would be considered significant. This would be considered a ***significant*** project impact, and is the same impact as Impact TR-2 identified for the initially proposed project in the Draft EIR on page 178.

As discussed in Impact TR-2 in the Draft EIR on page 178, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less than significant level. Therefore, as under the initially proposed project, Variant 3-related traffic impact at the intersection of Eighth/Brannan would remain ***significant and unavoidable***.

Impact TR-57: Implementation of Variant 3 would have less than significant traffic impact at one unsignalized study intersection where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions. (*Less than Significant)*

At the unsignalized intersection of Division/Rhode Island the worst approaches would deteriorate to LOS E or LOS F conditions during the p.m. peak hour, however, Caltrans signal warrants would not be met. Therefore, these impacts would not be considered a significant project impact. Traffic impact at the intersection of **Division/Rhode Island** under Variant 3 would be ***less than significant***.

At the time the transportation impact analysis was conducted for the initially proposed project, the intersection of Sixteenth/Rhode Island was unsignalized. In April 2012, SFMTA signalized the intersection of Sixteenth/Rhode Island, and with signalization, this intersection currently operates at LOS B conditions. With the addition of vehicle trips generated by Variant 3, the intersection would continue to operate at LOS B conditions.

Impact TR-58: Implementation of Variant 3 would have less than significant traffic impacts at 13 study intersections that would operate at LOS D or better under Existing plus Project conditions. (Less than Significant)

As indicated in Table RTC 6, with implementation of Variant 3, the following 13 study intersections would continue to operate at LOS D or better during the p.m. peak hour. Therefore, traffic impacts at these locations would be ***less than significant***:

- Seventh/Harrison
- Ninth/Bryant
- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Seventh/Townsend
- Alameda/Potrero
- Sixteenth/Kansas/Henry Adams
- Eighth/Townsend/Division/Henry Adams
- Division/King/De Haro
- Alameda/Henry Adams
- Alameda/Rhode Island
- Sixteenth/Rhode Island

Impact TR-59: Implementation of Variant 3 would have less than significant traffic impacts at the intersections of the proposed Bluxome Alley with Seventh and Eighth Streets. (Less than Significant)

Variant 3 impacts at the new intersections of the proposed Bluxome Alley (referred to as Brannan Alley under the initially proposed project) on the south side of the 801 Brannan site would be similar to those described in Impact TR-5 for the initially proposed project in the Draft EIR on pages 179-180, and traffic impacts would be ***less than significant***. **Improvement Measure I-TR-5**, described on page 180 of the Draft EIR, related to striping a "Keep Clear" zone on Seventh Street at Brannan Alley (Bluxome Alley under Variant 3), would also be applicable to Variant 3.

TRANSIT IMPACTS

Impact TR-60: Implementation of Variant 3 would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit service, or cause a substantial increase in transit delays or operating costs. (Less than Significant)

In total, Variant 3 would generate about 424 transit trips (266 inbound and 158 outbound) during the p.m. peak hour (as compared with 425 transit trips for the initially proposed project). About 321 of the 424 transit trips would be to and from San Francisco origins and destinations, and 103 trips would be to and from the East Bay, South Bay, and North Bay. The addition of the project-generated transit trips to the

Muni and regional service providers would not substantially affect transit operations, and impacts on the capacity utilization of the local and regional transit lines would be ***less than significant.***

Since the design of Variant 3 would be similar to the initially proposed project, and since the number of transit trips would be similar, the transit impacts associated with Variant 3 would be similar to those described in Impact TR-16 for the initially proposed project. Since Variant 3 would not substantially affect the capacity utilization of the local and regional transit lines, and would not affect the operations of the adjacent and nearby Muni bus lines as described on pages 185-186 of the Draft EIR, Variant 3 impacts on transit would be ***less than significant.***

Implementation of **Improvement Measure I-TR-16**, which would provide a curbside bus stop adjacent to the project site on Henry Adams Street, would also be applicable for Variant 3.

BICYCLE IMPACTS

Impact TR-61: Implementation of Variant 3 would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas. (Less than Significant)

The *San Francisco Planning Code* requires that Variant 3 provide a total of 200 bicycle parking spaces (127 for the 801 Brannan site, and 73 bicycle parking spaces for the One Henry Adams site). Because Variant 3 would provide 729 bicycle parking spaces, it would meet the *Planning Code* requirements. In addition to the on-site bicycle parking, Variant 3 would provide 60 additional bicycle parking spaces at bicycle racks on the sidewalks along the 801 Brannan site. The project sponsor would work with the SFMTA as to the location and number of these bicycle racks.

At the 801 Brannan site, Variant 3 would provide a total of 489 bicycle parking spaces for the residential (482 spaces), commercial (one space), and replacement (six spaces) parking uses. Bicycle parking would be provided within bicycle storage areas on each floor of the market rate building, and an additional 50 bicycle spaces that would be provided at the MOH-constructed building. At the One Henry Adams site, Variant 3 would provide 240 bicycle parking spaces for the residential uses within two secure rooms on the ground floor level. No bicycle parking would be required for the retail uses since less than 20,000 sq.ft. of retail uses would be provided and since no vehicle parking for retail uses would be provided.

It is anticipated that a portion of the 465 walk/other trips generated during the p.m. peak hour) by Variant 3 would be bicycle trips. Although Variant 3 would result in an increase in the number of bicyclists and vehicles on the surrounding streets, this increase would not be substantial enough to adversely affect bicycle travel in the area.

As noted in Impact TR-19 on page 189 of the Draft EIR, Bicycle Route Number 123 (Class III – signed route only) runs along Henry Adams Street adjacent to the project site where no project access driveways are proposed to be located. Like the initially proposed project, Variant 3 would replace the 90-degree parking spaces currently provided within the Henry Adams Street sidewalk right-of-way between Division and Alameda streets. However, Variant 3 would reconfigure these spaces to 60-degree diagonal parking spaces, rather than 12 parallel parking spaces under the initially proposed project.

As described in the impact discussion above, although Variant 3 would result in an increase in the number of vehicle and bicycle trips in the vicinity of the project sites, these new trips would not substantially affect bicycle travel in the area. Therefore, Variant 3 impacts on bicyclists would be ***less than significant***.

PEDESTRIAN IMPACTS

Impact TR-62: Implementation of the proposed project with Variant 3 would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. (Less than Significant)

Under Variant 3, pedestrian conditions would be similar to those described for the initially proposed project under Impact TR-22 in the Draft EIR on pages 191-192. Overall, Variant 3 would add about 889 pedestrian trips to the surrounding streets (this includes 424 transit trips and 465 walk/other trips during the p.m. peak hour) during the p.m. peak hour (as compared with 890 pedestrian trips for the proposed project). In general, the new pedestrian trips generated by Variant 3 would be accommodated on the existing and proposed sidewalks, and would not substantially affect pedestrian operations on the nearby sidewalks and crosswalks. As the sidewalks and crosswalks currently have low pedestrian volumes, the conditions would continue to remain acceptable with Variant 3.

Both the 801 Brannan and One Henry Adams sites under Variant 3 would include improvements that would enhance pedestrian conditions in the area, including:

- The sidewalk improvements along the south side of Brannan Street between Seventh and Eighth streets would be constructed as part of development at the 801 Brannan site, and the sidewalks along the west side of Rhode Island Street and the east side of Henry Adams Street between Alameda and Division streets would be constructed as part of development at the One Henry Adams site.
- As part of development at the 801 Brannan site, on the south side of Brannan Street between Seventh and Eighth streets, the rolled curbs would be eliminated and 11-foot wide sidewalks would be constructed.
- As part of development at the One Henry Adams site, a 14-foot 6-inch wide sidewalk set back from Henry Adams Street would be constructed. On Rhode Island Street a new 15-foot-wide sidewalk would be constructed, the existing two curb cuts and loading area would be eliminated, and two new curbcuts into the proposed parking garage would be provided.
- As part of development at the One Henry Adams site, the following corner sidewalk bulbouts would be constructed: 8-foot-wide bulbouts on the northwest corner of the intersection of Alameda/Rhode Island, 8-foot-wide bulbouts on the northeast corner of the intersection of Alameda/Henry Adams, and an approximately 6-footwide bulbout on the southeast corner of the intersection of Division/Henry Adams.
- Two publicly-accessible midblock passages between Brannan Street and the proposed Bluxome Alley would be constructed as part of development at the 801 Brannan site, and one publicly-accessible midblock passage between Henry Adams Street and Rhode Island Street would be constructed as part of development at the One Henry Adams site.
- The new Bluxome Alley, a privately owned and maintained, publicly accessible street, would be constructed with sidewalks between Seventh and Eighth streets.

As described above, under Variant 3, development at both the 801 Brannan and One Henry Adams sites would provide enhancements to the existing sidewalks adjacent to the project sites that would improve the existing pedestrian environment for pedestrians and would accommodate the project-generated pedestrian trips. Therefore, Variant 3's impacts on pedestrians would be ***less than significant.***

Implementation of **Improvement Measure I-TR-22a** identified on page 192 of the Draft EIR, which would provide crosswalks adjacent to the One Henry Adams site, would also be applicable to Variant 3. Because, as noted above, the One Henry Adams site development under Variant 3 would include bulbouts on the northwest corner of the intersection of Alameda/Rhode Island, on the northeast corner of the intersection of Alameda/Henry Adams, and on the southeast corner of the intersection of Division/Henry Adams, Improvement Measure I-TR-22b, page 192 of the Draft EIR, which would install a corner bulbout on the northwest corner of the Alameda/Rhode Island intersection under the initially proposed project, or Variant 1 or 2, would not be applicable.

LOADING IMPACTS

Impact TR-63: Implementation of Variant 3 would not result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones. (Less than Significant)

Under Variant 3, the 801 Brannan site would include five off-street loading spaces on the new alley. The market rate building would include four off-street loading spaces located along Bluxome Alley (as compared to the initially proposed project's six off-street loading spaces, located within the proposed garages). Two of the four spaces would be 8 by 20 feet in dimension, and two spaces would be 10 by 25 feet in dimension. Access between the loading facilities on Bluxome Alley and the residential and retail uses would be provided from within the garage. In addition, similar to the initially proposed project, the MOH-constructed building would contain one off-street loading space that would be 10 feet wide and 25 feet in length. Separate service/trash rooms would also be provided in each building with access through the garages.

Development of the One Henry Adams site under Variant 3 would not provide any off-street loading areas (as compared to three off-street spaces for the initially proposed project). Instead, the project sponsor would seek an exception and request designation of four yellow commercial vehicle loading/ unloading zones on the streets adjacent to the project site:

- On Division Street – approximately 30 feet between the crosswalk across Division Street and the existing bus stop would be designated for commercial vehicle loading/unloading (this area currently accommodates two parked vehicles). The loading space would be 8 feet wide and 30 feet in width.

- On Rhode Island Street – two on-street zones would be requested: One commercial vehicle loading/unloading zone adjacent to the North Building located between Division Street and the mews, and one commercial vehicle loading zone adjacent to the South Building between the two project garage driveways. Both spaces would be 10 feet wide and 30 feet in length.

- On Alameda Street – one commercial vehicle loading/unloading zone adjacent to the South Building in the vicinity of the residential lobby. The loading space would be 8 feet wide and 40 feet in length.

The proposed commercial vehicle loading/unloading zones would need to be approved at a public hearing by the SFMTA.

Under Variant 3, the proposed off-street and curbside loading supply would adequately accommodate the estimated loading demand. At the 801 Brannan site new residential and retail uses would generate about 23 truck freight and service vehicle trips per day (as compared with 22 trips for the proposed project), which would result in a demand for one loading space during the peak hour and average hour of loading activities. At the One Henry Adams site new residential and retail uses would generate about nine truck freight and service vehicle trips per day (as compared with 11 trips for the initially proposed project), which would result in a demand for one loading space during the peak and average hours of loading activities. Because there are no other land uses on the project block, it is anticipated that the proposed on-street loading spaces would generally be available for project-generated loading demand.

Similar to the initially proposed project, trash and recycling rooms would be provided in each building. At the 801 Brannan site, residential move-in and move-out activities would occur from Bluxome Alley and from within the loading spaces in the MOH-constructed building. At the One Henry Adams site, residential move-in and move-out activities would occur from the proposed curbside loading spaces on Division, Rhode Island, and Alameda streets, and carted to the residential lobbies. Curb parking on Division, Rhode Island, and Alameda streets would need to be reserved through the local station of the San Francisco Police Department.

Since Variant 3 would provide all required off-street loading spaces within the private alley consistent with the requirements of the *Planning Code*, and since the residential and retail loading demand could be accommodated within the loading spaces being provided, loading impacts would be ***less than significant.***

Improvement Measure I-TR-25a on page 197 of the Draft EIR related to providing on-street commercial vehicle loading/unloading zones, **Improvement Measure I-TR-25b** on page 197 of the Draft EIR related to providing curbside passenger loading/unloading zones, and **Improvement Measure I-TR-25c** on page 197 of the Draft EIR related to reserving on-street parking for move-in and move-out operations would also be applicable to Variant 3.

EMERGENCY VEHICLE ACCESS IMPACTS

Impact TR-64: Implementation of Variant 3 would not result in a significant emergency vehicle access impact. (Less than Significant)

Under Variant 3, emergency vehicle access would remain the same as under the initially proposed project. Therefore, the impact related to emergency vehicle access would be the same as described in Impact TR-28 for the initially proposed project on page 199 of the Draft EIR. Therefore, Variant 3's impact on emergency vehicle access would be ***less than significant.***

CONSTRUCTION IMPACTS

Impact TR-65: Implementation of Variant 3 would not result in construction-related transportation impacts because of their temporary and limited duration. (Less than Significant)

For Variant 3, transportation impacts associated with construction activities would be similar to those under the proposed project, as described in Impact TR-31 on pages 200-203 of the Draft EIR. Under Variant 3, and similar to the initially proposed project, the market rate buildings at the 801 Brannan site would be constructed in 24 months, and the two buildings at the One Henry Adams site would be constructed in 18 months. Like the initially proposed project, the BMR parcel would be developed at such time as determined by the MOH.

As described for the initially proposed project, it is not anticipated that any lane closures would be required, and any temporary sidewalk of traffic lane closures are subject to review and approval by the City's Interdepartmental Traffic Advisory Staff Committee (TASC), SFMTA, and the Department of Public Works (DPW). It is also not anticipated that any bus stop relocations would be required, however, if it is determined that temporary Muni stop relocation would be needed during construction of the building and/or reconstruction of the sidewalk, the relocation would be coordinated with the Muni Street Operations and Special Events office.

As with the initially proposed project, construction of Variant 3 would displace existing reserved parking spaces for nearby 600 Townsend, 690 Townsend, and 2 Henry Adams. During construction, the parking demand associated with the reserved parking spaces could be accommodated within other private or

public off-street facilities. Existing public off-street facilities would have available capacity to accommodate the displaced parking demand.

Construction period impacts resulting from Variant 3 are considered short-term, and similar to Impact TR-31 above, construction-related transportation impacts would be ***less than significant.***

Improvement Measure I-TR-31 identified on page 203 of the Draft EIR related to limiting construction truck deliveries to non-peak hours would also be applicable to Variant 3.

CUMULATIVE TRAFFIC IMPACTS

Under 2025 Cumulative conditions, traffic volumes, and average delay per vehicle at the 16 study intersections would increase. As indicated in Table 11 in the Draft EIR, presented on page RTC 52 as Table RTC 7, under 2025 Cumulative conditions, 11 of the 16 study intersections are projected to operate at LOS E or LOS F conditions during the p.m. peak hour.

Variant 3 would result in the same cumulative impacts as the initially proposed project as discussed below. The same mitigation measure at the intersection of Division/Rhode Island identified for the initially proposed project would apply to Variant 3.

Impact C-TR-66: Implementation of Variant 3 in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan/Potrero/Tenth under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to the initially proposed project, during the p.m. peak hour Variant 3 would result in a significant impact at the intersection of Division/Brannan/Potrero/Tenth under Existing plus Variant 3 conditions (Impact TR-55 in this document). This would be considered a significant cumulative impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City and County of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Variant 3's cumulative traffic impacts at Division/Brannan/Potrero/Tenth would therefore be ***significant and unavoidable.***

Table RTC 7
Intersection Level of Service
2025 Cumulative Conditions – Weekday PM Peak Hour

Intersection	Existing		2025 Cumulative	
	Delay [1]	LOS	Delay	LOS
Signalized				
1. Seventh/Harrison	29.8	C	**>80**	**F**
2. Ninth/Bryant	40.8	D	**60.6**	**E**
3. Eighth/Bryant	23.0	C	**>80**	**F**
4. Seventh/Bryant	21.5	C	**>80**	**F**
5. Division/Brannan/Potrero/Tenth	**57.8**	**E**	**>80**	**F**
6. Eighth/Brannan	**55.4**	**E**	**>80**	**F**
7. Seventh/Brannan [5]	49.6	D	**75.7**	**E**
8. Eighth/Townsend/Division/Henry Adams [2]	18.1(wb)	C	44.1	D
9. Seventh/Townsend	37.0	D	**>80**	**F**
12. Alameda/Potrero	11.3	B	13.8	B
15. Sixteenth/Kansas/Henry Adams	17.4	B	**>80**	**F**
16. Sixteenth/Rhode Island [6]	13.2	B	**>80**	**F**
Unsignalized				
10. Division/Rhode Island [3]	24.6 (nb)	C	**>50 (nb)**	**F**
11. Division/King/De Haro [3]	10.8 (sb)	A	18.3 (sb)	C
13. Alameda/Henry Adams [3]	11.4 (nb)	B	22.0 (nb)	C
14. Alameda/Rhode Island [4]	11.7 (wb)	B	13.9 (wb)	B

Notes:
1. Delay presented in seconds per vehicle. Intersections operating at LOS E or LOS F highlighted in bold, and v/c ratio provided for signalized intersections.
2. Intersection signalized as part of Mission Bay Development Plan improvements.
3. Intersections 4-way STOP-controlled. Delay and LOS presented for worst approach, indicated in ( ). wb = westbound, sb = southbound, nb = northbound.
4. Intersection 2-way STOP-controlled.
5. At intersection of Seventh/Brannan, SFMTA planned improvement for early 2011 were assumed for the analysis of 2025 Cumulative conditions. Improvements include restriping of westbound and eastbound approaches. Additional adjustments to signal timing assumed.
6. The intersection of Sixteenth/Rhode Island was signalized in April 2012. At the time of the original transportation analysis (April 2011), this intersection was not signalized. With signalization, this intersection operates at LOS B. Under unsignalized conditions, the worst approach (northbound) operated with 48.7 seconds of delay and LOS E conditions.

Source: LCW Consulting, 2012.

Impact C-TR-67: Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant traffic cumulative impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to the initially proposed project in Impact C-TR-35 on page 208 of the Draft EIR, during the p.m. peak hour, Variant 3 would result in a significant impact at the intersection of Eighth/Brannan streets under Existing plus Variant 3 conditions (Impact TR-56 described above). This would be considered a significant cumulative impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City and County of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Variant 3's cumulative traffic impacts at Eighth/Brannan would therefore be ***significant and unavoidable.***

Impact C-TR-68: Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Seventh/Townsend under Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the initially proposed project in Impact C-TR-36 on page 208 of the Draft EIR, Variant 3 would contribute substantially to the eastbound critical left turn movement that would operate at LOS F, and therefore the contribution to LOS F conditions would be considered significant. This would be considered a significant cumulative impact.

To improve operations at the intersection of Seventh/Townsend, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City and County of San Francisco. Variant 3's cumulative traffic impacts at the intersection of Seventh/Townsend streets, therefore, would be ***significant and unavoidable.***

Impact C-TR-69: Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the initially proposed project in Impact C-TR-37 on pages 208-209 of the Draft EIR, Variant 3 would contribute substantially to the southbound critical movement, and therefore the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

To improve operations at the intersection of Sixteenth/Kansas/Henry Adams streets, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel

lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City and County of San Francisco. Variant 3's cumulative traffic impacts at the intersection of Sixteenth/Kansas/Henry Adams streets, therefore, would be ***significant and unavoidable.***

Impact C-TR-70: Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. (Significant and Unavoidable with Mitigation)

Similar to that described for the initially proposed project in Impact C-TR-38 on pages 209-210 of the Draft EIR, Variant 3 would contribute substantially to the northbound critical movement, and therefore, the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

Under 2025 Cumulative conditions, Caltrans traffic signal warrants would be met at the intersection of Division/Rhode Island, and to improve operations, the intersection would need to be signalized. With signalization, during the p.m. peak hour the average vehicle delays would decrease, and intersection operations under 2025 Cumulative conditions would improve to LOS B. **Mitigation Measure M-C-TR-38** identified on page 210 of the Draft EIR would also be applicable to Variant 3, and signalization of the intersection would reduce the project contribution to the 2025 Cumulative impacts to a less than significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, and that the details of the Mitigation Agreement are not available at this time, Variant 3's cumulative traffic impact at the intersection of Division/Rhode Island streets, therefore, would be considered ***significant and unavoidable.***

Impact C-TR-71: Implementation of Variant 3, in combination with other foreseeable projects, would have less than significant traffic impacts at six study intersections that would operate at LOS E or LOS F under 2025 Cumulative conditions. (Less than Significant)

At 6 of the 11 study intersections that would operate at LOS E or LOS F under 2025 Cumulative p.m. peak hour conditions, Variant 3's contribution to traffic volumes at the critical movements was determined to represent less than cumulatively considerable contributions, and therefore, cumulative traffic impacts would be less than significant.

The six intersections are:

- Seventh/Harrison
- Ninth/Bryant
- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Sixteenth/Rhode Island

The poor operating conditions at these study intersections would be due to traffic volume increases associated with other developments in the proposed project vicinity. Because Variant 3 would not result in considerable contribution to the poor operating conditions, Variant 3 impacts at these intersections would be ***less than significant***.

Impact C-TR-72: Implementation of Variant 3, in combination with other foreseeable projects, would have less than significant traffic impacts at five study intersections that would operate at LOS D or better under 2025 Cumulative conditions. (Less than Significant)

Under 2025 Cumulative conditions the intersections of Eighth/Townsend/Division/Henry Adams streets, Alameda/Potrero streets, Division/De Haro streets, Alameda/Henry Adams streets , and Alameda/Rhode Island streets would continue to operate at LOS D or better during the p.m. peak hour; therefore, Variant 3's traffic impacts at these intersections would be ***less than significant***.

Parking Information

801 Brannan Site

Variant 3 would provide a total of 518 vehicle parking spaces at the 801 Brannan site, including 400 spaces for the residential uses, 19 spaces for the commercial retail uses, 95 replacement parking spaces for 600 Townsend and 690 Townsend (including 2 carshare spaces), and 4 additional carshare spaces (as compared to 571 total parking spaces for the initially proposed project).

The market rate building at the 801 Brannan site would include 309 residential parking spaces, 15 commercial retail parking spaces, 95 replacement parking spaces (including two carshare spaces), and three additional carshare spaces for a total of 422 parking spaces at the 801 Brannan site. About 35 motorcycle/scooter parking spaces would be provided. The residential and replacement parking spaces would be included in a six-story plus roof parking garage in the eastern portion of the market rate building while the commercial spaces would be included in a ground-level parking garage in the western portion of the building. Unlike the initially proposed project, under Variant 3 the market rate building would not utilize lifts and stackers at these parking garages.

Similar to the initially proposed project, the MOH-constructed building would include 91 vehicle parking spaces for the residential uses, four parking spaces for the retail uses, and one carshare space, for a total of 96 ground-level parking spaces.

The *Planning Code* would permit Variant 3 to provide up to 508 parking spaces at the 801 Brannan site for the residential uses and 92 parking spaces for the commercial retail uses. Variant 3 would include 400 parking spaces for the residential uses and 19 spaces for the commercial retail uses, which would comply with the *Planning Code*. Development of Variant 3 at the 801 Brannan site would meet the *Planning Code* requirements for ADA spaces (17 of the 422 vehicle spaces within the market rate building, and three of the 96 vehicle spaces within the MOH-constructed building). In addition, six carshare parking spaces would be required, and since 801 Brannan would provide six carshare spaces, it would meet this requirement.

Similar to the initially proposed project, Variant 3 would result in the elimination of the 390 existing reserved and public parking spaces on the 801 Brannan site supporting the existing Concourse Exhibition Hall (to be demolished as part of the 801 Brannan site) and parking for 600 Townsend and 690 Townsend. As with the initially proposed project, Variant 3 would provide 95 replacement parking spaces at the 801 Brannan site for reserved parking for 600 Townsend and 690 Townsend, and therefore the area-wide public parking supply would be reduced by 295 spaces.

Similar to the initially proposed project, the elimination of the 90-degree parking spaces along the existing building on the Brannan Street frontage would allow for 400 feet of curb space to be utilized for on-street parking, which would allow for up to 20 on-street parking spaces. It is anticipated that the project sponsor would request that 60 to 80 feet of this new curb space on Brannan Street be designated as a yellow commercial vehicle loading/unloading zone and that 55 feet of curb space adjacent to the west midblock passage would be designated as a passenger loading/unloading zone.

The new uses associated with Variant 3 would generate a long-term residential parking demand for about 664 spaces, and a retail short-term and long-term demand for 220 spaces, for a total of 884 spaces. The long-term residential parking demand generally occurs during the overnight hours. The demand of 664 spaces would not be accommodated within the proposed residential supply of 400 spaces, which would result in a shortfall of 264 spaces. Residents would be able to find parking spaces on nearby streets or in off-street facilities, as existing parking occupancy within the study area during the evening is lower than during the day. The parking occupancy of off-street facilities that provide overnight parking is seven percent due to the few nighttime uses in the area.

During the midday, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 531 spaces. In addition, the retail uses would generate a parking demand for 220 spaces, for a total demand of 751 spaces. A portion of the residential demand would be parked off-site during the evening and overnight hours, and therefore the midday parking shortfall would range, depending on whether the vehicle is parked on-site or off-site. Since Variant 3 would provide a total of 419 parking spaces for the residential and retail uses (400 for residential and 19 for retail at the 801 Brannan site), the midday shortfall would be between 332 and 465 spaces. The parking shortfall would need to be accommodated on-street or in off-street facilities, and as a result, the midday parking occupancy in the study area would increase. Currently the public off-street facilities are at 55 percent of capacity, and would be able to accommodate the projected parking shortfall. While a parking deficit is not assumed to be a significant physical environmental impact, implementation of **Improvement Measure I-TR-Parking A** identified on page 226 of the Draft EIR would further reduce the parking deficit by encouraging the use of alternative modes for travel. Since publication of the Draft EIR, Improvement Measure I-TR-Parking A has been modified to reflect current City recommendations for Transportation Demand Management. The expanded set of measures is presented in the revised Draft EIR Table S-2, as shown on page RTC 197 of this RTC document.

Similar to the initially proposed project, Variant 3 would result in a net displacement of 295 public parking spaces (390 existing spaces that would be eliminated, less 95 spaces that would be provided as replacement parking as part of Variant 3 at the 801 Brannan site) at the 801 Brannan site that are primarily used during events in the area. In addition, about 20 on-street parking spaces could be provided on Brannan Street; however, as noted above, the project sponsor would request that portions of the Brannan Street curb be designated for commercial vehicle and passenger loading/unloading. As a result, during events, visitors to the area may experience increased difficulty in finding on-street and off-street parking in the study area, some drivers may park outside of the study area, switch to transit, carsharing, carpooling, walking, or bicycling. Implementation of **Improvement Measure I-TR-Parking B** identified on page 226 of the Draft EIR, which would require that SFMTA seek legislation for installation of parking meters on the west side of Seventh Street between Brannan and Townsend streets, and on the south side of Brannan Street between Seventh and Eighth streets, would encourage the use of on-street parking spaces for short-term parking demand.

It is anticipated that the garage entrances off of Bluxome Alley would be gated and accessed remotely (e.g., remote control garage door opener). Given the primarily residential use of the parking garages, minimal, if any, queuing would be expected. Any queuing associated with access to the garages would be

accommodated within the proposed Bluxome Alley, and would not affect traffic, transit or bicycle operations on Seventh or Eighth streets.

Improvement Measure I-TR-Parking A, related to the implementation of a Transportation Demand Management program and **Improvement Measure I-TR-Parking B**, related to installation of parking meters on Seventh and Brannan streets, would also be applicable to Variant 3.

One Henry Adams Site

At the One Henry Adams site Variant 3 would provide a total of 164 parking spaces, including 162 spaces for the residential uses and two carshare spaces. No on-site parking would be provided for the retail uses. Parking spaces would be provided within an at-grade one-story parking garage, and, similar to the initially proposed project, would utilize a Klaus multi-parking shuffler system.

The *Planning Code* would permit Variant 3 to provide up to 182 parking spaces at the One Henry Adams site for the residential uses and 26 parking spaces for the retail uses. Variant 3 would include 162 parking spaces for the residential uses only, which would comply with the *Planning Code* requirements. One Henry Adams would provide five of the six ADA parking spaces that would be required under the *Planning Code*, and would therefore, not meet the *Planning Code* requirement. The five ADA spaces would meet the requirements of Section 1109A. of the *California Building Code*. Under Variant 3, two carshare parking spaces would be required per *Planning Code*, and Variant 3 would meet this requirement.

Along Rhode Island Street, adjacent to the project site to the east, there are no sidewalks, and instead there are about thirty 90-degree on-street parking spaces (vehicles park up to the property line). Similar to the initially proposed project, the thirty parking spaces would be eliminated, and a 15-foot-wide sidewalk would be created. Similar to the initially proposed project, the 90-degree parking would be reconfigured to parallel parking and up to 12 parking spaces would be provided.

Along Henry Adams Street adjacent to the project site to the west, there are thirty 90-degree parking spaces within the sidewalk right-of-way between Division and Alameda streets. As with the initially proposed project, construction of Variant 3 would involve elimination of these 90-degree parking spaces. Unlike the initially proposed project, which would reconfigure these spaces to parallel parking with up to 12 parking spaces to be provided, under Variant 3, these spaces would be reconfigured to 60-degree angled parking with up to 28 parking spaces provided.

The new uses associated with the One Henry Adams site would generate a long-term residential parking demand for about 303 spaces, and a retail short-term and long-term demand for 79 spaces, for a total of 382 spaces. The long-term residential parking demand generally occurs during the overnight hours. The demand of 303 spaces would not be accommodated within the proposed residential supply of 162 spaces, which would result in a shortfall of 141 spaces. Residents would be able to find parking spaces on nearby streets or in off-street facilities, as existing parking occupancy within the study area during the evening is lower than during the day: the weekday midday occupancy of parking facilities in the study area is 55 percent, and the weekday evening parking occupancy of the five off-street facilities that provide overnight parking is seven percent. Existing weekday evening parking occupancy is lower due to the few night-time uses in the area.

During the midday, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 242 spaces. In addition, the retail uses would generate a parking demand for 79 spaces, for a total demand of 321 spaces. A portion of the residential demand would be parked off-site during the evening and overnight hours, and therefore the midday parking shortfall would range, depending on whether the vehicle is parked on-site or off-site. Since the project would provide 162 parking spaces for the residential uses, the midday shortfall would be between 159 and 220 spaces. The parking shortfall would need to be accommodated on-street or in off-street facilities, and as a result, the midday parking occupancy in the study area would increase. Currently the public off-street facilities are at 55 percent of capacity, and would be able to accommodate the project parking shortfall. Implementation of **Improvement Measure I-TR-Parking A** would further reduce the parking deficit by encouraging the use of alternative modes through implementation of a Transportation Demand Management program.

Development at the One Henry Adams site would result in a net displacement of 116 reserved parking spaces. As a result, visitors to the area may experience increased difficulty in finding on-street and off-street parking in the study area, some drivers may park outside of the study area, switch to transit, carsharing, carpooling, walking, or bicycling. Implementation of **Improvement Measure I-TR-Parking B** would require that SFMTA seek legislation for installation of parking meters on the north side of Alameda Street between Henry Adams Street and Rhode Island Street, and on the west side of Rhode Island Street between Division and Rhode Island streets.

Access to the One Henry Adams site garage would be from Rhode Island Street via two driveways. Given the residential use of the parking garage, minimal, if any, queuing would be expected. In the event that more than one vehicle accesses the residential parking garage, due to the low traffic volumes on Rhode

Island Street (about 60 southbound and 150 northbound vehicles during the p.m. peak hour) and vehicles would generally be able to bypass queued vehicles.

Variant 3 (801 Brannan and One Henry Adams Sites)

Combined, the two project sites would result in a total parking demand for 1,266 spaces (884 spaces for the 801 Brannan site, and 382 spaces for the One Henry Adams site), and the two projects would provide a total of 581 off-street parking spaces for the proposed land uses (419 spaces for the 801 Brannan site, and 162 spaces for the One Henry Adams site). Combined, there would be a shortfall of about 405 spaces during the evening and overnight hours, and between 492 and 685 spaces during the midday period. Parking conditions with implementation of Variant 3 would be similar to those described for the initially proposed project, although the parking shortfall would be somewhat greater.

As noted above, Variant 3 combined overnight residential parking demand of 967 spaces, compared to the residential parking supply of 562 spaces, would result in a shortfall of 405 spaces. It is anticipated that this shortfall would be accommodated on-site (the commercial retail spaces could potentially be available for overnight use by residents), and/or on-street as the evening occupancy in the study area is currently low, or within off-street facilities that provide overnight parking. Only a small portion of the midday shortfall of up to 492 to 685 spaces could be accommodated on-street, as the existing midday utilization of on-street spaces is high. However, off-street supply is available to accommodate the majority of the shortfall.

Variant 3 would result in a net displacement of 411 reserved parking spaces (net displacement of 295 reserved parking spaces for the 801 Brannan site and 116 reserved parking spaces for the One Henry Adams site) from the two project sites that primarily serve as event parking, therefore during events in the area, the demand for on-street and off-street parking in the area would increase and would exceed the available capacity. During events that currently use the parking spaces at the 801 Brannan site, some drivers may circle around the neighborhood to find available spaces, or some drivers may shift time of travel or switch to transit, carpools or other modes of travel.

As noted above, two improvement measures have been identified to reduce the parking demand and accommodate short-term parking in the proposed project vicinity. City decision makers, specifically the Planning Commission, may decide to impose these improvement measures as additional conditions on Variant 3.

Conclusion

Like the initially proposed project, development under Variant 3 would have a total of 18 impacts, of which seven would be significant and unavoidable after feasible mitigation measures would be implemented. As noted above, Variant 3 would have the same impacts as identified for the initially proposed project and Variants 1 and 2 (impact statements for the impacts identified in the EIR are provided in parentheses).[17] These seven impacts are as follows:

- TR-55 (PP: TR-1; V1: TR-6; V2: TR-11) Intersection: Division/ Brannan/Potrero/Tenth
- TR-56 (PP: TR-2; V1: TR-7; V2: TR-12) Intersection: Eighth/Brannan
- C-TR-66 (V1: C-TR-41; V2: C-TR-48) Cumulative: Division/Brannan/Potrero/Tenth
- C-TR-67 (V1: C-TR-42; V2: C-TR-49) Cumulative: Eighth/Brannan
- C-TR-68 (V1: C-TR-43; V2: C-TR-50) Cumulative: Seventh/Townsend
- C-TR-69 (V1: C-TR-44; V2: C-TR-51) Cumulative: Sixteenth/Kansas/Henry Adams
- C-TR-70 (V1: C-TR-45; V2: C-TR-52) Cumulative: Division/ Rhode Island

The corresponding 11 less than significant impacts would be as follows:

- TR-57 (PP: TR-3; V1: TR-8; V2: TR-13) Sixteenth/Rhode Island; Division/Rhode Island
- TR-58 (PP: TR-4; V1: TR-9; V2: TR-14) 12 study intersections
- TR-59 (PP: TR-5; V1: TR-10; V2: TR-15) Brannan Alley/Seventh and Eighth
- TR-60 (PP: TR-16; V1: TR-17; V2: TR-18) Transit
- TR-61 (PP: TR-19; V1: TR-20; V2: TR-21) Bicycle
- TR-62 (PP: TR-22; V1: TR-23; V2: TR-24) Pedestrian Movement
- TR-63 (PP: TR-25; V1: TR-26; V2: TR-27) Loading
- TR-64 (PP: TR-28; V1: TR-29; V2: TR-30) Emergency Vehicle Access
- TR-65 (PP: TR-31; V1: TR-32; V2: TR-33) Construction
- C-TR-71 (PP: TR-39; V1: C-TR-46; V2: C-TR-53) Cumulative: Six Study Intersections
- C-TR-72 (PP: TR-40; V1: C-TR-47; V2: C-TR-54) Cumulative: Five Study Intersections

---

[17] PP = initially proposed project, V1 = Variant 2, and V2 = Variant 2.

NOISE

Variant 3 would result in similar noise impacts as those identified for the initially proposed project on pages RTC 236 to RTC 245 of the Draft EIR because the noise generating aspects of Variant 3 are substantially the same as under the initially proposed project, as described below.

Like the initially proposed project, Variant 3 would locate new residential units, which are considered to be sensitive noise receptors, in an environment with noise levels above those considered normally acceptable for residential uses, and the project sponsor would be required by the *San Francisco General Plan* and by Title 24 to incorporate noise insulation features in the design of Variant 3, to maintain an interior noise level of 45 dBA.

Like the initially proposed project, construction of Variant 3 could generate noise from pile driving construction activities in excess of standards, but Mitigation Measure 1 for pile driving identified in the Eastern Neighborhoods FEIR (**EN Mitigation Measure F-1**) would also be applied to Variant 3 (see Draft EIR page 237). With implementation of the mitigation measure for construction pile driving, potential noise and vibration impacts related to pile driving would be reduced to less than significant levels. Construction of Variant 3 could also generate noise from non-pile-driving construction activities in excess of standards, but **Mitigation Measure M-NO-1** (Construction Noise Reduction) to develop special noise reduction measures would reduce the impact to a less than significant level (see Draft EIR pages 237-240).

Like the initially proposed project, Variant 3 would locate sensitive receptors in an area where ambient noise levels exceed standards, but a preliminary noise assessment completed at the project sites during this environmental review has demonstrated that Title 24 standards can be met at the sites. Therefore, noise impacts related to locating sensitive receptors at the project sites for Variant 3 would be less than significant.

For the reasons above, Variant 3 ould result in ***less than significant*** noise impacts.

AIR QUALITY

Like the initially proposed project, Variant 3 would site sensitive receptors in the same locations, and these receptors would be exposed to the same concentration levels of the criteria air pollutants (ozone, carbon monoxide [CO], particulate matter [PM], nitrogen dioxide [NO2], sulfur dioxide [S02], and lead), and toxic air contaminants (TACs) due to the locations of the project sites. Because Variant 3 would be

almost the same size as the initially proposed project, including height, bulk, and number of units, the construction of Variant 3 would require similar construction activities and duration as the initially proposed project. As described in the Transportation discussion for Variant 3 in Table 3 on page RTC 39, Variant 3 would generate about the same volume of vehicle trips as the initially proposed project. Thus, Variant 3 would have almost the same air quality impacts resulting from project construction and operation as the initially proposed project (see Draft EIR pages 268 to 288).

Like the initially proposed project, Variant 3 would have the following less than significant impacts:

- Impact AQ-1: Construction Dust and Pollutant Concentrations
- Impact AQ-2: Construction – Criteria Air Pollutant Emissions
- Impact C-AQ-3: Construction – Cumulative Criteria Air Pollutant Emissions
- Impact AQ-6: Project Vehicle Local CO Emissions
- Impact AQ-10: Policy and Plan Consistency
- Impact AQ-11: Objectionable Odors

The project sponsor would comply with San Francisco's Dust Control Ordinance, Cal/OSHA regulations, and with DHS Lead Work Practice Standards so as not to expose sensitive receptors to substantial pollutant concentrations of dust and hazardous materials emissions (Impact AQ-1). Compliance with the Dust Control Ordinance would include executing the BAAQMD-recommended best management practices. Construction equipment would not exceed BAAQMD criteria air pollutant emissions significance thresholds on an average daily basis nor constitute a considerable contribution to a cumulative impact (Impacts AQ-2 and C-AQ-3). There are no known additional projects nearby with overlapping construction schedules. Trip-related vehicle emissions would not be expected to violate CO-related air quality standards or cause related violations (Impact AQ-6) because affected intersection volumes would not exceed 44,000 vehicles per hour in general or 24,000 vehicles per hour near or in intersections with tunnel-like conditions. In addition, garages would be built to the *San Francisco Building Code*, which has regulations to ensure adequate ventilation in parking garages. Like the initially proposed project, Variant 3 would not conflict with air quality plans (Impact AQ-10). Like the initially proposed project, Variant 3 would not contain any components that would create objectionable odors (Impact AQ-11).

For the reasons discussed above, the air quality impacts listed above for Variant 3 would be ***less than significant.***

The Draft EIR discusses the air quality impacts of the proposed project, which summarizes information in the Air Quality Technical Report (AQTR) prepared for the proposed project.[18] Construction emissions and project-associated operational emissions were evaluated using the URBEMIS-2007 computer model for the proposed project and Variants 1 and 2. Since Variant 3 is generally about the same size as the project and Variants 1 and 2, Variant 3 would generate similar volumes of emissions. Based on the results of the analysis, the initially proposed project, would have the following significant air quality impacts which would be same for Variant 3:

- Impact AQ-4: Operational Criteria Air Pollutant Emissions
- Impact C-AQ-5: Cumulative Operational Criteria Air Pollutant Emissions

The initially proposed project emissions and Variants 1 and 2 would exceed the BAAQMD operational thresholds of significance for ROG and NOx on a daily basis, but only ROG annually. These exceedances would be a significant regional criteria air pollutant air quality impact. The Draft EIR notes on page 273 that there are no feasible mitigation measures for operational criteria air pollutant emissions exceedances (Impact-AQ-4) or for the cumulative operational criteria air pollutant emissions impact (Impact C-AQ-5) for the initially proposed project. This would also be the case for Variant 3 due to the similarity in size and uses of these projects.

On pages 277 to 286 the Draft EIR summarizes information from the AQTR regarding potential air quality health risk impacts for the proposed project. Based on the results of the analysis, the initially proposed project, would have the following significant air quality impacts which would be the same for Variant 3.

- Impact AQ-7: Construction Health Risk-- TACs, including PM2.5 and DPM
- Impact AQ-8: Operational Health Risk – TACs, including PM2.5
- Impact C-AQ-9: Cumulative Health Risk – TACs, including PM2.5

There are residential uses (sensitive receptors) located within 500 feet of the project sites. Due to the similar size and nature of the initially proposed project and Variant 3 as well as the fact that the

[18] Don Ballanti. 2011. *Air Quality Impact Report and Health Risk Assessment for the 801 Brannan/1 Henry Adams Project, San Francisco.* This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California as part of Case No. 2000.618E.

construction would occur in the same locations, construction activities using diesel-powered equipment for the proposed project or Variant 3 would be similar. Variant 3 would result in similar construction emissions. As discussed on page 277 of the Draft EIR, like the initially proposed project, the minimum offset distance of 500 feet to ensure a less-than-significant impact on sensitive receptors would not be met for Variant 3. Therefore, Variant 3 would result in the same construction health risk air quality impact as the initially proposed project. As stated in the Draft EIR on pages 277-278, mitigation measure M-AQ-7 would minimize construction vehicle and equipment-related emissions (M-AQ-7) and reduce the impact. This mitigation measure would also be applicable to Variant 3. However, this mitigation measure would not reduce the impacts to less than significant levels with certainty. Thus, the impact would remain significant and unavoidable for Variant 3.

The project sites are located near to I-280 and US-101 which are high traffic volume roadways. Proximity to the emissions from these high volume roadways increases exposure for sensitive receptors to toxic air contaminants (TACs) and $PM_{2.5}$. A Health Risk Assessment was conducted for the initially proposed project and its variants to determine if the proposed project, or the variants, would expose sensitive receptors to substantial levels of pollution. The Draft EIR provides a summary of the health risk assessment for the two project sites on pages 278 to 285. Mobile-source diesel particulate, $PM_{2.5}$ and TOG (Total Organic Gases) concentrations at the two project sites were evaluated with the U.S. EPA-approved dispersion model CAL3QHCR. The analysis showed that the cumulative health risk impacts for residents at these two project sites would exceed the cumulative cancer risk threshold of significance of 100 in one million from all sources. These air quality impacts would be the same for any similarly sized project at these locations since the analysis was evaluating impacts to sensitive receptors from the existing sources of pollution in the project vicinity. In addition, on page 285 the Draft EIR identified a mitigation measure that would substantially improve interior air quality through the incorporation of air filtration systems into the proposed project (M-AQ-8). This mitigation measure would also apply to Variant 3. Although M-AQ-8 would reduce the cumulative cancer risk at these locations by 40 to 63 percent, it could not be stated with certainty that the filtration system would reduce impacts to less than significant. Therefore, the operational health risk impact for Variant 3 is conservatively judged to remain significant and unavoidable as under the initially proposed project. Thus, operational and cumulative health risk impacts (Impacts AQ-8 and C-AQ-9) would be significant and unavoidable.

For the reasons discussed above, Impacts AQ-4, C-AQ-5, AQ-7, AQ-8, and C-AQ-9, would be ***significant and unavoidable*** for Variant 3.

GREENHOUSE GASES

As discussed on pages 302-326 in the Draft EIR, the initially proposed project would have less than significant greenhouse gas impacts under the City's CEQA thresholds, and would comply with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Because the project characteristics of Variant 3 are substantially similar to those of the initially proposed project—building footprints on the project sites, 68-foot building heights, residential units (824 and 821, respectively), and square footage (1,149,094 sq.ft. and 1,160,650 sq.ft., respectively)—and because Variant 3 would be subject to the same ordinances and regulations governing greenhouse gas emissions, Variant 3 would not result in any new or more severe greenhouse gas impacts than the ***less than significant*** impacts discussed in the Draft EIR for the initially proposed project.

WIND AND SHADOW

The initially proposed project would have less than significant wind impacts under the City's CEQA thresholds as discussed on page 328 of the Draft EIR. Because Variant 3's buildings would be the same height and similar in other structural characteristics, the buildings of Variant 3 would not cause wind levels to exceed the *Planning Code* hazard criterion.[19] Like the initially proposed project, Variant 3's relatively low 68-foot building heights, exposure, massing, and orientation would limit wind acceleration and turbulence at street level, and, Variant 3's wind impacts would be ***less than significant***.

The initially proposed project's less than significant shadow impacts under City thresholds are discussed on pages 328-330 of the Draft EIR. As with the buildings of the initially proposed project, Section 295 of

[19] Charles Bennett, 2012 Wind Evaluation of the Proposed Projects, One Henry Adams Street and 801 Brannan Street, December 18, 2012. This document is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco, California as part of Case No. 2000.618E.

the *Planning Code* would apply to the buildings proposed under Variant 3. Section 295 was adopted in response to Proposition K (passed November 1984). Section 295 applies to buildings over 40 feet in height and protects certain public open spaces from shadowing. Shadow fan analyses were completed for the Variant 3 proposals for both sites.[20] These shadow fan analyses concluded that shadows generated by Variant 3 would not reach any Proposition K-protected properties.

In addition, as demonstrated by the shadow fan analysis for the initially proposed project, Variant 3's buildings would at times shade portions of the surrounding streets (Brannan, Eighth, Seventh, Townsend, Henry Adams, Division, Rhode Island, and Alameda) and adjacent sidewalks. In addition, the proposed buildings would cast shadows on buildings facing the streets surrounding the project sites. While this additional shading and loss of sunlight would be an adverse change for affected neighbors, it would not constitute a significant adverse effect on the environment under CEQA or a cumulative impact on the City's environment under CEQA. There are no public plazas or other publicly accessible spaces in proximity to the project sites. Therefore, as with the initially proposed project, Variant 3 would not conflict with *Planning Code* Sections 147 or 295. Like the initially proposed project, Variant 3 would not create new shadows that would exceed levels commonly expected in urban areas, and would have a ***less than significant*** shadow impact.

RECREATION

As discussed on pages 330-334 in the Draft EIR, the initially proposed project would have less than significant impacts on recreational facilities under the City's CEQA significance thresholds. Because the project characteristics of Variant 3 are substantially similar to those of the initially proposed project—building footprint and 68-foot height, residential units (824 vs. 821, respectively), and square footage (1,149,094 sq.ft. and 1,160,650 sq.ft.)—Variant 3 would not result in any new or more severe recreation

[20] Diego R. Sánchez, Planner, San Francisco Planning Department, letter to Navjot Athwal, November 29, 2012, CASE NO: 2012.0701K, ADDRESS: 1 Henry Adams, BLOCK/LOT: 3911 / 001. A copy of this report is available for review at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco in Case No. 2012.0701K, and letter to Amir Massih, June 22, 2012, CASE NO: 2000.618K, ADDRESS: 801 Brannan Street, BLOCK/LOT: 3783 / 001. A copy of this report is available for review at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco in Case No. 2012.0701K.

impacts than the ***less than significant*** impacts discussed in the Draft EIR for the initially proposed project. The initially proposed project would add 824 new residential units, 50,087 sq.ft. of retail space, approximately 1,860 new residents, and 143 new retail jobs. Variant 3 would add 821 new residential units and 49,674 sq.ft. of retail space, and approximately 1,852 new residents and 142 new retail jobs. There are approximately 15 acres of existing recreational facilities in the project vicinity.

For these reasons, it is unlikely that the 821 (Variant 3) to 824 (initially proposed project) residential units and associated retail space, residents, and employees would increase the use of existing neighborhood and regional parks or other recreational facilities to the point that would cause or accelerate substantial physical deterioration of the facilities. In addition, development under the initially proposed project or Variant 3 would include some on-site outdoor open space, but would not include recreational facilities nor require the construction or expansion of recreational facilities, the construction of which would cause an adverse physical effect on the environment. As a result, as with the initially proposed project, development under Variant 3 would have a ***less than significant*** **recreation** impact (new recreation facilities or the expansion of existing recreational facilities), both individually and cumulatively.

UTILITIES AND SERVICE SYSTEMS

As discussed on pages 334-338 in the Draft EIR, the initially proposed project would have less than significant utilities and service system impacts under the City's CEQA significance thresholds. Because the project characteristics of Variant 3 are substantially similar to those of the initially proposed project—building footprints on the project sites, 68-foot building heights, residential units (824 and 821, respectively), mix of uses, and square footage (1,149,094 sq.ft. and 1,160,650 sq.ft.), Variant 3 would not result in any new or more utilities and service system impacts than the ***less than significant*** impacts discussed in the Draft EIR for the initially proposed project.

Like the initially proposed project, Variant 3 would not require new wastewater or stormwater infrastructure (e.g. construction of new storm water drainage facilities or expansion of existing facilities). Thus, there would be a less than significant impact to wastewater collection and treatment facilities (see Draft EIR page 334).

Like the water demand under the initially proposed project, Variant 3's water demand could be accommodated by existing and planned water supply anticipated under the SFPUC's *2010 Urban Water*

Management Plan, and would result in less than significant project-specific and cumulative water supply impacts (see Draft EIR page 335-336).

Like the initially proposed project, Variant 3 would have a less than significant impact on existing landfill capacity, and, therefore, solid waste generated from construction and operation under the Variant 3 would not substantially affect the projected life of the landfill (see Draft EIR pages 336-338). Variant 3 also would not conflict with any applicable statute and regulations related to solid waste.

For the reasons discussed above, Variant 3 would have ***less than significant*** utilities and service systems impacts.

PUBLIC SERVICES

As discussed on pages 338-341 in the Draft EIR, the initially proposed project would have less than significant public services impacts under the City's CEQA thresholds. Because the project characteristics of Variant 3 are substantially similar to those of the initially proposed project—building footprints on the project sites, 68-foot building heights, residential units (824 and 821, respectively), mix of uses, and square footage (1,149,094 sq.ft. and 1,160,650 sq.ft.), Variant 3 would not result in any new or more public services impacts than the ***less than significant*** impacts discussed in the Draft EIR for the initially proposed project.

Like the initially proposed project, the increase in demand for fire department services associated with Variant 3 would be less than significant. Like the initially proposed project, demand from Variant 3 would be met through existing resources and new resources that could be funded through development-related increases in the City's tax base. In addition, service demand as a result of Variant 3 with its proposed 821 units would not require the construction or expansion of stations or other facilities (see Draft EIR page 339).

Like the initially proposed project, serving Variant 3 would not represent a substantial increase in demands for police service that would severely undermine the Department's capacity to serve the Variant 3, the wider area, or the City. Like the initially proposed project, the impact of Variant 3 on police services would be less than significant (see Draft EIR pages 339-340).

Like the initially proposed project, the increase in students associated with Variant 3 could be met with the SFSUD's surplus facility capacity and would not substantially change the demand for schools. New facilities are not expected to be needed to accommodate additional students as a result of Variant 3. Like the initially proposed project, Variant 3 would result in a less than significant impact on schools (see Draft EIR pages 340-341).

Like the initially proposed project, the incremental population increase of 1,852 residents and 142 employees for Variant 3 would not require new or physically altered government facilities. Therefore, Variant 3's impacts on government services would be less than significant (see Draft EIR page 341).

For the reasons discussed above, Variant 3 would have ***less than significant*** public services impacts.

BIOLOGICAL RESOURCES

As discussed on pages 342-347 in the Draft EIR, the initially proposed project would have less than significant biological resource impacts under the City's CEQA significance thresholds. Because the project characteristics of Variant 3 are substantially similar to those of the initially proposed project—building footprints on the project sites, 68-foot building heights, residential units (824 and 821, respectively), mix of uses, and square footage (1,149,094 sq.ft. and 1,160,650 sq.ft., respectively)—Variant 3 would not result in any new or more intensive biological resource impacts than the ***less than significant*** impacts discussed in the Draft EIR for the initially proposed project.

As with the initially proposed project, there would be no impacts related to special status species, sensitive natural communities, or protected wetlands under Variant 3, because there are no special status species, sensitive natural communities, or protected wetlands on the project sites (see Draft EIR page 342).

As with the initially proposed project, compliance with the *Fish and Game Code* (Sections 3503, 3503.5) and the federal Migratory Bird Treaty Act would reduce potential impacts related to nesting birds during project construction under Variant 3 to a less than significant level (see Draft EIR page 342-343).

As with the initially proposed project, Variant 3 would be subject to the requirements of the Planning Department's Bird-Safe Building design guidelines, as applicable. Compliance with the ordinance would result in glazing treatments to minimize bird strikes, and would therefore, result in less than significant impacts with respect to bird strikes (see Draft EIR page 343).

As with the initially proposed project, Variant 3 would require permits for removal of all significant or street trees on the two project sites in advance of construction. If DPW grants permits for removal under Article 16 of the *San Francisco Public Works Code*, it shall require that replacement trees be planted at a one-to-one ratio or that a fee be paid (Section 806(b)). Therefore, through compliance with the City's Urban Forestry Ordinance, Public Works Code, Article 16, Sections 801 et. seq., Variant 3 would not conflict with any local policies or ordinances protecting trees, and would result in a less than significant biological impact (see Draft EIR pages 334-347).

For the reasons discussed above, Variant 3 would have ***less than significant*** biological resources impacts.

GEOLOGY AND SOILS

As discussed on pages 347-351 in the Draft EIR, the initially proposed project would have less than significant geology and soils impacts under the City's CEQA significance thresholds. Because the project characteristics of Variant 3 are substantially similar to those of the initially proposed project—building footprints on the project sites, 68-foot building heights, residential units (824 and 821, respectively), and square footage (1,149,094 sq.ft. and 1,160,650 sq.ft., respectively), Variant 3 would not result in any new or more geology and soils impacts than the ***less than significant*** impacts discussed in the Draft EIR for the initially proposed project.

As with the initially proposed project, the design and construction of Variant 3 would be required to conform to the *San Francisco Building Code*, which ensures the safety of all new construction in the City. Like the initially proposed project, Variant 3 would fully comply with the *San Francisco Building Code*, which would result in a less than significant seismic and geologic hazards effect (see Draft EIR pages 347 to 350).

As with the initially proposed project, implementation of erosion and sedimentation control measures, as required by the City and/or resources agencies, would reduce short-term construction-related erosion impacts under Variant 3 to a less than significant level (see Draft EIR page 350).

As with the initially proposed project, Variant 3 would not use a septic system. New development at both sites would connect to the existing City sewer system (see Draft EIR page 351).

As with two project sites are generally flat and developed. There are no existing unique geologic or physical features on the sites. Like the initially proposed project, Variant 3 would not alter the topography or otherwise affect any unique geologic or physical features of the sites, and would have no impact (see Draft EIR page 351).

For the reasons discussed above, Variant 3 would have ***less than significant*** geology and soils impacts.

HYDROLOGY AND WATER QUALITY

As discussed on pages 351-356 in the Draft EIR, the initially proposed project would have less than significant hydrology and water quality impacts under the City's CEQA significance thresholds. Because the project characteristics of Variant 3 are substantially similar to those of the initially proposed project—building footprints on the project sites, 68-foot building heights, residential units (824 and 821, respectively), mix of uses, and square footage (1,149,094 sq.ft. and 1,160,650 sq.ft., respectively)—Variant 3 would not result in any new or more hydrology and water quality impacts than the ***less than significant*** impacts discussed in the Draft EIR for the initially proposed project.

Like the initially proposed project, Variant 3 would not substantially degrade water quality, would not substantially degraded or deplete ground water resources, would not substantially interfere with groundwater recharge or reduce infiltration, would not substantially alter existing groundwater quality or surface flow conditions and would have a less than significant impact on water resources (see Draft EIR pages (351-352).

Like the initially proposed project, Variant 3 would comply with the City's Stormwater Management with the Ordinance and the requirements of the Stormwater Management Guidelines, and would have a less than significant flooding and stormwater impact (see Draft EIR pages 352-356)

Like the initially proposed project, there would be no impact from seiche, tsunami, or mudflow hazard under Variant 3 (see Draft EIR page 356).

For the reasons discussed above, Variant 3 would have ***less than significant*** hydrology and water quality impacts.

HAZARDS AND HAZARDOUS MATERIALS

As discussed on pages 356-359 in the Draft EIR, the initially proposed project would have less than significant hazards and hazardous materials impacts under the City's CEQA significance thresholds. Because the project characteristics of Variant 3 are substantially similar to those of the initially proposed project—building footprints on the project sites, 68-foot building heights, excavation and soil disturbing activities during construction, residential units (824 and 821, respectively), mix of uses, and square footage (1,149,094 sq.ft. and 1,160,650 sq.ft., respectively), Variant 3 would not result in any new or hazards and hazardous materials impacts than the ***less than significant*** impacts discussed in the Draft EIR for the initially proposed project.

Like the initially proposed project, Variant 3 would require **Mitigation Measure M-HZ-1 (EN-K-1): Other Hazardous Building Materials** to reduce potential impacts associated with PCB, mercury, lead, and other toxic building substances in structures to a less than significant level (see Draft EIR pages 356-357). Like the initially proposed project, Variant 3 would also require **Mitigation Measures 3(a): Hazards (Contaminated Soil)** and **3(b): Hazards (Underground Storage Tanks)** to reduce potential impacts of project demolition and excavation to contaminated soil and groundwater (see Draft EIR pages S-64-S-67).

Compliance with existing regulatory requirements and permits, including **Mitigation Measure M-HZ-1 (EN-K-1): Other Hazardous Building Materials,** would ensure that Variant 3 would not result in significant impacts due to use of hazardous materials or wastes. Therefore, under Variant 3 there would be less than significant impacts related to hazardous materials (see Draft EIR page 357).

Like the initially proposed project, development under Variant 3 would not release hazardous emissions or handle hazardous materials within the one-quarter-mile vicinity of a school, and there would be no hazardous materials impact related to schools (see Draft EIR pages 358-359).

Like the initially proposed project, Variant 3 would not be located on a hazardous materials site (see Draft EIR page 359).

For the reasons discussed above, Variant 3 would have ***less than significant*** hazards and hazardous materials impacts.

MINERAL AND ENERGY RESOURCES

Like the initially proposed project, Variant 3 would not result in the loss of availability for a locally- or regionally-important mineral resource recovery site and there would be ***no impact*** on mineral resources as a result of the initially proposed project, or any variant (see Draft EIR page 359).

As with the initially proposed project, Variant 3 would not cause a wasteful use of energy and water and the effects related to energy consumption would be ***less than significant*** (see Draft EIR page 360).

AGRICULTURE AND FOREST RESOURCES

No agricultural or forest resources are located on or near the project sites, and as with the initially proposed project, Variant 3 would have no effect on agricultural or forest resources. Accordingly, this topic is ***not applicable*** to the project sites (see Draft EIR page 360).

GROWTH INDUCEMENT

Because Variant 3 would be located at the same sites as the initially proposed project, and would otherwise have substantially similar development characteristics—building footprints on the project sites, 68-foot building heights, residential units (824 and 821, respectively), and square footage (1,149,094 sq.ft. and 1,160,650 sq.ft., respectively), it would not be expected to cause significant growth-inducing impacts (see Draft EIR pages 361-362).

ALTERNATIVES

As the environmental impacts that would result from Variant 3 would be the same as for the initially proposed project, the alternatives discussed on pages 379 to 408 of the Draft EIR represent a reasonable range of alternatives for Variant 3 under CEQA.

THIS PAGE INTENTIONALLY LEFT BLANK

D. COMMENTS AND RESPONSES

All comments received are presented herein by direct quotation.

Comments and responses are organized according to the order of topic areas as they appear in the Draft EIR and Initial Study.

Each comment is numbered and followed by a corresponding numbered response. The name of the commenter follows each comment in italic font and parentheses, along with the location of the original comment in Attachments 1 or 2, e.g., *(John Smith, Comment Letter A, 1st comment)* or *(Mary Johnson, public hearing testimony, 2nd comment)*. In some cases, comments that are substantively similar have been grouped and addressed with a single response, or in other cases comments from individual commenters may be divided among several topic areas.

D.1 LAND USE

Comment [LU-1] Land Use Setting - Revised Figure

"On page 84 reference is made to Figure 23 on page 76, which purports to show the location of 'Residential buildings in the project vicinity.' Figure 23 only shows the 801 Brannan Street site and the immediate properties surrounding it. This figure should be reworked to show all the properties identified as residential, including those near One Henry Adams Street, with their respective addresses, number of units and unit mix. This would help to illustrate that the project would be compatible with surrounding and planned uses." *(Hisashi Sugaya, Planning Commissioner, Comment Letter B, 1st comment)*

Response [LU-1] Land Use Setting – Revised Figure

The comment requests additional information be provided on Figure 23, 801 Brannan Site – Adjacent Land Uses, and that a new figure be provided that shows comparable information for the One Henry Adams site. Figure 23 on page 76 of the Draft EIR has been revised to show the number of units associated with residential use surrounding the 801 Brannan site as identified on page 77 of the Draft EIR. This figure has been renamed Revised Figure 23 and is shown in this document on the following page. In addition, a new Figure 24A is added to the Draft EIR. This figure, shown on page RTC 80, indicates the number of units associated with residential uses surrounding the One Henry Adams site as discussed on page 78 of the Draft EIR.

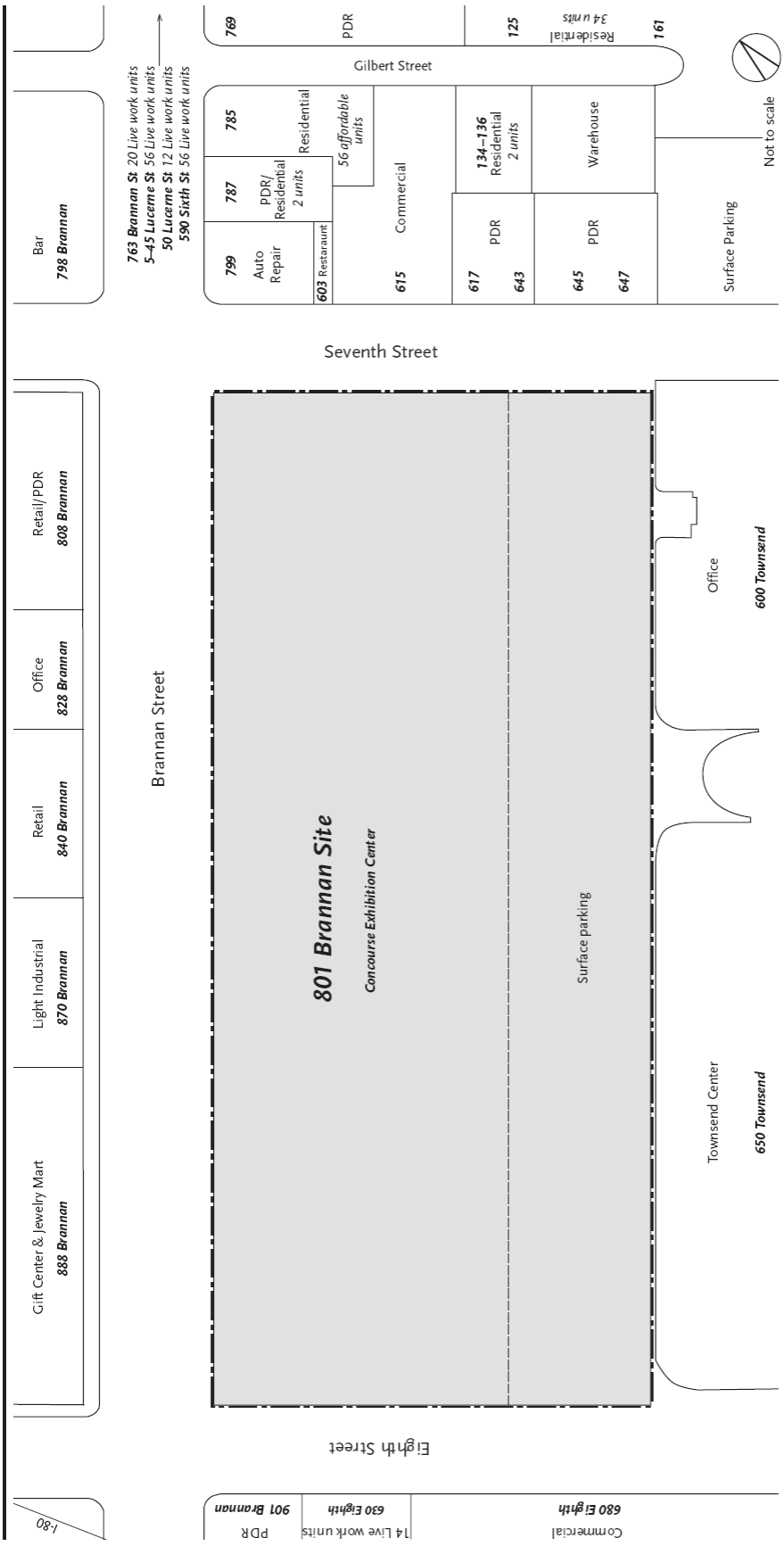
Draft EIR Revisions

Table of Contents of the Draft EIR, page ii, List of Figures, last three lines at the bottom of the page is revised as follows:

Land Use Section of the Draft EIR, description of the 801 Brannan Site, page 74, last partial paragraph, first line, is revised as follows:

> … surround the project block (see Revised Figure 23, page 76).

Land Use Section of the Draft EIR, Page 76, Figure 23 is replaced by Revised Figure 23 on page RTC 79.



801 Brannan Site — Adjacent Land Uses Revised Figure 23

Source: During Associates

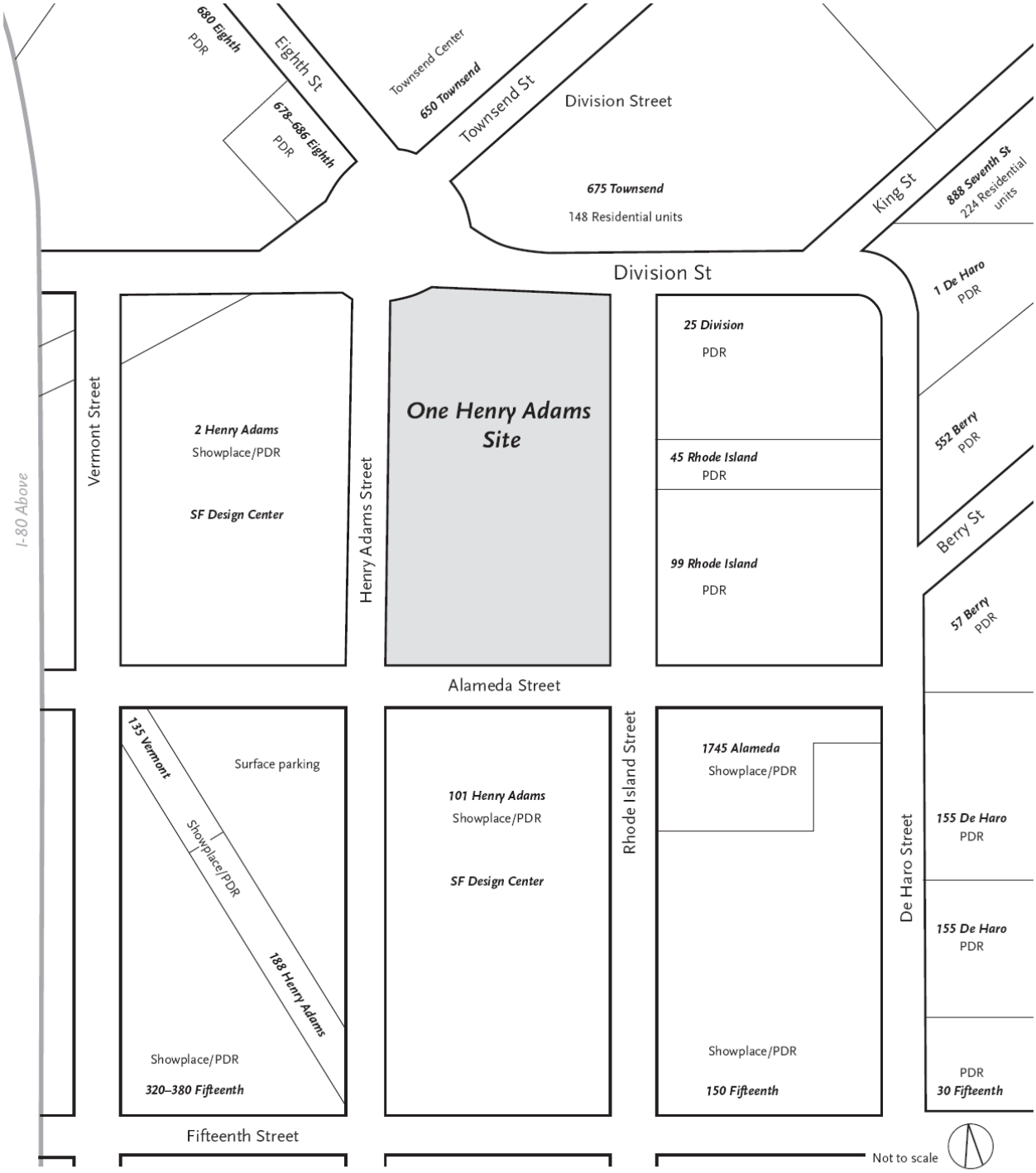
11.4.12

Land Use Section of the Draft EIR, description of the One Henry Adams site, page 78, first full paragraph, fourth line, is revised as follows:

> includes the project site. New Figure 24A depicts the land uses surrounding the One Henry Adams site. On the northeast corner of the One Henry Adams site is a 20-foot-high, two-story

Land Use Section of the Draft EIR, following page 79 on new page 79a, New Figure 24A on page RTC 80 is inserted.

This space intentionally left blank



Source: During Associates

9·12·12

One Henry Adams Site—Adjacent Land Uses New Figure 24A

Comment [LU-2] Economic and Cultural Effects of the Loss of the Concourse Exhibition Hall

"Of primary concern of numerous arts groups and users is the demolition and loss of the resource known as the San Francisco Concourse Exhibition Center as well as introducing high density market rate housing where there currently is none. I believe the recent Guardian article has articulated some of the additional users that rely on the Concourse Exhibition Center.

"http://www.sfbg.com/2011/08/02/replacing-concourse?page=0,0

"I will echo the feedback I believe you have received about the value and role the exhibition center plays in providing an affordable, accessible venue for businesses, trade shows, entertainment and the arts. There is not a facility of its kind available in central San Francisco to act as a replacement and we will lose this important business and community by the current development plan. San Francisco has an obligation through the arts component of the master plan to consider the loss and effect of these choices.

"Comment most applicable already included in the DEIR: pg 99 (5 on report)

> "'Create negative economic and cultural effects from demolishing the SF Concourse Exhibition building and losing a center for events and trade shows; and inadequately assessing the effects on the local design industry. Undermine the economic viability of the Showplace Design Center.' (EIR, N.A. *Planning Code*, page 58; V.A. Land Use, p. 71)."

(WSoMa Citizens Planning Task Force, Comment Letter E, 1st comment)

Response [LU-2] Economic and Cultural Effects of the Loss of the Concourse Exhibition Hall

The comment expresses concern over the loss of the Concourse as a venue for businesses, trade shows, entertainment, and the arts. The comment also states that the project would introduce high-density market rate housing where there currently is none, and expresses concern about its compatibility. This response addresses the first concern. Please see Response [LU-3], below, for a detailed response to the second concern.

CEQA requires an assessment of the physical environmental impacts of a proposed project, not social and economic impacts.[21] However, social and economic change related to a physical change may be considered in determining the significance of the physical change. Therefore, for informational purposes, the Draft EIR provides a discussion of economic aspects of the Concourse Exhibition Center and associated effects in the Draft EIR on pages, S-79, 1, 5, 63, 85-87,

[21] CEQA Guidelines, Section 15382, Significant Effect on the Environment, online at: http://www.ceres.ca.gov/ceqa/guidelines/art20.html, accessed November 27, 2012.

375, and 376. The Concourse Exhibition Center is a private facility that has served a variety of users within the exposition and meeting industry as described on pages 85 and 86 in the Draft EIR and is summarized below.[22]

> "The Concourse historically has served as a home for most other types of user groups, such as smaller trade shows catering to the local market, consumer shows, meetings and banquets, and spectator events. The economic effects of closing the San Francisco Concourse exhibition and fair space associated with the construction of housing on the 801 Brannan site would be expected to be minimal.
>
> "The smaller music/spectator events and meeting/banquet events would most likely be able to use other spaces within the City, such as existing music clubs and performing venues, hotel meeting/ conference spaces/services, the public library, etc. The larger users of the Concourse would be able to find other venues within the City or region., However, a few consumer shows or local market trade shows may not be able to find an affordable site, and may choose to cease operations." "

Should there be sufficient demand for exhibition space that may not be able to find a new location among existing options, such demand in the future could be met with potential development in the new PDR-zoned areas of the Eastern Neighborhoods. One or more developments are currently in the planning stages or have been approved by the Port of San Francisco that may produce venues that can be used for these purposes, including the Port's James R. Herman Cruise Terminal at Pier 27 and the proposed mixed-use development at Seawall Lot 337. While no program has yet been established for the proposed mixed-use development at Pier 70, that area also could provide potential for new exhibition space.

Like the initially proposed project, Variant 3 would be consistent with current plans and the *Planning Code*, as discussed in detail on pages RTC 32-RTC 34. It would be consistent with land use categories shown in the Showplace Square and Potrero Hill Area Plan, including the UMU

[22] *Source:* Economic Research Associates, *San Francisco Concourse: Analysis of Potential Impacts Due to Closure—* Administrative Draft, November 12, 2007. Prepared for the San Francisco Convention & Visitors Bureau. This document is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2000.618E.

(Urban Mixed-Use) zoning as discussed in the Land Use Setting Section, pages 80-81 and the impact section, pages 84-85 (LU Impact 3).

Comment [LU-3] Land Use Compatibility

"The area in question is also abutting the Service Arts Light Industrial Zone within the WSoMa plan which we have identified to protect for serving a wide variety of commercial and cultural interests, as well as allowing new entertainment permits. By having housing replace the concourse center we not only lose this tremendous resource, but we also will create conflict between the noise producing industries planned to continue adjacent to this site. There are currently no residential amenities proximate to the Brannan site.

"I believe the DEIR is remiss in not representing how replacing an industrial and cultural resource with high density housing will effect the neighboring businesses and character of the neighborhood. The city needs more housing, and its time the Planning Dept started encouraging increasing density in the already residential neighborhoods like the western half of the city. Establishing housing in this area will cause extreme pressure on our job and cultural producing neighborhoods SoMa and Showplace Square is known for. If developers were building housing affordable to the standard workforce and families in compatible areas I would applaud the efforts. But the continued encroachment and proven incompatibilities in our mixed use commercial districts are something I hope weighs your decisions.

"The area known as One Henry Adams site I believe already has proximate housing and the current uses are not as essential to our regional community." *(WSoMa Citizens Planning Task Force, Comment Letter E, 2nd comment)*

"As a resident of Potrero Hill, I for one could not imagine living in that location. The surroundings being light industrial are just not conducive to family living nor tech enough to be attractive to young first time single home dwellers.

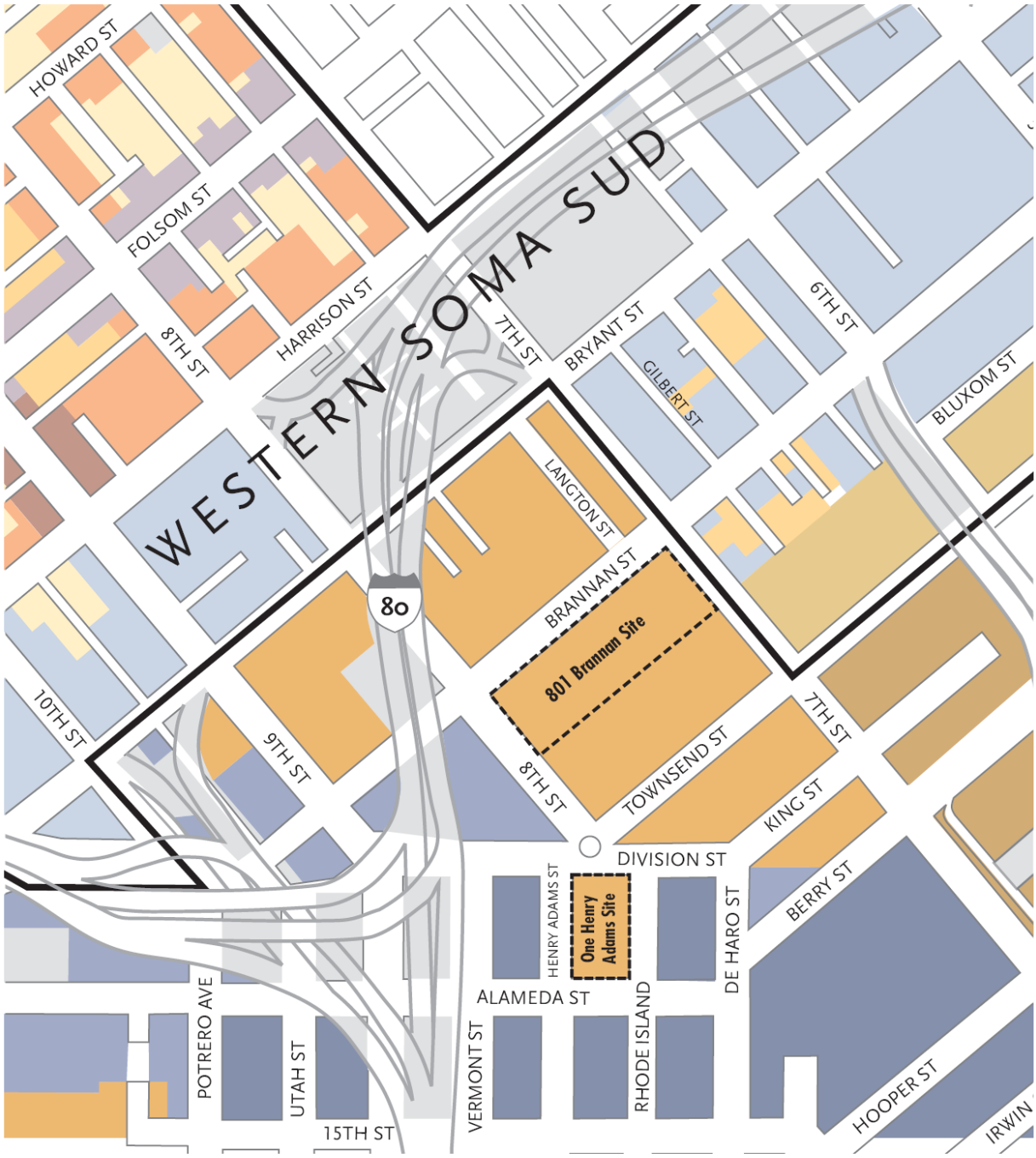
"In conclusion I ask that the Planning Department to look upon the Concourse as a vital component to the neighborhood. Changing it to housing would create an island that would not fit the neighborhood." (*Terry Ow-Wing, Comment Letter M, 2nd comment)*

Response [LU-3] Land Use Compatibility

In general the comments express concern about siting new residential uses in an area without an established residential character, especially at the 801 Brannan site. More specifically, the commenters express concern about the compatibility of the new residential use with existing industrial uses. Finally, the commenters have concern with replacing the existing uses with market rate housing.

Zoning and Land Uses in the Project Vicinity

The project sites are within an Urban Mixed-Use (UMU) district, which is designed to promote a mix of different types of activities (see Figure RTC 14, page RTC 85). Pages 84-85 and 87-89 of the



Source: During Associates

11-4-10

Existing and Proposed Land Use Districts in the Project Vicinity Figure RTC 14

Draft EIR address the compatibility of the proposed project with existing land uses. Other residential uses around the project sites (see Revised Figure 23 and New Figure 24A, pages RTC 79 and RTC 80) are discussed in the Draft EIR. The discussion concludes that while the project would change the land use at the project sites, it would not disrupt the physical arrangement of land uses and activities of the surrounding established community. It would be compatible with existing residential uses in the project vicinity, other existing uses, and uses envisioned in the UMU district. The Draft EIR outlines the importance of the creation of the UMU district to vibrant mixed-use neighborhoods while simultaneously maintaining key industrial buildings and uses. Additionally, the project site and the larger UMU district would also serve as a buffer between residential districts and PDR districts in the Eastern Neighborhoods.

The *Western SoMa Community Plan*[23] area is adjacent to the 801 Brannan site to the east and one block north of the site (see Figure RTC 14 on the previous page). The southwestern terminus of the Plan area is two blocks to the west and one block north. The Plan area is approximately one block northeast and two blocks north of the One Henry Adams site. The current draft *Western SoMa Community Plan*[24] identifies the zoning districts in the Plan area closest to the 801 Brannan site as Service Arts Light Industrial (SALI), Western SOMA Mixed Use Office (WMUO) and Residential Enclave Mixed Districts (RED MX). The closest RED MX district would be adjacent to a portion of the 801 Brannan site to the east; the remainder of the 801 Brannan site eastern frontage would be adjacent to proposed SALI and WMUO districts.[25] RED MX districts would promote residential developments and allow for a mix of supportive uses such as institutional, commercial, and light industrial/PDR. SALI districts are designed to protect and facilitate the expansion of existing light industrial/PDR, commercial, manufacturing, office, institutional and related accessory uses.[26] The WMUO would allow institutional, commercial, small-scale office

---

23 Western SoMa Citizens Task Force in partnership with the San Francisco Planning Department, *Western SoMa Community Plan,* Fall 2011. This document is available online at http://commissions.sfplanning.org/soma/FinalPlan_optimized.pdf, accessed September 13, 2012.

24 *Ibid.*

25 San Francisco Planning Department, Western SOMA Proposed Land Use Matrix. Available on the internet at http://sfplanning.org/index.aspx?page=1895, accessed October 25, 2012.

26 *Ibid.*

and some light industrial uses.[27] The initially proposed project and its variants would be compatible generally with the RED MX district. The initially proposed project and its variants would be residential mixed-use developments although they would not be small-scale and would be located along major through-streets. As the Draft EIR notes on page 66, "In general, the proposed project, or either variant, would not obviously conflict with future implementation of the West SoMa Plan." The same would be true of Variant 3.

Residential buildings in the immediate project vicinity are identified on pages 84 and 85 of the Draft EIR, and are found on Eighth Street opposite the 801 Brannan site; on the south side of Brannan Street east of Seventh Street; on Brannan at the corner of Gilbert Street; on Gilbert Street; on Brannan at the corner with Butte Alley; on Lucerne Street, on the north side of Brannan Street, between Harriet Street and Sixth Street; and on the northeast corner of Eighth and Townsend streets opposite the One Henry Adams site. The existing residential uses are smaller in scale than the proposed project or its variants. While these residential buildings are smaller and contain fewer residential units than the up to 824 units of the proposed project, they are illustrative of the residential presence in the project vicinity. Even without the proposed project, or any of its variants, the surrounding area is changing from an industrial district to a mixed-use district with emerging residential, neighborhood-serving retail, such as cafes, grocery stores, and drugstores, and smaller office uses. The proposed project or its variants would be compatible with the existing uses.

All new residential projects in the City are required to comply with the Inclusionary Affordable Housing regulations. The proposed project and Variant 3 would meet the requirement in part by providing onsite units at below market rate and would fulfill the requirement using the land dedication option. Variants 1 and 2 would not use land dedication to comply with the Inclusionary Affordable Housing regulations.

As described in the Draft EIR on pages 240 to 244, a noise assessment was conducted as part of the environmental review for the proposed project. The Eastern Neighborhoods (EN) EIR

[27] *Ibid.*

requires that new development projects that would introduce residential (noise-sensitive) uses in mixed or PDR areas incorporate a mitigation measure to address noise (EN Mitigation Measure F-4).[28] This mitigation measure requires a site survey be conducted to identify potential noise-generating uses within 900 feet of, and with a direct line-of-sight to, proposed new development that includes noise-sensitive uses. It further requires that at least one 24-hour noise measurement be taken by a qualified acoustical consultant or engineer, and requires preparation of an acoustical analysis demonstrating with reasonable certainty that Title 24 standards, where applicable, can be met. As summarized in the Draft EIR pages 234-236, an acoustical analysis for the proposed project was performed that verified that Title 24 standards could be implemented. The findings of the acoustical analysis would also apply to Variant 3.

Conclusion

The proposed project and its variants would be permitted by current zoning for the project sites. Existing *Building Code* regulations would ensure adherence to Title 24 noise standards, thereby reducing potential conflict caused by siting residential uses in a mixed-use area. The surrounding neighborhood contains residential land use, and is in an area of transition to include light industrial and increased residential land uses. Therefore, the proposed project or its variants would be compatible with the existing and proposed land uses in the area.

D.2 AESTHETICS

Comment [AE-1] Impact to Character of Project Site and Surrounding Area

"As the property owner of 111 Rhode Island Street. Assessor's block 3914, lots 1 & 2 per book H258, page 0535 in the official records of The City and County of San Francisco, California, the property directly adjacent to the southeastern corner of the proposed One Henry Adams Street Project, I object to the project as proposed on the grounds that the height and mass of the proposed project would add density to the area that would negatively impact the character of the site and the surrounding area.

[28] San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report, Planning Department Case No. 2004.0160E, certified August 7, 2008, p. 316. The FEIR is on file for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

"Upon review of the Environmental Impact Report Draft dated June 22, 2011, specifically the One Henry Adams Street project, I strongly disagree with the proposal's conclusion on page 112 with regard to 'Views and Visual Character' that 'the project would not substantially alter the existing pattern of heights, disrupt the visual continuity of existing buildings or degrade the existing visual context.'

"The proposal itself argues that the project would 'constitute a noticeable change in the visual environment and add to the overall mass and visual density of the existing development and urban form of Showplace Square'. It further states that 'the height and bulk of the proposed project's buildings would be similar to that of the larger buildings nearby'. It does not mention, however, that all of the existing taller buildings, without fail, are surrounded by smaller buildings and/or open space, creating visual relief from the mass of the larger buildings.

"To further support this argument, page 91 of the report with regard to 'Aesthetics: Setting' describes the project vicinity as 'including several scattered areas of vacant land and surface parking lots that reduce the visual density of the project area.'

"The footprint of the One Henry Adams project would effectively eliminate an entire city block of low profile buildings and surface parking that provide the needed visual relief to which they refer, and would result in a decidedly negative impact on the quality of the light and general aesthetics of this Design District.

"Finally, the report concludes that the visual character of the area is urban, with an 'accessible visual scale.' The addition of the One Henry Adams project as proposed in relation to the surrounding buildings, would tip the scale grossly off-balance.

"Thank you for the opportunity to review and comment. I look forward to having my concerns addressed and further action taken to mitigate these anticipated negative impacts." *(Larry Wasserman, Comment Letter S, 1st comment)*

Response [AE-1] Impact to Character of Project Site and Surrounding Area

The commenter disagrees with the analysis and conclusions in the EIR with respect to aesthetics. In particular, the commenter expresses concern about the increase in height and bulk proposed by the project, particularly at the One Henry Adams site. The commenter argues that the increase in massing would represent a significant aesthetic impact. The proposed project or its variants would be similar in size to other large buildings in the project vicinity. However, it would be in contrast to smaller buildings nearby. These smaller buildings provide relief from the larger buildings and create a visually mixed neighborhood character. As the commenter notes, the Draft EIR acknowledges that the project vicinity includes several vacant parcels without improvements and surface parking lots that reduce the visual density of the project area. However, as stated on pages 91-92 of the Draft EIR, in spite of the area's apparent low density (one- to three-story buildings), the overall visual character of the area is predominantly urban (compact, mixed-use development). The Draft EIR also notes (page 95) that view corridors in all directions in the project vicinity are framed mostly by low- to mid-rise buildings (one to five stories).

With respect to building heights, the Draft EIR documents that a variety of existing buildings in the vicinity of the project sites range from 40 to 80 feet in height, and three buildings adjacent to the project sites are approximately as tall or taller than the proposed 68-foot-tall buildings. While the proposed buildings would be taller than the majority of existing buildings in the surrounding two-block radius area, with several buildings of comparable height already present, the new buildings would not substantially alter the existing pattern of building heights and massing.

The visual simulations of the project presented in Draft EIR Section V.B show that the initially proposed project would not substantially disrupt the visual continuity of existing buildings. The simulations depicted on Figures 26 and 27 (pages 102 and 103) show that the initially proposed buildings would not overly dominate surrounding buildings in views of the area. While quite visible from the Highway 101 flyover, as depicted on Figure 28 (page 104), the buildings proposed for the 801 Brannan site would be comparable in form, massing, and height to the adjacent building to the south.

The street-level view depicted in Figure RTC 15 on the following page (Draft EIR Figure 29, page 105), shows an increase in massing on the 801 Brannan site. However, the building directly across the street at 888 Brannan Street, barely visible in the photo, would be comparable in height and massing to the proposed buildings. When viewed from approximately 1,500 feet to the east, Figure 30 illustrates that the initially proposed buildings would visually be compatible with the existing building at 787 Brannan Street. Not shown in the photos is the new 50-foot-tall building at 785 Brannan Street, immediately adjacent to the building at 787 Brannan Street, which contributes to the visual continuity along Brannan Street. In the project depiction, shown on Figure 31 (page 107), the initially proposed project building would be situated between the existing buildings of comparable height and massing located to the north and south of the 801 Brannan site.

The same compatibility with surroundings of the One Henry Adams site is illustrated by Figure 32 (page 108) in the Draft EIR. The building at Two Henry Adams Street is a prominent structure in the vicinity of the north end of Henry Adams Street, occupies an entire block, and is 65 feet tall. It would be 3 feet shorter than the proposed buildings, but has greater massing because it is taller and its façade is uniform, undifferentiated, and not set-back. While the heights and massing of buildings in the project vicinity vary, it is demonstrated from the preceding discussion and the

Existing View (Elevated Highway 101 Above)

View with Proposed 801 Brannan Street Project

Source: Square One Productions

11·5·12

View Looking East on Brannan Street between Eighth and Ninth Streets Figure RTC 15
(Figure 29 from Draft EIR)

referenced simulations of the project that the project would not disrupt the visual continuity of existing buildings.

The Draft EIR acknowledges that the project would result in an increase in height and bulk on the project sites. As discussed above, the Draft EIR did not find significant aesthetic impacts with respect to massing. While the increase in massing would contrast with the smaller buildings around the sites, it would be consistent with the larger buildings in the project vicinity as discussed above. No evidence is presented by the commenter to support the claim that the increase in massing at the project sites to a size consistent with other larger buildings in the area would constitute a significant visual quality impact.

While the commenter refers specifically to the visual quality of the initially proposed project, the same concern would apply to Variant 3, the preferred project. As discussed on page RTC 35, because Variant 3 would be the same height as and similar in massing to the initially proposed project, Variant 3 would have a similar less than significant impact on visual quality.

As a statement on the project merits, the comment may be considered by decision makers in their decision to approve, disapprove, or modify the proposed project during hearing on project approval.

D.3 CULTURAL AND PALEONTOLOGICAL RESOURCES

Comment [CP-1] Historical Resources

"… the Concourse is an architecturally significant building …" *(Maja, Comment Letter L, 4th comment)*

Response [CP-1] Historical Resources

The commenter disagrees with the Draft EIR's conclusion that the building at the 801 Brannan site is not architecturally significant.

The Draft EIR summarizes the assessment of potentially affected historical architectural resources conducted as part of the environmental review for the proposed projects. The summary is provided in Chapter V.C., Cultural and Paleontological Resources, pages 114-146 of the Draft EIR. None of the buildings on the two project sites were found to have the characteristics to

qualify as architecturally significant buildings. Pages 132-135 of the Draft EIR summarize the evaluation of the Concourse Exhibition Center at 801 Brannan Street):

> "The 801 Brannan Street building was constructed in 1910 and was used as a freight depot by the Western Pacific Railroad Company until it was sold the Henry Adams and Co. in 1979. The freight sheds at 801 Brannan Street are the buildings in San Francisco most strongly associated with the Western Pacific Railroad. The 801 Brannan Street building does not retain sufficient integrity to communicate its historic characteristics., and the Planning Department Historic Preservation Technical Specialist concurred. The building at 801 Brannan Street retains integrity with respect to location,. however, it no longer retains integrity with respect to design, setting, workmanship, materials, feeling or association. The building does not retain sufficient integrity to convey its historical significance—its representation of the freight functions of the Western Pacific Railroad. The low integrity in six of seven aspects results from the loss (or covering) of the rails and ties, the replacement of all wall siding (interior and exterior), infill of original loading dock openings, and the enclosure and division of a former open air space for rail cars. Therefore, the building at 801 Brannan Street is not a historical resource for the purpose of CEQA."

While the commenter disagrees with Draft EIR historic resource assessment of the Concourse building, no evidence has been provided to support a determination that the Concourse is architecturally significant. As a statement of opposition to demolition of the Concourse, the comment may be considered by decision-makers in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval.

D.4 TRANSPORTATION AND CIRCULATION

Comment [TR-1] Traffic Analysis

"Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the 801 Brannan and One Henry Adams Street Project. The following comments are based on the Draft Environmental Impact Report.

"Forecasting:

"Please provide PM peak hour turning traffic per intersection diagrams for the Proposed Project conditions and 2025 Cumulative plus Project conditions for our review." *(Gary Arnold, District Branch*

Chief, Local Development – Intergovernmental Review, State of California, Department of Transportation, Caltrans, Comment Letter A, 1st Comment)

Response [TR-1] Traffic Analysis

The requested intersection diagrams and 2025 cumulative conditions from the transportation impact study conducted for the proposed project were transmitted to the commenter on August 26, 2011. These documents are available for public review in the transportation impact study report prepared for the project.[29]

Comment [TR-2] AM Traffic Analysis

"Also, discuss why AM peak hour traffic was not analyzed in the report." *(Gary Arnold, District Branch Chief, Local Development – Intergovernmental Review, State of California, Department of Transportation, Caltrans, Comment Letter A, 2nd Comment)*

Response [TR-2] AM Traffic Analysis

The commenter questions whether an a.m. peak hour analysis for measuring the traffic impacts should have been included with the traffic analysis. The p.m. peak hour traffic analysis performed is consistent with the 2002 *Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines),[30] which states on page 1, "In most cases, the Department evaluates conditions in the p.m. peak hour of the p.m. peak period (4:00 to 6:00 p.m.). This period was chosen because it is the time period when the maximum use of much the transportation system occurs."

Analyses of a.m. peak hour conditions, conducted as part of other transportation impact analyses for other projects, including the *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project EIR* and the *Eastern Neighborhoods Transportation Implementation Planning Study* (EN TRIPS), indicate that in the South of Market area, including in the vicinity of the

[29] LCW Consulting, 801 Brannan Street & One Henry Adams Street Transportation Study, Final, April 1, 2011. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.

[30] Available online at http://www.sf-planning.org/index.aspx?page=1886#tech_analysis_guidelines, accessed October 31, 2012.

proposed project, intersection LOS conditions are typically better in the a.m. peak hour than in the p.m. peak hour (for example, the intersection of Bryant/Seventh operates at LOS B during the a.m. peak hour, and LOS C during the p.m. peak hour).[31] In addition, the proposed project, or any of the three variants, would be a primarily residential development, and during the a.m. peak hour, the residential travel demand is according to ITE Trip Generation rates, generally about 85 percent of the p.m. peak hour demand.[32] Therefore, the p.m. peak hour analysis included in the Draft EIR and consistent with the San Francisco Guidelines for transportation impact analysis reflects an appropriate assessment of potential project impacts. Therefore, an analysis of a.m. peak hour conditions is not recommended.

Comment [TR-3] Description of Replacement Parking and Parking Information

The site is unsuitable for residential because … parking are either lacking or nonexistent. *(Maja, Comment Letter L, 2nd comment*

"The San Francisco Group of the Sierra Club urges that the 801 Brannan and One Henry Adams projects include at most one parking space per two residential units. The Sierra Club urges a reduction in the amount of parking because of concerns about negative impacts to transit and air quality.

"The Sierra Club finds that, in a city that proclaims itself to be transit first, the current proposal for a minimum of 799 parking spaces at 801 Brannan Street and One Henry Adams Street is far too much. In fact, the project increases the space now dedicated to parking at the site by about 26,000 square feet, and both project variants actually dedicate even more square footage to parking than the proposal itself. In addition, all that parking is far too close to three sets of on and off ramps for Interstates 80, 101, and 280. Those on and off ramps range in distance from the project from about 800 to 2,000 feet." *(Sierra Club, Sue Vaughan, Comment Letter D, 1st and 3rd comments)*

"This is an 824-dwelling-unit project, with 799 parking spaces. They are claiming something that I've never seen. They are claiming to put in extra parking because they have a contractual obligation for there because of prior sales of the property. This is Showplace Square. Showplace Square was basically a one ownership. And they contracted a sale and there is a sale in there saying, oh, we have to have 166 extra parking spaces." *(Sue Hestor, public hearing testimony, 3rd comment)*

---

31 *Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Draft EIR*, June 2012, Case Nos. 2008.0877E and 2007.1035E, and *EN TRIPS Existing Conditions* report, SFMTA, June 2010.

32 Based on comparison of AM and PM peak hour trips generation rates included in the Institute of Traffic Engineers (ITE) *Trip Generation Manual, 7th Edition,* 2003.

"No, the 166—there should be an analysis of the project that does not have the 166 parking because they are not supposed to be given incentives to have parking entitlements." *(Sue Hestor, public hearing testimony, 4th comment)*

"And I am concerned, although I don't have any substantive knowledge to what Ms. Hestor said relative to the deal and the additional parking, that immediately raises my concerns." *(Kathrin Moore, Planning Commissioner, public hearing testimony, 12th comment)*

"And anything that is over one, one-plus doesn't quite work for this Commission very well anyway. But I'm just putting that out to notice because I would like to see the quantitative aspect of this EIR to be more in line of what is doable, because I think there is hesitance to create projects which immediately will require a challenge of what the Eastern Neighborhoods asked us to do." *(Kathrin Moore, Planning Commissioner, public hearing testimony, 14th comment)*

"Some of details involved this and involved allowances for the parking that is proposed here as part of Eastern Neighborhoods. So this is not an exception." *(Michael Antonini, Planning Commissioner, public hearing testimony, 16th comment)*

Response [TR-3] Description of Replacement Parking and Parking Information

The commenters express concern regarding the amount of parking proposed by the project. In particular, the commenters express concern about the 166 replacement parking spaces proposed by the project sponsor to replace off-site/contractual parking spaces currently provided at the project site that could be lost through implementation of the proposed project, and the commenters further question the permissibility of this replacement parking. The commenters also state that the 166 replacement parking spaces should not be provided as part of the project.[33] One commenter also expresses concern that too little parking is proposed for the project. Whether the project is providing too much or too little parking would be part of the land use approval discussion, and decision-makers may consider this comment in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval.

[33] Replacement parking spaces are existing spaces permitted by the City for the 600 Townsend and 690 Townsend project approvals. The replacement spaces serving Two Henry Adams Street and 101 Henry Adams Street could be included as part of the project as a non-accessory parking garage if permitted by conditional use authorization.

Description of Replacement Parking

As identified in the Draft EIR, Chapter III, Project Description, Table 1, page 23, the initially proposed project, Variant 1, and Variant 2 would provide 799, 866, and 841 parking spaces, respectively. Of these totals, 166 spaces, as the commenter states, would be "replacement" parking spaces (95 at the 801 Brannan site and 71 at the One Henry Adams site). As identified in this document, Chapter C, Variant 3, Table RTC 1, page RTC 9, Variant 3 would provide 682 parking spaces, of which 95 spaces would be replacement parking spaces reserved for the use of neighboring properties with signage or pavement marking. Variant 3 would not provide the 71 replacement spaces at the One Henry Adams site that were proposed as part of the initially proposed project and Variants 1 and 2.

The Project Description (pages 20-21 in the Draft EIR) discusses the project sponsor's proposal to provide parking for neighboring property owners (pages 20-21 in the Draft EIR) pursuant to the project sponsor's existing contractual obligations. The project sponsor proposes to provide 95 replacement parking spaces for 600 Townsend and 690 Townsend Street (under the initially proposed project and Variants 1, 2 and 3), and 71 spaces for Two Henry Adams Street and 101 Henry Adams Street (under the initially proposed project and Variants 1 and 2). In addition, the Draft EIR discusses the project sponsor's request that these parking spaces not count toward the proposed project's maximum allowable parking. Because there were questions regarding the history and permissibility of the replacement parking spaces, the project sponsor requested a Letter of Determination (LOD) from the Zoning Administrator. The LOD was issued by the Zoning Administrator subsequent to publication of the Draft EIR.[34]

The Zoning Administrator determined that the 72 spaces provided at the 801 Brannan site for the benefit of the office building at 690 Townsend Street were authorized as part of the Planning Commission's approval of that project (Motion No. 11369) and recorded as a Notice of Special

[34] Neil Sekhri, Gibson, Dunn & Crutcher, letter to Scott Sanchez, Zoning Administrator, City and County of San Francisco, December 20, 2010.

Scott F. Sanchez, Zoning Administrator, letter to Neil Sekhri, Gibson, Dunn & Crutcher, September 22, 2011.

These documents are available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.

Restrictions on the 801 Brannan Street property. These 72 off-street parking spaces therefore would be permitted as replacement parking and would not count against the parking maximums for that project site. In addition, the Zoning Administrator determined that the existing 23 off-street parking spaces provided at 801 Brannan Street for the benefit of the office building at 600 Townsend Street were developed at a time when parking was a principally permitted use on the subject property; and therefore, these 23 off-street parking spaces would be allowed as replacement parking. However, since this requirement was not made a condition of approval for the 600 Townsend Street project, these parking spaces would count towards the parking maximum under the *Planning Code* for the 801 Brannan site.

The Letter of Determination further concluded that the 71 existing parking spaces provided at the One Henry Adams site for the benefit of the Showplace Square and the Galleria would not be considered as required parking or allowed as replacement parking due to the proposed development resulting in the abandonment of the existing parking use. However, as applicable to the initially proposed project and Variants 1 and 2, these parking spaces could be permitted on the project site as public parking with a Conditional Use Authorization to the extent permitted within the UMU Zoning District.

As noted at the beginning of this response, Variant 3 would include 95 replacement spaces, comprised of 72 spaces serving 690 Townsend and 23 spaces serving 600 Townsend like the initially proposed project and Variants 1 and 2 for the 801 Brannan site. Unlike the initially proposed project and Variants 1 and 2, Variant 3 would not include replacement spaces at the One Henry Adams site.

The Draft EIR presents an assessment of parking conditions assuming the 166 replacement parking spaces noted in the comment. However, page 224 of the Draft EIR also includes a discussion of conditions in the event that the replacement parking spaces at the One Henry Adams site is not permitted, consistent with conditions proposed under Variant 3. The Draft EIR has been revised to reflect the issuance of the Letter of Determination from the Zoning Administrator.

Draft EIR Revisions

The Draft EIR is edited to incorporate information from the Letter of Determination from the Zoning Administrator and to confirm the discussion about the replacement parking in the Draft EIR. Page S-5 of the Summary, footnote 6 at the bottom of the page is revised as follows:

[6] Scott Sanchez, Zoning Administrator, Planning City and County of San Francisco, Planning Department, ~~e-mail communication~~ Letter of Determination to Neil Sekhri, Gibson, Dunn & Crutcher, ~~March~~ September 22, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

Page S-5 of the Summary, footnote 7 at the bottom of the page is replaced with the following:

[7] ~~At the 801 Brannan site, 72 spaces are permitted as "replacement parking" under the 690 Townsend approval (Planning Commission Motion 11369; File No. 88.231D). An additional 23 spaces (for a total of 95 replacement parking spaces) would be allowed as "replacement parking" or obligations to the 600 Townsend property under the recorded April 3, 1996 Amended and Restated Grant of Easements (also permitted under the *Planning Code* for new commercial uses up to 45 spaces, Section 153); however, these 23 spaces would count against the parking maximums at 801 Brannan. The 71 replacement spaces at the One Henry Adams site could be provided as a non-accessory parking garage pursuant to a conditional use authorization under Section 157.1.~~

In a Letter of Determination, the Zoning Administrator determined that the 72 off-street parking spaces provided at 801 Brannan Street for the benefit of the office building at 690 Townsend Street (Motion No. 11369) and the 23 spaces for the benefit of the office building at 600 Townsend Street would be allowed as replacement parking. The 72 spaces and would not count against the parking maximums for the proposed project, and the 23 spaces would count towards the parking maximum under the *Planning Code* for the 801 Brannan site. The 71 spaces provided at One Henry Adams Street for the benefit of the Showplace Square and the Galleria are not required parking and not the subject of an easement. However, these parking spaces could be permitted as a public parking garage with a Conditional use Authorization to the extent otherwise permitted within the UMU Zoning District.

Chapter III, Project Description, page 20, footnote 26 at the bottom of the page is replaced with the following:

[26] ~~At the 801 Brannan site, 72 spaces are permitted as "replacement parking" under the 690 Townsend approval (Planning Commission Motion 11369; File No. 88.231D). An additional 23 spaces (for a total of 95 replacement spaces) would be allowed as "replacement parking" or obligations to the 600 Townsend property under the recorded April 3, 1996 Amended and Restated Grant of Easements (also permitted under the *Planning Code* for new commercial uses up to 45 spaces, Section 153); however, these 23 spaces would count against the parking maximums at 801 Brannan. The 71 replacement spaces at the One Henry Adams site could be provided as a non-accessory parking garage pursuant to a conditional use authorization under Section 157.1.~~

In a Letter of Determination, the Zoning Administrator determined that the 72 off-street parking spaces provided at 801 Brannan Street for the benefit of the office building at 690 Townsend Street (Motion No. 11369) and the 23 spaces for the benefit of the office building at

600 Townsend Street would be allowed as replacement parking. The 72 spaces and would not count against the parking maximums for the proposed project, and the 23 spaces would count towards the parking maximum under the *Planning Code* for the 801 Brannan site. The 71 spaces provided at One Henry Adams Street for the benefit of the Showplace Square and the Galleria are not required parking and not the subject of an easement. However, these parking spaces could be permitted as a public parking garage with a Conditional use Authorization to the extent otherwise permitted within the UMU Zoning District.

Page 21 of the Project Description, footnote 27 at the bottom of the page is revised as follows:

[27] Scott Sanchez, Zoning Administrator, City and County of San Francisco, Planning Department, ~~e-mail communication~~ Letter of Determination to Neil Sekhri, Gibson, Dunn & Crutcher, *op. cit.*

Parking Information

Page 162 of the Draft EIR presents a discussion of existing parking conditions in the study area for the project sites. During the weekday midday, eight off-street public parking facilities provide about 1,295 spaces and operate at about 55 percent of capacity. Parking occupancy at these facilities is substantially higher during events in Showplace Square, during which times most parking facilities operate at 100 percent of capacity.

Pages 218 through 226 of the Draft EIR present information regarding how parking conditions in the project vicinity would change as a result of the proposed project. As presented on pages 218 through 226 of the Draft EIR, the San Francisco Planning Department does not consider parking supply as part of the permanent physical environment and, therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision-makers. Therefore, a parking discussion was provided in the Draft EIR for informational purposes only.

The Planning Commission is in receipt of the Sierra Club's position letter, including the Sierra Club's comments related to the amount of parking proposed by the initially proposed project and Variants 1, 2, and 3, and may consider these comments as part of the land use approval hearing for the proposed project or any of its variants.

As discussed on pages 60-62 of the EIR, as amended by Section E.2 of this document, Staff-Initiated Changes, pages RTC 235-RTC 236, the initially proposed project and Variants 1, 2, and 3 would comply with existing *Planning Code* parking controls and requirements established as part of the Eastern Neighborhoods rezoning for the UMU zoning district. For residential uses, the

UMU district allows a maximum permitted vehicle parking supply of up to 0.75 spaces for each studio/one-bedroom dwelling unit, and up to 1 space for each dwelling unit with at least two bedrooms and at least 1,000 square feet of occupied floor area.

Table 1 of the Draft EIR, page 23, provides parking supply information for the initially proposed project. Table RTC 8 on the following page presents the proposed parking supply by building and land use for the initially proposed project and Variant 3 and presents a comparison to the maximum supply permitted per *Planning Code* controls.

As presented in Table RTC 8, overall the initially proposed project at the 801 Brannan site would provide 105 fewer parking spaces than would be permitted under the *Planning Code* for the residential and retail uses. As presented in Table RTC 8 for the One Henry Adams site overall, the project at the One Henry Adams site would provide 89 fewer parking spaces than would be permitted under the *Planning Code* for the residential and retail uses.

As shown in Table 1 of the Draft EIR, pages 22-23, and as described on pages 61-62 of the Draft EIR, Variants 1 and 2 would comply with the *Planning Code*'s off-street parking controls, like the initially proposed project.

Variant 3 would provide 52 fewer total on-site parking spaces than the initially proposed project. Similar to the initially proposed project and Variants 1 and 2, Variant 3 parking supply would be less than the maximum permitted by the *Planning Code* controls.

Table RTC 8 indicates that, overall, Variant 3 at the 801 Brannan site would provide 182 fewer parking spaces than would be permitted under the *Planning Code* for the residential and retail uses. The *Planning Code* would permit Variant 3 to provide up to 508 parking spaces at the 801 Brannan site for the residential uses and 92 parking spaces for the commercial retail uses. Variant 3 would comply with the *Planning Code*.

As shown in Table RTC 8, the *Planning Code* would permit Variant 3 to provide up to 182 parking spaces at the One Henry Adams site for the residential uses and 26 parking spaces for the retail uses. Variant 3 would include 162 parking spaces for the residential uses only, which would comply with the *Planning Code* requirements.

Table RTC 8
Vehicle Parking Supply and Planning Code Maximum Permitted Comparisons

Initially Proposed Project	801 Brannan Street Site			One Henry Adams Street Site			Total		
	Residential	Retail	Total	Residential	Retail	Total	Residential	Retail	Total
Proposed Supply									
Market Rate	345	30	375	154	0	154	499	30	529
MOH parcel	91	4	95	0	0	0	91	4	95
	436	34	470	154	0	154	590	34	624
Residential Units/Retail Square Feet	*585*	*30,417*		*239*	*19,670*		*824*	*50,087*	
Spaces per residential unit	*0.75*			*0.64*			*0.72*		
Planning Code Maximum Permitted									
Market Rate	370	53	423	204	39	243	574	92	666
MOH parcel	138	14	152	0	0	0	138	14	152
	508	67	575	204	39	243	712	106	818
Supply less Maximum Permitted	*-72*	*-33*	*-105*	*-50*	*-39*	*-89*	*-122*	*-72*	*-194*
Variant 3	**801 Brannan Street Site**			**One Henry Adams Street Site**			**Total**		
	Residential	**Retail**	**Total**	**Residential**	**Retail**	**Total**	**Residential**	**Retail**	**Total**
Proposed Supply									
Market Rate	309	15	324	162	0	162	471	15	486
MOH parcel	91	4	95	0	0	0	91	4	95
	400	19	419	162	0	162	562	19	581
Residential Units/Retail Square Feet	*585*	*36,568*		*239*	*13,106*		*824*	*49,674*	
Spaces per residential unit	*0.68*			*0.68*			*0.68*		
Planning Code Maximum Permitted									
Market Rate	370	78	448	182	26	208	552	104	656
MOH parcel	138	14	152	0	0	0	138	14	152
	508	92	600	182	26	208	690	118	808
Supply less Maximum Permitted	*-109*	*-73*	*-182*	*-21*	*-26*	*-47*	*-130*	*-99*	*-229*

Notes:

1) Under the initially proposed project, the 801 Brannan site would include an additional 95 replacement parking spaces, and 6 carshare spaces, for a total supply at this site of 571 spaces.
   Under the initially proposed project, the One Henry Adams site would include an additional 71 replacement parking spaces, and 3 carshare spaces, for a total supply at this site of 228 spaces.
2) Under Variant 3, the 801 Brannan site would include an additional 95 replacement parking spaces, 2 of which would be carshare spaces, and an additional 4 carshare spaces, for a total supply at this site of 520 spaces. The 801 Brannan site would also provide 28 motorcycle/scooter parking spaces.
   The One Henry Adams site would include an additional 2 carshare spaces (replacement parking spaces would not be provided) for a total supply at this site of 164 spaces.

In sum, Variant 3 would provide 130 fewer parking spaces than the maximum permitted under the *Planning Code* for residential uses, and 99 fewer spaces than the maximum permitted under the *Planning Code* for retail uses, for a total of 229 fewer parking spaces than permitted under *Planning Code* controls.

One of the commenters expresses concerns about the amount of parking provided given the project sites' proximity to U.S. 101 and I-280. The project sites, while being in the vicinity of freeways, are also located near emerging tech/flex workplaces in the Mid-Market and Showplace Square areas, and the bio-tech workplaces in Mission Bay. Furthermore, considering census data, there has been an increase in the number of residents in Census Tract 180 bounded roughly by Harrison, Third, Townsend, and 11th streets., an auto mode share decrease from 47 percent in the 2000 Census, to 39 percent in the ACS 2006-2010 dataset, and a transit utilization increase from 28 percent in the 2000 Census to 36 percent in the ACS 2006-2010 dataset. The adjacent census tract 607, which includes Mission Bay, also reflects a similar shift in mode share from auto to transit.[35]

As discussed in the Draft EIR, as a result of the proposed project, visitors to the area may experience increased difficulty in finding on-street and off-street parking in the project vicinity. Some drivers may park beyond Bryant Street, Sixth Street/I-280, Berry Street, De Haro Street, Sixteenth Street, US 101/I-80, Division Street and Tenth Street, and switch to transit, carsharing, car-pooling, walking, or bicycling. As noted on page 225 of the Draft EIR, two improvement measures have been identified to reduce the parking demand, encourage alternate transportation modes, and accommodate short-term parking on streets adjacent to the project sites.

Potential impacts related to parking supply and demand as a result of the proposed project or its variants are considered a social impact in San Francisco. Any secondary impacts have been addressed through the transportation analysis conducted for the proposed project. As described above, the project sponsor requested a determination regarding the status of parking spaces provided at the project sites. In issuing the Letter of Determination, the Zoning Administrator considered prior Planning Commission decisions for the project sites and the conditions at

[35] United States Census 2000 and American Community Survey data for census tracts 180 and 607. This information is available online at http://www.census.gov/main/www/cen2000.html, accessed September 20, 2012.

adjacent parcels, as relevant. In addition, Notices of Special Restrictions and the requirements of the Planning Code were considered. The project sponsor's contractual obligations were not the basis for the Zoning Administrator's determination. The Draft EIR described the existing parking conditions as well as those proposed by the project. The parking that is proposed by the project would be permitted by the *Planning Code*, or may be permitted with conditional use authorization. The decision makers may consider this information in their decision to approve, modify, or disapprove the proposed project.

Comment [TR-4] Sierra Club Position Letter

"In addition, the Sierra Club has already taken a position expressing concern about 'freeway-oriented development' with too much parking. A letter sent this past spring to members of the SF Planning Commission about this concern is included below.

"The Sierra Club expresses its concern about Transit Oriented Development in the Housing Element where height bonuses near freeway ramps are approved without significant reductions in parking ratios. The Sierra Club notes that high-density, high rise developments have been approved by the Planning Commission in recent years that seem to contradict the intent of transit-oriented development—making it easier for, and more likely that, residents will commute to work at places outside of San Francisco such as the Silicon Valley using cars or company operated shuttles as opposed to mass transit. The SF Group of the SF Bay Chapter has significant concerns about 'freeway-oriented development' and encourages the Planning Commission to significantly reduce parking requirements when considering proposed developments near freeways." *(Sierra Club, Sue Vaughan, Comment Letter D, 3rd and 10th comments)*

Response [TR-4] Sierra Club Position Letter

The Sierra Club has taken a position with respect to the ratio of parking spaces to residences in residential development projects near freeways, and the commenter summarizes this position. Pages 218 through 226 of the Draft EIR present a parking discussion for the proposed project. Response [TR-3] further discusses changes to parking conditions as a result of the proposed project and Variant 3. As a statement on the merits of the project, decision makers may consider this comment in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval. Response [TR-4] discusses impacts of vehicle trips generated by Variant 3 on transit, while Response [AQ-1] discusses impacts of the proposed project's parking supply and Variant 3-generated vehicle trips on air quality.

Comment [TR-5] Transit Impacts

"The Sierra Club notes that the project Draft Environmental Impact Report (DEIR) addresses impacts to air quality that will result from construction of the project and additional traffic generated by the project,

but believes that no adequate analysis has been done on the impact of increased traffic congestion on the ability of nearby transit to operate according to schedule or on the quality of life to people who live and/or work near the project. "

"The DEIR has identified several specific Significant and Unavoidable impacts to traffic congestion … from the project. Those that have been deemed Significant and Unavoidable are listed below with comments from the Sierra Club.

> "**Impact TR-1: Implementation of the proposed project would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable) (Page 176)**

"Comment: The 9 Potrero and the 9L Potrero buses pass through the intersection of Division/Brannan/Potrero/Tenth, and the intersection already operates at a level of service (LOS) that is graded 'E'. It would remain an 'E' under the proposed project. The Sierra Club notes that the DEIR evaluates impacts to transit primarily in terms of the ability of Muni to accommodate new riders from the project. …The Sierra Club believes the analysis should include a more thorough study of the impact of increased congestion on Muni and other transit.

> "**Impact TR-2:** Implementation of the proposed project would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. **(Significant and Unavoidable)** (Page 178)

"Comment: The Sierra Club notes that this intersection already receives an LOS grade of 'E' and would remain an 'E' but may sometimes operate at an LOS of 'F' during the p.m. peak hours. The 19 Polk Street travels south through this intersection, the 47 Van Ness and 27 Bryant Street buses pass through the intersection of Eighth and Bryant one block north….

> "**Impact C-TR-34:** Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan/Potrero/Tenth under 2025 Cumulative conditions. **(Significant and Unavoidable)** (Page 206)

"Comment: Again, the Sierra Club notes that the Potrero bus lines pass through this intersection and that no adequate analysis has been done on the ability of Muni to operate on schedule.

> "**Impact C-TR-35**: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. **(Significant and Unavoidable)** (Page 208)

"Comment: Again, the Sierra Club notes that the 19 Polk Street bus passes through this intersection, the 47 Van Ness and 27 Bryant run along Bryant Street one block north …"

> "**Impact C-TR-36:** Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative impact at the intersection of Seventh/Townsend under 2025 Cumulative conditions. **(Significant and Unavoidable)** (Page 208)

"Comment: The Sierra Club notes that the 19 Polk Street bus travels north on Seventh Street and has stops at the corner of Seventh at Brannan and Seventh at Bryant. The 47 Van Ness and the 27 Bryant travel northeast on nearby Bryant Street with stops at 9th and Bryant and 8th and Bryant. No adequate analysis has been done on the impact of increased congestion on the ability of Muni, including these buses, to operate according to schedule.

> "**Impact C-TR-37:** Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions. **(Significant and Unavoidable)** (Page 208)

"Comment: The Sierra Club notes that the 22 Fillmore passes through the intersection of 16th and Kansas streets and that the 10 Townsend and the 19 Polk pass through intersections that are one block away. No adequate analysis has been done on the impact of increased congestion on the ability of Muni to operate according to schedule.

> "**Impact C-TR-38:** Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. **(Significant and Unavoidable with Mitigation)** (Page 209)

"Comment: The 10 Townsend and the 19 Polk buses both pass through the intersection of Division/Rhode Island. Under the proposal, this intersection would operate at an LOS of "F" during the p.m. peak hour. The DEIR suggests that Caltrans could signalize the intersection and improve LOS to "B", but the Sierra Club notes that no adequate analysis has been done on the impact of increased congestion—or additional signalization—on the ability of the 10 Townsend or the 19 Polk buses to operate according to schedule." *(Sierra Club, Sue Vaughan, Comment Letter D, 2nd, 4th, and 5th comments)*

Response [TR-5] Transit Impacts

The commenter summarizes locations where the initially proposed project would result in significant traffic impacts under Existing plus Project and 2025 Cumulative conditions, and raises concerns regarding whether or not adequate transit impact analysis considering these traffic impacts and increased traffic congestion was conducted.

Air quality impacts of the initially proposed project are described in the Draft EIR (pages 268 to 287). Response [AQ-1] on page RTC 117 further addresses the comment regarding air quality. Presently, no quantifiable methodology has been developed to evaluate the effect of traffic congestion on quality of life. The Draft EIR includes a cumulative impact analysis of many project effects that can adversely affect a person's quality of life (e.g., air quality, noise, traffic, change in neighborhood character, increased density, etc.). Information regarding project-specific and cumulative impacts may considered by decision-makers in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval.

The transit impact assessment provided in Section V.D. Transportation and Circulation, pages 185 to 188 of the Draft EIR, considered transit capacity related to the potential new passengers of the proposed project, transit delay, and operations related to the buses on the surrounding streets, including with and without project traffic; and any direct impacts to transit facilities, such as to bus stops. Based on this transit impact analysis, the Draft EIR found that implementation of the initially proposed project would not substantially affect transit capacity, increase transit delays, or affect transit facilities and operations. The comment questions and comments on

specific transit line delays that could result from changes to intersection operating conditions, which were considered in the Draft EIR, and for informational purposes are clarified below.

The traffic analysis included 16 study intersections, and under Existing plus Project conditions, 12 of the 16 intersections would operate acceptably at LOS D or better during the p.m. peak hour. At two unsignalized intersections (i.e., at Division/Rhode Island and Sixteenth/Rhode Island), the proposed project would have less than significant contributions to movements that operate at LOS E or LOS F conditions during the p.m. peak hour.

As noted in the comment, the initially proposed project would result in significant impacts at the intersections of **Division/Brannan/Potrero/Tenth** and **Eighth/Brannan.** Both of these intersections currently operate at LOS E conditions during the p.m. peak hour, and, as indicated in the impact analysis, would continue to operate at LOS E with the addition of project-generated vehicle trips. Although the project-generated vehicle trips would contribute significantly to movements at these two intersections that operate poorly, this project's traffic does not substantially affect transit operations as summarized in the Draft EIR and further discussed below.

At the intersection of **Division/Brannan/Potrero/Tenth,** with the addition of project-generated vehicles, the overall intersection delay during the p.m. peak hour would increase from 57.8 seconds per vehicle to 61.5 seconds per vehicle, and intersection operations would remain at LOS E conditions. Under Existing plus Project conditions, the proposed project was found to contribute substantially to the eastbound (i.e., Division Street) critical left/through movement that would operate at LOS E.. At this intersection, the 9 San Bruno, 9L San Bruno Limited, and SamTrans Route 397, when traveling in the northbound direction make northbound left turns, and when traveling in the southbound direction, make eastbound right turns. According to the analysis conducted the northbound left-turn movement would continue to operate acceptably and although the eastbound right turn movement operates at LOS F, the proposed project would not add vehicle trips to this movement during the p.m. peak hour. Therefore, the operation of the 9 San Bruno and 9L San Bruno would not be affected by additional congestion on movements related to project-generated vehicles, as the commenter suggests.

Under 2025 Cumulative conditions, the intersection of Division/Brannan/Potrero/Tenth is projected to operate at LOS F conditions during the weekday p.m. peak hour. Under 2025 Cumulative conditions, the northbound left-turn movement would continue to operate

acceptably (at LOS D). Similar to Existing plus Project conditions described above, the eastbound right turn movement would operate at LOS F, however, the proposed project would not add vehicle trips to this movement during the p.m. peak hour, and therefore the operation of the 9 San Bruno and 9L San Bruno would not be affected by additional congestion on movements related to project-generated vehicles under 2025 Cumulative conditions.

Similarly, at the intersection of **Eighth/Brannan**, with the addition of project-generated vehicles, the overall intersection delay during the p.m. peak hour would increase from 55.4 seconds per vehicle to 77.5 seconds per vehicle, and intersection operations would remain at LOS E conditions. Under Existing plus Project conditions, the proposed project and variants would contribute substantially to the northbound (i.e., Eighth Street) critical right turn and the eastbound (i.e., Brannan Street) critical right/through movements. At this intersection, the 19 Polk travels southbound through, which according to the analysis conducted, although this movement operates at LOS F, and the project would contribute to this movement, the movement is not a critical movement for the operation of the intersection during the p.m. peak hour, and therefore the operation of the 19 Polk would not be substantially affected by the project, even though a traffic impact was identified for different movements at the intersection of Eighth/Brannan.

Under 2025 Cumulative conditions, the intersection of Eighth/Brannan is projected to operate at LOS F conditions during the p.m. peak hour, and the northbound right, southbound through, and the westbound through/left would be critical movements operating at LOS F conditions during the p.m. peak hour. As noted above, the 19 Polk travels southbound on Eighth Street, and under 2025 Cumulative conditions would be affected by vehicle-trips generated by the proposed project, as well as background growth associated with other development in the area. Although the proposed project would be considered to have a significant traffic impact under 2025 Cumulative conditions because it would result in a significant impact under Existing plus Project conditions, transit delays are generally considered significant when a project causes the transit travel time (delay) to increase in an amount of more than half the transit route's headway. Because the 19 Polk, although affected by project traffic, would not experience delays in travel time greater than half the route's scheduled headway, the proposed project, as discussed in the Draft EIR, would not result in a substantial increase in transit delay.

The remaining intersections discussed by the commenter were not identified as having significant traffic impacts under Existing plus Project impacts, although some would experience

significant 2025 Cumulative traffic impacts from the proposed project, as further discussed below.

As described on page 204 of the Draft EIR, under future year 2025 Cumulative conditions, 11 of the 16 study intersections would operate at LOS E or LOS F conditions. The poor operating conditions projected for 2025 Cumulative conditions would be due primarily to planned development in the nearby Mission Bay neighborhood, as well as future development expected to occur in the Showplace Square/Potrero Hill neighborhoods. As stated in the comment, initially proposed project contributions at five of the 11 intersections (intersections of **Division/Brannan/ Potrero/Tenth, Eighth/Brannan, Seventh/Townsend, Sixteenth/Kansas** and **Division/Rhode Island**) were determined to be significant, and therefore the initially proposed project would result in significant impacts at these intersections. The 2025 Cumulative conditions at the intersections of Division/Brannan/Potrero/Tenth and Eighth/Brannan were discussed above.

At the intersection of **Seventh/Townsend** under 2025 Cumulative conditions, the proposed project would contribute substantially to the eastbound critical left/through movement that would operate at LOS F, adding 52 project vehicle trips to this movement. At this intersection, the 19 Polk, running at 15 minute headways during the p.m. peak hour, makes eastbound left turns when traveling in the northbound direction. Although the project identified a significant traffic impact, due to contributions to the critical eastbound movements (left/through movement), transit delays are generally considered significant when a project causes the transit travel time (delay) to increase in an amount of more than half the transit route's headway. Because the 19 Polk, although affected by project traffic, would not experience delays in travel time greater than half the route's scheduled headway, the project, as discussed in the Draft EIR, would not result in a substantial increase in transit delay. The commenter does not refer to the 10 Townsend Muni route which currently operates eastbound on Townsend Street, likely because as noted in Response to Comment 4, under 2025 Cumulative conditions, the SFMTA's TEP project, the 10 Sansome would replace the 10 Townsend, and the portion of the route on Townsend Street in the project vicinity would be rerouted south of the Caltrain Depot to operate through the Mission Bay neighborhood. The commenter does refer to the potential impacts to delay of the 47 Van Ness which currently operates on Harrison Street and Bryant, but under 2025 Cumulative conditions as part of the TEP, the 47 Van Ness would be rerouted to Townsend Street, running eastbound on Townsend Street. Therefore, the future route of the 47 Van Ness would experience

similar amounts of delay as the 10 Townsend discussed above, and as discussed in the Draft EIR, would not experience substantial transit delay. The 27 Folsom route does not run through the intersection of Seventh/Townsend, but is discussed below for the intersection of Eighth/Bryant.

At the intersection of **Sixteenth/Kansas/Henry Adams**, the proposed project would contribute substantially to the southbound approach (critical left/through/right movement) and that would operate at LOS F, adding 50 vehicles to this approach. At this intersection, the 22 Fillmore travels in the eastbound and westbound direction, and therefore, would not be affected by project's significant impact to the southbound approach where project-generated vehicles would contribute to LOS F conditions. The critical eastbound approach was also found to operate poorly at this intersection, however the project traffic would not be a substantial contribution to this cumulative condition. The commenter also mentions the operations of the 10 Townsend and 19 Polk one block away. As discussed on page 210 of the Draft EIR, the proposed project would have a less than significant traffic impact at the intersection of Sixteenth/Rhode Island, which both the 10 Townsend and 19 Polk operate through one block from the intersection of Sixteenth/Kansas/Henry Adams.

At the intersection of **Division/Rhode Island**, under 2025 Cumulative conditions, the project was found to have a significant contribution to the northbound approach of this unsignalized intersection, adding 44 vehicles to this movement. The 19 Polk and 10 Townsend both currently operate in the northbound left and eastbound right movements and the signalization of the intersection was identified as a mitigation measure that SFMTA could implement, and the project would, at that point, pay its fair share of this signalization. Signalization would improve the PM peak hour operating conditions to LOS B. However due to the uncertainty that SFMTA could signalize this intersection, the project impact would remain as significant and unavoidable. The LOS B conditions with signalization indicate minimal delays that would not affect the 19 Polk bus operations at this intersection. To serve the Caltrain Depot station and better serve Mission Bay, the SFMTA's TEP project would alter the route alignment for the 10 Townsend such that it would no longer operate through this intersection under 2025 Cumulative conditions..

At the other analysis intersections under 2025 Cumulative conditions, the project was found to have less-than significant cumulative traffic impact, including the intersection of **Eighth/Bryant** mentioned in the comment. At the intersection of **Eighth/Bryant**, the proposed project would have less than significant traffic impacts under Existing Plus Project and 2025 Cumulative

conditions. Under Existing and Existing plus Project conditions, this intersection would operate at LOS C conditions, and therefore, the addition of project-generated vehicle trips traveling through this intersection would not substantially affect travel times for the 47 Van Ness and 27 Bryant bus lines. Under 2025 Cumulative conditions, the intersection would operate at LOS F conditions, however, the project would not contribute significantly to the eastbound through/right movement that is projected to operate at LOS F, and therefore, the operation of the 47 Van Ness and 27 Bryant would not be affected by additional congestion on movements related to project-generated vehicles under 2025 Cumulative conditions. Under 2025 Cumulative conditions, the southbound right turn is projected to be the critical movement at this intersection and would operate at LOS F conditions. The proposed project would add any vehicles to this movement, (however, the proposed project and variants would add vehicles to the southbound through movement that would operate at LOS F also, but is not identified as a critical movement at this intersection for 2025 Cumulative p.m. peak hour conditions). Therefore, the operation of the 19 Polk would not be substantially affected by the project under 2025 Cumulative conditions.

Overall, the increased delays at the critical movements resulting from project-generated vehicles would not substantially affect Muni or SamTrans bus operations. Any minimal delay experienced by these bus lines travelling through these intersections, when compared to the duration for the bus to travel its entire route, would only be a small percentage of the total time travelled, and thus the effect would not be considered substantial, and additional analysis of transit delay for Existing plus Project is not recommended for the proposed project or variants.

Comment [TR-6] Insufficient Transit Service and Parking Facilities

"This is a project between two freeway systems. It's been 280 and 101. I use this page of the EIR, which is the page that shows the transit lines. These transit lines here—all the ones that are in yellow basically don't come very often. There's—that's the 10, the 19—the 47 is a good line; and the 9 is a good line. But the stuff right around here is the 10 and the 19. This doesn't really provide adequate transit service. And I will do written comments on that." *(Sue Hestor, public hearing comments, 5th comment)*

The site is unsuitable for residential because both transit and parking are either lacking or nonexistent. *(Maja, Comment Letter L, 2nd comment)*

Response [TR-6] Insufficient Transit Service and Parking Facilities

The commenters raise concerns that transit lines in the vicinity of the project sites do not provide adequate transit service, that insufficient parking facilities exist for the project and in the vicinity of the project sites, and refers to Figure 35 on page 157 of the Draft EIR.

Please see Response [TR-3] for discussion of the parking conditions with implementation of the project or its variants. Please also see Chapter C, Variant 3, beginning on page RTC 56, for discussion of parking supply and demand under Variant 3 (the preferred project). As noted in Response [TR-3], pages 218 through 226 of the Draft EIR present the parking discussion for the initially proposed project and Variants 1 and 2.

The existing local and regional transit service in the vicinity of the project sites is described on pages 155 to 159 of the Draft EIR. As noted in this section, Muni operates eight bus lines in the vicinity of the proposed project (8AX Bayshore Express, 8BX Bayshore Express, 10 Townsend, 14X Mission Express, 19 Polk, 22 Fillmore, 27 Bryant, and 47 Van Ness), including two bus lines adjacent to both project sites (the 10 Townsend and 19 Polk). SamTrans route 397 runs along Potrero Avenue. With the exception of the 10 Townsend, which runs with 20-minute headways between buses, the headway between buses on the other lines is between seven and 12 minutes between buses, which is consistent with Muni's frequencies for local routes (e.g., 19 Polk, 27 Bryant) that connect with rapid network routes (e.g., 22 Fillmore, 47 Van Ness). Other Muni bus lines and regional transit service providers can be accessed from the project sites via the nearby Muni lines. Transit lines noted in the comment operate as follows:

- Adjacent to the One Henry Adams site and one-half block (less than 300 feet) south of the 801 Brannan site, the 10 Townsend operates inbound and outbound weekdays, Saturdays, Sundays, and holidays, and operates with 20-minute headways between buses.
- Adjacent to the One Henry Adams site and one-half block south of the 801 Brannan site (less than 300 feet), the 19 Polk inbound and outbound operates weekdays, Saturdays, Sundays, and holidays operates with 15-minute headways between buses during the day (7 a.m. to 6 p.m.) and 20-minute headways from 6 p.m. to 9 p.m., and with 30-minute headways after midnight.
- The 47 Van Ness, which operates one and two blocks (approximately 500 and 1,000 feet, respectively) north of the 801 Brannan site and two to three blocks (approximately 1,000 and 1,500 feet) north of the One Henry Adams site, operates with 9- to 10-minute headways between buses on weekdays between approximately 6:30 a.m. to 7:00 p.m., and with 15- and

20-minute headways between buses outside of this window. On Saturdays and Sundays, this route operates with between 10- and 20-minute headways between buses.

- The 9 San Bruno operates four blocks (approximately 1,500 feet) west of the One Henry Adams site and two blocks west (approximately 2,000 feet) west of the 801 Brannan site. The 9 San Bruno operates with 12-minute headways between buses on weekdays, and 20-minute headways between buses on weekends.

As described on pages 168 and 169 of the Draft EIR, SFMTA's Transit Effectiveness Project (TEP) includes proposed changes to transit lines in the vicinity of the project sites to better match current and projected travel patterns. SFMTA has been refining the TEP proposals endorsed by the SFMTA Board of Directors in 2008, and the TEP is currently undergoing environmental review. The TEP proposals in the vicinity of the project site currently include:[36]

- Frequencies on the 8AX/BX Bayshore Expresses would increase from 10 minute to 7.5 minutes between buses during the peak periods. Route segment north of Broadway would be eliminated, and segments south of the proposed project vicinity would be rerouted.
- The 10 Sansome would replace the 10 Townsend, and a portion of the route on Townsend Street and Rhode Island Street would be rerouted south of the Caltrain Depot to operate through the Mission Bay neighborhood.
- The 14X Mission Express would have increased service during the peak periods; from 9 and 10 minutes between buses, to 7.5 minutes between buses.
- The 19 Polk would have modified routing in the Civic Center to simplify route structure and reduce travel time, and would operate between Van Ness/North Point and San Francisco General Hospital. The segment south of 24th Street would be serviced by a revised 48-Quintara-24th Street line, providing direct connection to the Mission, rather than to the Civic Center.
- All-day more frequent service is proposed on the 22 Fillmore to shorten wait times and reduce crowding. The bus would be rerouted east along Sixteenth Street to Third Street to improve connections to Mission Bay. The segment on 17th Street, Connecticut Street, and Eighteenth Street would be replaced by a revised 33 Stanyan (the 33 Stanyan would be extended to east of Potrero Avenue via Sixteenth Street, Kansas Street, 17th Street, Connecticut Street and Eighteenth Street to cover Potrero Hill segment of the 22 Fillmore).

[36] San Francisco Municipal Transportation Agency, Transit Effectiveness Project proposals. Information available online at http://www.sfmta.com/cms/mtep/tepover.htm, accessed September 20, 2012.

The TEP is also considering Travel Time Reduction Proposals (TTRP) improvements in the form of an exclusive bus lane on Eighteenth Street.

- The 27 Bryant would be renamed the 27 Folsom and realigned to operate on Folsom Street in SoMa and the Inner Mission to Cesar Chavez Street, replacing the existing 12 Folsom service. Service would also be extended north on Leavenworth Street and Vallejo Street to Van Ness Avenue. Service on Bryant Street would be discontinued and resources allocated to Potrero Avenue and Folsom Street to provide more frequent service on both corridors.
- The 47 Van Ness would operate along South Van Ness Avenue, Division Street and Townsend Street instead of Bryant Street and Harrison Street to provide faster connection to Caltrain and retail along the 13th/Division corridor. Service in the north would be terminated at Van Ness Avenue and North Point to allow better coordination with the 49L Van Ness Limited.

As noted above, the 10 Townsend would be replaced by the 10 Sansome and would no longer run adjacent to the project site. However, the 47 Van Ness would be rerouted to Townsend Street and frequency of buses would increase (from 10 minutes between buses to 7.5 minutes between buses). The TEP improvements would enhance transit access to and from the project vicinity.

Comment [TR-7] Impacts to Regional Transit

"The Sierra Club believes that the DEIR lacks an adequate analysis of the impact of increased congestion on the ability of Muni lines, including the 9 and 9L, and other regional transit lines such as Golden Gate Transit which has a bus yard on Eighth Street between Harrison and Folsom, to operate on schedule.

"… Golden Gate Transit maintains a bus yard on Eighth Street between Harrison and Folsom streets. Again, the Sierra Club urges the inclusion of a more thorough study of increased traffic congestion on transit operations, especially the impact of increased congestion on the ability of transit to operate on schedule.

"… Golden Gate Transit operates a bus yard on Eighth Street between Harrison and Folsom streets. No adequate analysis has been done of the impact of increased congestion on the ability of transit to operate on schedule. *(Sierra Club, Sue Vaughan, letter, Comment Letter D, 5th, 6th, and 8th comments)*

Response [TR-7] Impacts to Regional Transit

The commenter states that an adequate analysis of the impact of increased congestion on regional transit service and the Golden Gate Transit bus yard on Eighth Street has not been conducted.

See Response [TR-5] for information on SamTrans Route 397 on Potrero Avenue. Regional Transit Impacts are discussed in the Draft EIR on page 185. The Draft EIR discussion notes that "Muni and transit operators would have adequate capacity to accommodate all the project-generated

riders while maintaining its capacity utilization standard, and transit impacts would be less than significant."

Golden Gate Transit operations would not be affected by the proposed project. The midday bus storage facility located at the corner of Eighth and Harrison streets is planned to be relocated to a new location within the Caltrans I-80 right-of-way bounded by Third, Fourth, Perry, and Stillman streets. This relocation is part of the Transbay Transit Center Project, and was analyzed in the 2004 Final EIS/Final EIR for the Transbay Terminal/Caltrain Downtown Extension/ Redevelopment Project. Golden Gate Transit has subleased the parcel temporarily for use as a paid parking facility, and is soliciting proposals for design of improvements required prior to Golden Gate Transit moving its buses to this location. The schedule for completion of final project Plans, Specifications, & Estimates, and construction bid documents is mid-2013, with construction following shortly after document approvals.[37] The bus storage facility construction would be completed and Golden Gate Transit buses would be relocated to the new facility by October 2014, which would be prior to completion of entitlement, permitting, and construction of the proposed project. Because the midday storage facility would be relocated away from its existing site on Eighth and Harrison streets, the new vehicle trips generated by the proposed project would not affect Golden Gate Transit operations. Additional documentation of impacts on Golden Gate Transit is not required.

D.5 AIR QUALITY

Comment [AQ-1] Air Quality Impacts Related to Project Parking

"The DEIR has identified several specific Significant and Unavoidable impacts to … air quality from the project. Those that have been deemed Significant and Unavoidable are listed below with comments from the Sierra Club.

[37] Golden Gate Transit San Francisco Midday Bus Parking Facility Design Services RFQ/RFP No. 2013-PY-1.

> "**Impact AQ-4:** Operation of proposed project, or either variant, would violate air quality standards with respect to, or generate a cumulatively considerable increase in, criteria air pollutants. **(Significant and Unavoidable)** (Page 272)

"Comment: The Sierra Club notes that vehicle trips generated by the project would emit amounts of reactive organic gases and nitrogen oxides at levels that would exceed Bay Area Air Quality Management District (BAAQMD) thresholds according to the DEIR. The DEIR says, "These exceedances would be a significant regional criteria air pollutant air quality impact under the proposed project, or either variant. Feasible mitigation measures are not available and the impact would be significant and unavoidable." (Page 273) For this and other reasons, the Sierra Club urges the project sponsor to reduce the amount of parking in the project to no more than one parking spot per two units.

> **"Impact C-AQ-5:** Operation of the proposed project, or either variant, would violate air quality standards, resulting in a cumulative impact with respect to criteria air pollution. **(Significant and Unavoidable)** (Page 275)

"Comment: For this and other reasons, the Sierra Club urges the project sponsor to reduce the amount of parking in the project to no more than one parking spot per two units.

> "**Impact AQ-7:** Construction of the proposed project, or either variant, would expose sensitive receptors to substantial levels of PM2.5 and other TACs, including DPM, resulting in increased health risk. **(Significant and Unavoidable with Mitigation)** (Page 277)

"Comment: The Sierra Club notes that according to the BAAQMD, a minimum of about 500 feet is needed as a buffer zone to ensure a Less Than Significant Impact, but residential buildings now exist well within 360 feet of 801 Brannan Street and 70 feet of One Henry Adams Street, and several busy retail outlets are directly across the street from 801 Brannan Street, including the Gift Center at 888 Brannan Street, REI at 850 Brannan Street, and Hoogasian Flowers at 615 7th Street. Trader Joe's, Bed, Bath & Beyond, and Nordstrom's are also nearby, as is the Hall of Justice and related businesses at 850 Bryant Street. For this and other reasons, the Sierra Club urges the project sponsor to reduce the amount of parking constructed in the project to no more than one parking spot per two units.

> "**Impact AQ-8:** Operation of proposed project, or either variant, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAMQD project-level cancer risk threshold of significance of 10 in one million. **(Significant and Unavoidable)** (Page 278)

"Comment: According to the DEIR on page 284, cancer-causing TACs (toxic air contaminants) from three roadways—1-80, Brannan Street, and Eighth Street—would exceed the BAAQMD threshold and be graded **Significant and Unavoidable with Mitigation** at the 801 Brannan site, and cancer-causing TACs from 1-80 would exceed the threshold at the One Henry Adams site.

"The American Lung Association has also been tracking the health of people who live and work close to highways, and writes in a 2011 report, *Highways May Be Dangerous for Breathing,* 'In January 2010, the Health Effects Institute published a major review of the evidence by a panel of expert scientists. The panel looked at over 700 studies from around the world, examining the health effects. They concluded that traffic pollution causes asthma attacks in children, and may cause a wide range of other effects including: the onset of childhood asthma, impaired lung function, premature death and death from cardiovascular diseases, and cardiovascular morbidity. The area most affected, they concluded, was roughly 0.2 mile to 0.3 mile (300 to 500 meters) from the highway.'

"The Sierra Club notes that most—if not all—of the proposed project exists within 300 to 500 meters of highways and for this reason urges the project sponsor to reduce the amount of parking in the project to

at most no more than one parking spot per two units in order to reduce the cumulative impact of air pollution.

> "**Impact C-AQ-9:** Operation of the proposed project, or either variant, would expose sensitive receptors to substantial levels of air pollution from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD cumulative cancer risk threshold of significance of 100 in one million. **(Significant and Unavoidable with Mitigation)** (Page 285)

"Comment: For this and other reasons, the Sierra Club urges the project sponsor to reduce the amount of parking in the project to no more than one parking spot per two units. *(Sierra Club, Sue Vaughan, Comment Letter D, 9th Comment)*

Response [AQ-1] Air Quality Impacts Related to Project Parking

The commenter notes the significant and unavoidable air quality impacts that would result from development of the project, or any of its three variants, and urges the project sponsor to reduce the number of parking spaces provided by the project to no more than one space for every two units for the reasons described below.

As noted in the comment, the initially proposed project (or any if its variants) would have the following significant air quality impacts as identified on pages 272 to 286 of the Draft EIR:

- Impact AQ-4: Operational Criteria Air Pollutant Emissions
- Impact C-AQ-5: Cumulative Operational Criteria Air Pollutant Emissions
- Impact AQ-7: Construction Toxic Air Contaminant Emissions
- Impact AQ-8: Operational Toxic Air Contaminant Emissions
- Impact C-AQ-9: Cumulative Toxic Air Contaminant Emissions

Parking Supply and Relationship to Air Quality Impacts

Construction Toxic Air Contaminants Impacts

As described in the Draft EIR on page 277, Impact AQ-7 (Construction Toxic Air Contaminant Emissions), the proposed project and its variants would result in a significant air quality impact due to the exposure of sensitive receptors located near the project sites to toxic air contaminant emissions (TACs) and substantial levels of $PM_{2.5}$ during project construction. TAC and $PM_{2.5}$ emissions would result from the use of diesel-powered equipment for construction activities, and to some degree from haul trips and construction worker trips to and from the project construction sites. The commenter is correct in indicating that the significance of such air quality impacts would be reduced the farther away from the construction activities that one is. This is

because the construction emissions would disperse and the concentration of the contaminants in the environment would be reduced with greater distance from the project sites. Therefore, the potential exposure of sensitive receptors that would come into contact with project construction emissions would be reduced to a less than significant level if such sensitive receptors were 500 feet or more away from the project sites.[38] However, the commenter is mistaken in suggesting that a limit on the amount of parking provided in the development once it is operational would reduce construction air quality impacts. Operational aspects of the proposed project, such as the amount of parking provided in the completed development, have no relationship to construction air quality impacts, as construction air quality impacts would occur only during project construction.

The Draft EIR identified that this significant and unavoidable construction air quality impact would be reduced through the implementation of mitigation measure M-AQ-7. This mitigation measure would reduce construction emissions though requirements to prohibit the use of diesel generators when it is possible to use electrified equipment; use of Tier 3 equipment where such equipment is available; the use of model year 2007 or later haul truck vehicles and equip those vehicles with diesel particulate filters or newer engines; use of construction vehicles, diesel trucks and generators equipped with Best Available Control Technology for emissions reductions of NOx and PM; and use by all contractors at the sites of equipment that meets the ARB's most recent standard for off-road heavy-duty vehicles. This mitigation measure would reduce construction emissions—possibly up to 85 percent, and therefore, reduce exposure of sensitive receptors in the project vicinity. However, it cannot be said with certainty that the emissions would be reduced to a less than significant level. Due to this uncertainty, this air quality impact would remain significant and unavoidable.

This portion of the comment does not address the accuracy or adequacy of the environmental analysis in the Draft EIR. As stated, a reduction in parking supply once the proposed project is operational would have no effect on TAC and $PM_{2.5}$ emissions during project construction, which

[38] The distance needed to reduce the impact varies based upon the size of the project site and project site.

would occur prior to occupancy of the project sites. The decision makers may consider this comment in their decision to approve, disapprove, or modify the proposed project during the hearing on project approvals.

Limit Parking Supply to Reduce Project Emissions

The majority of air quality impacts with respect to criteria pollutants for the initially proposed project and its variants would result from the vehicle trips generated by the project's residential and commercial uses as well as area sources such as consumer products (Impacts 4 and C-AQ-5). Of the criteria pollutant emissions that exceed the threshold of significance, NOx emissions primarily result from vehicle trips, while ROG emissions are generated during painting of the building. The commenter suggests that because these significant impacts have been identified for the proposed project, the parking supply should be limited. The California Pollution Control Officers Association (CAPCOA) has developed a resource entitled, *Quantifying Greenhouse Gas Mitigation Measures*[39] in order to provide guidance for local governments regarding how to take reductions from Greenhouse Gas Mitigation Measures. Pursuant to this guidance, a 5 to 25 percent reduction in parking supply may result in an estimated reduction in vehicle miles traveled (VMT) of between 2.5 to 12.5 percent. However, these VMT reductions are partially based on ITE[40] vehicle trip rates, which tend to be more suburban in nature and do not account for the level of existing transit service, the level of pedestrian and bicycle networks, and other factors that would complement a mode shift from single-occupancy vehicles to alternative transportation modes in an urban environment.

The proposed project would provide 0.68 parking spaces per residential unit. In addition, it is located in an urbanized area in a City served by transit and with a well-utilized bicycle network

[39] California Pollution Control Officers Association (CAPCOA). 2010. Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission reductions from Greenhouse Gas Mitigation Measures. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

[40] The Institute of Transportation Engineers is an international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development and management for any mode of ground transportation.

and pedestrian network. The proposed project or any of its variants would not result in more than 5,000 vehicle trips per day, including both residential and retail vehicle trips. It is unclear the degree of effectiveness of reducing parking requirements from 0.68 to 0.5 spaces to further reduce vehicle related air pollution in a highly urbanized environment served by transit or other modes of alternative transportation. Therefore, this would not result in quantifiable reductions in vehicle emissions.

As a comment requesting a reduction in the parking ratio allowed for the project, the comment will be transmitted to decision makers as part of this Responses to Comments document. The decision makers may consider this information in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval.

The comment notes that the American Lung Association has identified 300 to 500 meters from freeways as a buffer inside which there is an increase in cardiovascular incidence for residents. The potential health effects resulting from residing in proximity of high volume roadways is not in dispute. The Draft EIR describes the potential health effects related to exposure to these pollutants on pages 251 to 259 and page 264.

As discussed in the Draft EIR on pp. 264 and 278-286, the project sites are within 500 feet of one or more freeways. With respect to significant impacts AQ-8 and C-AQ-9, exposure of sensitive receptors to TACs and substantial concentrations of $PM_{2.5,}$ the comment is incorrect in suggesting that the reducing the parking provided at the sites would provide quantifiable mitigation for these impacts that could reduce the impact to less than significant. As shown in Tables 21, 22 and 23 of the Draft EIR and described on pages 280 to 286 of the Draft EIR, the pollutant source contributing the greatest to this impact is the existing vehicular traffic on Interstate 80. The proposed project or any of its variants would not result in more than 5,000 vehicle trips per day, including both residential and retail vehicle trips.[41] Roadways carrying fewer than 10,000 vehicle trips are considered a minor source of pollutants by BAAQMD that do not pose a significant

[41] Draft EIR, pp. 171-172 and LCW Consulting, *801 Brannan Street & One Henry Adams Street EIR Variant 3 – Transportation Impact Assessment*, November 20, 2012, pp. 11-12, *op. cit*.

health risk even in combination with other nearby sources.[42] Therefore, while a reduction in project parking supply may result in a slight decrease in vehicle trips associated with the proposed project, it would not reduce these air quality impacts to less than significant, which are a result of the proximity of the project sites to the high volume roadways (Interstate 80, Brannan and 8th streets).

In addition, as described in the Draft EIR on page 264, the proposed project must comply with Article 38 of the *San Francisco Health Code*, which requires an exposure analysis for $PM_{2.5}$. The analysis has been conducted and demonstrated that at both project sites the concentration of $PM_{2.5}$ exceeds the action level of 0.2 $\mu g/m^3$. Therefore, the proposed projects would be required to incorporate air filtration into the building design (see Mitigation Measure M-AQ-8, page 285 of the Draft EIR). The implementation of such filtration as well as siting the air intake farther from the freeways, would reduce the cumulative cancer risks at these locations by 40 to 63 percent. However, because it could not be stated with certainty that the filtration system would reduce impacts to less than significant, the Draft EIR conservatively judged these air quality impacts to remain significant and unavoidable.

D.6 ALTERNATIVES

Comment [A-1] Off-site Alternative

"While housing is always in demand, it seems it shouldn't replace a resource that is already limited. There should be plenty of more suitable locations. If the need for housing is that great, perhaps it should replace a ballpark, or some office buildings." *(Suellen Fowler, Comment Letter H, 3rd comment)*

[42] BAAQMD, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, June 2010, Updated May 2012, page 11. Available online at http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Risk%20Modeling%20Approach%20May%202012.ashx?la=en, accessed December 12, 2012.

Response [A-1] Off-site Alternative

The commenter expresses the preference for an off-site location for the proposed project. As noted in the Draft EIR page 402, "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (CEQA Guidelines, Section 15126.6 [f][3]). Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects (CEQA Guidelines, Section 15126.6[c])." Whether a property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative at a different site. No viable alternative sites have been identified within San Francisco where the proposed project could be constructed that would meet most of the project sponsor's objectives and where the project's environmental impacts could be substantially lessened or avoided. Therefore, no off-site alternative was analyzed.

As a statement in opposition to the project, the comment may be considered by decision-makers in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval.

Comment [A-2] Re-use or No Project Alternative

"Let me also suggest that the general redevelopment plan could easily be reworked to retain the Concourse as a venue for shows and events, and the facility could be given a face lift and remodel for less expense than tearing it down and replacing it. The Concourse could become a community site that provides entertainment and an outlet in the area for commerce in the new neighborhood. It would be a greener plan of action to recycle the building than to raze it, and perhaps create a focus for a local community market and center. Please give this serious consideration as you move forward in your decision making process." *(Suellen Fowler, email and letter, Comment Letter H, 4th comment)*

Response [A-2] Re-use or No Project Alternative

The commenter expresses preference for re-use of the project sites' buildings, or for no project to move forward. As noted in the preceding response (Response [A-1]), alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives or are infeasible. A primary project sponsor objective is to construct "a high-quality, mixed-use residential and retail project" and to "Maximize the site's potential to produce high-density residential housing to help alleviate the housing shortage in the City "(Draft EIR, page 9).

Reusing the existing buildings with cosmetic changes would not serve the objective of creating residential units, and therefore was not analyzed in the Draft EIR. A No Project Alternative was analyzed that would allow the existing buildings to continue with their existing uses.

As a statement in opposition to the project, the comments will be included in the public record and may be considered by decision-makers in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval.

D.7 ECONOMIC

Comment E-1 – Economic Effect to Artists

"Tearing down the Concourse would be a significant loss of an important retail outlet to hundreds of self-employed artists, many of whom travel from out of state to participate in the KPFA Crafts Show and other events. The Concourse has provided many of us with a strong sales venue over the decades, even during these hard economic times, and KPFA gives our long time buyers a delightful event at which to visit us and add new work to their collections. Craftsmen and artists do not continue to do shows that aren't profitable, especially these days. Losing KPFA would be a painful cut to our yearly retail earnings, and I am sure would put a significant dent in many other exhibitors' income." *(Suellen Fowler, Comment Letter H, 1st comment)*

"Please reconsider tearing down the Concourse building. As an artist, I am depending on this venue for about 5 to 10% of my income. A city that values culture, should value [its] artists by enabling us to create and sell our art/craft in affordable locations. We work on shoe string budgets. Art is not created in a vacuum. Ours is a tactile business, and online sales have not been able to replace craft fairs. Customers need to touch before they buy. Customers of handmade crafts want the personal connection with the artists selling the work. If venues to sell crafts is taken away, then customers will stop buying. Suffering artists do NOT produce masterworks.

"Even closing one venue, along with the existing precarious economic situation, will get us very close to: 'Made in China'.

"Support your bay-area artists by keeping the Concourse." *(Willy Scholten, Comment Letter N, 1st comment)*

"Despite the developer's misleading claims as noted, no other centrally located suitable alternatives venues would be available for us. Most Artists are not rich. We spent most of our energy and time creating our art, so we need the Concourse which we can afford to sell our art.

"I hope you realize, San Franciscans and customers come from around the world to appreciate and purchase art at the Concourse. We are special people and the city of San Francisco under no circumstances should remove us from the Concourse.

"The reason San Francisco and the bay area is so special has always been, because of the great artist that have made this area their home. Artist of San Francisco and the Bay Area are loved and appreciated

around the world. Please find a way to hold on to a few other great Artist that need the Concourse to continue selling our art." *(Jae Song, Comment Letter O, 2nd comment)*

"To demolish the S.F. Concourse would not be in the best interests of the artists and workers of San Francisco.

"This is the only affordable space left to hold venues that are part of the framework of this city." *(Jacqueline Thompson, Comment Letter P, 1st comment)*

Response [E-1] Economic Effect to Artists

A study to analyze the potential impacts of closing the Concourse was prepared by Economic Research Associates, (see Response [LU-1]). The study concluded that the economic impacts on the City from the closure of the Concourse would be expected to be minimal because there are alternative venues within the City capable of accommodating the events that currently occur in the Concourse. However, individual vendors who currently use the Concourse could be affected. This is acknowledged in the Draft EIR on page 86.

The issues raised in the comment relate to economic and social effects. As stipulated in Section 15126.2(a) of the *CEQA Guidelines*, "(i)n assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area …" More specifically, "(e)conomic or social effects of a project shall not be treated as significant effects on the environment." (Section 15131(a).) However, to the extent that a social or economic impact results in secondary physical effects, CEQA requires that these secondary physical impacts be analyzed. The Draft EIR's analysis of all the proposed project's physical impacts includes secondary impacts.

The comments are acknowledged, and decision makers may consider these comments in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval.

D.8 GENERAL

Comment [G-1] Support for the Concourse as a Venue for the KPFA Craft Fair

"Although a distance from San Francisco, I have had the privilege of doing the KPFA Craft show at the Concourse for several years. A well loved show by both artists and attendees for 41 years.

"Customers have become friends and we look forward to doing business each year.

"Layer after layer, year after year—that is what it takes to create the magic, the ambience.

"It casts a magic spell on all of us. It happens in this exciting city.

"KPFA at the Concourse is deeply entwined in the cultural heritage of San Francisco. It is the years to come which will regret the demolishing of the Concourse. The domino effect will be far reaching.

"The past cannot be changed. Please take careful consideration.

"Thank you for reading this letter. It is from an artist who believes it is the creative arts which can bring back a strong healthy value system to our sad and tired world." *(Jane Asari, Comment Letter F, 1st comment)*

"I am writing regarding proposed plans by Bay West to demolish the Concourse and replace it with housing, which I read about in the SFBG article, Replacing the Concourse, August 3 edition.

"I could not disagree more with Bay West partner Sean Murphy's cavalier comment that, "The building itself is beyond use as an exhibit hall". The loss of the building to the KPFA Crafts Fair cannot be overestimated. The Concourse is the bedrock of the fair.

"The only viable venue in San Francisco for our fair (this year hosting the 41st annual), the building offers many amenities and rental fees are manageable. But what makes it indispensible is its location. It's accessible from all over the Bay Area, and not just by auto. To maximize its proximity to public transit, we run free shuttles from the Civic Center BART/MUNI Station, which most of our patrons use. So far, gratefully, we have been able to sustain our event through the economic downturn.

"The KPFA Crafts Fair (as do many other events) needs the Concourse to continue to thrive. I urge the Planning Commission to give this consideration the highest priority when making decisions regarding the fate of the Concourse." *(Jan Etre, KPFA 94.1, Comment Letter C, 1st comment)*

"As a professional artist I travel to top rated art festivals around the country to sell my work. The Concourse is the warmest and most comfortable of all the other venues I visit—it's always a treat to finish the year in such a lovely spot in December for the KPFA Crafts Fair. This show not only provides a venue for its artists but serves as a vehicle to help support KPFA itself.

"Clearly money rules where development and politics converge. It would be wonderful if in this case ethics influenced the decision in favor of art, people and history. Please use whatever powers you have preserve this precious space." *(Maja, Comment Letter L, 3rd comment)*

"I am a long time participant of the KPFA Crafts Fair and I am also a resident of Potrero Hill. The current light industrial use of the "Concourse" is a perfect match for the neighborhood. The many shows that come through the concourse foster diversity of events and of people. The scale is not overwhelming and is very friendly and welcoming.

"Moving KPFA to the Cow Palace or Moscone would doom KPFA. The Cow Palace is a horrible place for an art venue. Many years ago another art group tried the Cow Palace and it was a disaster for all. No one came to the venue. As for Moscone—the rental would be completely out of reach for KPFA. The kinds of businesses that seek out Moscone are high-tech well financed ventures. Entities such as Mac World, Oracle and the likes seek out and belong in a venue like Moscone." *(Terry Ow-Wing, Comment Letter M, 1st comment)*

"I am an artist that designs unique and one of kind clothing and like many talented artist primary in the bay area we have had great success displaying and selling our often one of a kind art at the KPFA crafts fair at the Concourse in San Francisco. Why is it, the city of San Francisco would permit this wonderful Concourse to be destroyed, knowing another special place in San Francisco would no longer exist." *(Jae Song, letter, Comment Letter O, 1st comment)*

"During the 80's the venue for the craft movement in San Francisco never had a proper home. We showed in odd rooms in Berkeley and in an underground hall in San Francisco.

"The establishment of the KPFA Crafts Fair at the Concourse gave a permanent and convenient venue in The City for hundreds of talented artists and craftspeople to showcase their work, enabling a style to develop that has a true regional flavour.

"Some of us have become international exhibitors, but we still need the direction the San Francisco audience gives us.

"There is no other existing venue in the City to support these events. It would be a crying shame if **a** major city like San Francisco on the world stage could boast of no place extant to display its arts and crafts heritage." *(Colleen Toland, Comment Letter Q, 1st comment)*

"I am writing to express my concern regarding the pending decision to demolish the Concourse, reported in the SF Bay Guardian on August 3, 2011.

"It is my sincere request that the commission reconsider what this would mean to hundreds of small businesses that generate a significant portion of their livelihood at the KPFA Crafts Fair, held annually at the Concourse during December.

"The location of the Concourse is not only a convenient and easily accessible venue but also a recognized address that allows us to direct patrons to the event they look forward to attending each year. Moving the KPFA event to another venue poses a number of challenges that are not readily remedied without years of planning to avoid a severe negative impact.

"Today's economy continues to be fragile and forecasts for a full recovery are years away. Still, small businesses under gird our economy and it behooves us to support their efforts. Please allow an opportunity to hear from those who will be most affected by a decision to demolish. I am sure those voices need and want to be heard—they are an important part of our economy." *(Sandra Varner, Comment Letter R, 1st comment)*

"My wife and I have been pleased to be part of the KPFA Craft Fair even before coming with it from Berkeley to the Concourse. The annual craft fair season ends here at the Concourse for many of us, and KPFA organizers do everything possible to see to it that the year ends on a celebratory note of hope for our community, whatever the level of sales. The recent years of declining sales most likely will not show any dramatic reversal this year. In spite of that, we plan to be at the Concourse to share in the support of the vendor and public community that makes the show so special, important, and yes, even vital to what we do and offer to the larger Bay Area community.

"From our perspective, the venue is ideal for our needs. Having done the show at a different venue (Berkeley), there is no comparison. Having to move to any of the locations being proposed as alternatives is inconceivable. That is so for many reasons, including price and/or location. The closing of this venue will effectively kill the fair, badly cripple the annual revenue stream for an iconic radio voice of the Bay

Area, and give a major blow to the artisan community that identifies this event and this location as a main artery, if not the heart of that community.

"City planning priorities change. That is obvious. But when the same metric is used over and over to measure the progress that all planning is meant to support, the resulting picture can only give a distorted, unbalanced result. The diversity of the Bay Area community demands planning sensitivity to a variety of needs beyond what Cost-Benefit ratios can easily measure. To be blunt, it seems reckless to kill a vital part of the San Francisco artisan community for a speculative benefit by replacing the Concourse with a highly questionable project. The community that is at risk is more than just the artisan community." *(Paul Wood, Comment Letter T, 1st comment)*

Response [G-1] Support for the Concourse as a Venue for the KPFA Craft Fair

These are comments on the merits of the proposed project and not on the adequacy, accuracy, or completeness of the information and analysis in the Draft EIR. The comments may be considered by decision-makers in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval. Also see Responses [LU-2] and [E-1].

Comment [G-2] Opposition to Demolition and Replacement of the Concourse Exhibition Hall

"The Concourse Exhibition Center is a unique resource that really cannot be replaced. It seems the city is just now figuring out how to use it with the recent Art Market event held there.

"Where else could such an event be held? Certainly no place that would be as central to the city and as close to the burgeoning tech and arts SOMA/Central Market neighborhoods. Let's keep the concourse and keep using it to showcase the creativity that makes San Francisco so unique." *(Todd Berman, Comment Letter 7)*

"I am flummoxed by the critics who think the building is too old to continue to use for public events, given the number of designer, arts, and crafts shows taking place there just this year. There are very few sites available in San Francisco suitable for holding large events. Fort Mason is already over-booked, does not have sufficient parking for the many activities that occur on any given weekend, and does not have the accessibility through public transportation that the Concourse benefits from. The Cow Palace is more suitable for cows and horses, not for art or craft exhibits, nor large office parties or other social events that that sometime occur at the Concourse. The Moscone Center is too big and too expensive for most activities, with even less parking." *(Suellen Fowler, Comment Letter H, 2nd comment)*

"It is with distress that I learn about the possible demolition of the Concourse building at 8th and Brannan in San Francisco. What a terrible proposal this is!

"There are several reasons why the planning commission should deny the redevelopment of this site. To name a few: … the Concourse houses a number of events that for a variety of reasons could not move to such other sites as the Mosconi Convention Center, the Cow Palace or the San Mateo Fairgrounds (costs would be prohibitive; the Concourse is of moderate size and *charming* while the other venues are cavernous and sterile) …" *(Maja, Comment Letter L, 1st comment)*

"We are taxpayers and voters who supply creative products that enhance the city.

"Do not remove a building that is vital and necessary to the welfare of a creative San Francisco." *(Jacqueline Thompson, Comment Letter P, 2nd comment)*

Response [G-2] Opposition to Demolition and Replacement of the Concourse Exhibition Hall

The commenters express opposition to the demolition of the Concourse, and reject consideration of alternate sites for the events at the Concourse. These are comments regarding the merit of the proposed project and not regarding the adequacy, accuracy, or completeness of the Draft EIR. Therefore, the comments may be considered by decision-makers in their decision to approve, disapprove, or modify the proposed project during the hearing on project approval.

Comment [G-3] Posting of Notices at the Project Sites

"Can I have one minute to explain an issue which was omitted by the staff regarding posting of this site? Okay. I'll use it against my time.

"This site was not posted adequately in compliance with the rules. 801 Brannan had a grand total of one building site—one sign on the building on 7th Street, which is the secondary entrance, and that was ripped off. As of six days after the comment—after the document was released, the only visible sign, if you walked around the block and looked at the poles, there was one pole on the block that still had a sign, but the building itself was not posted. This is the Concourse. No one knows that this is going through this process. The Concourse is a place where exhibitions are held, where fair are held, and no one knows about it. The building was finally posted on the either the 5th or the 6th of July, two weeks later."

(Sue Hestor, public hearing comments, 1st comment)

"Since you were out of town, I got an 'unavailable' message when this was originally sent 8/1. It is very hard to identify and reach organizations that use this facility in August. Some of them will not be able to reply by today. Does env rev still contend that there is no harm to having the building at 801 Brannan not have any notices posted on it for the first two weeks of the notice period? Please give me the courtesy of a reply." *(Sue Hestor, Comment Letter J, 1st comment)*

"I have had a dialogue with environmental review regarding the deficiencies in posting the 801 Brannan site (the project is on two separate blocks, but the only posting problems have been on the 801 Brannan site (the Concourse).

"San Francisco is not a General Law City. It is not governed by CEQA general law provisions on how environmental documents are heard, prepared and given notice. For San Francisco the rules are those set out in *Administrative Code* Chapter 31, specifically 31.13(d) for the circulation of DEIRs, and implemented by your 1/22/09 'Instructions for Site Posting for Draft EIRs.'

"Those Instructions require posting of a notice of completion of the DEIR:

"at the Department office, and on the subject site

"and

"mailing to the applicant,

"to those who will approve the project,

"to people who have requested the DEIR, and

"to people within 300 feet of the project

"The above are cumulative obligations. All must be followed by terms of San Francisco law. You are not given power to select which are to be followed.

"The Environmental Review Officer is given authority to adopt necessary instructions and guidelines. Those instructions must also be followed. Such Instructions for Site Posting of DEIRs were revised on 1/22/09.

"They require that the notice

"be posted on all street frontages of the site

"be posted inside any window within 4 feet of the property line

"if there is no window, be posted on the building facade if the building is within 6 feet of the property line

"if it is impossible to post on a window or building facade, that it be mounted on a display board and clearly visible to the public

"It requires that the posting is up from issuance of the DEIR, and remains visible and readable for the duration of the specified period of public review of the DEIR. In this case there is a 45 day public review period.

"The 801 Brannan site faces three streets—275' along 8th Street (main entrance), 275' along 7th Street (secondary entrance) and 825' along Brannan Street. The DEIR was issued on June 22. As of Tuesday, June 28 and Thursday, June 30 when I went around this block looking for posted notices, I could see no notice visible on any of the three street frontages—7th, 8th or Brannan. Despite the fact that the 8th Street facade is within 6 feet of the property line, there was no posting on 8th Street.

"I sent an email to Debra Dwyer pointing out that deficiency July 1. She replied by sending me a set of the posting photos received from developer and noting that she had contacted developer to correct postings.

"On Saturday July 2 Joan Holden and I went to the block with those photos to checking for postings. There were only two photos that purported to show posting on the 801 Brannan block. One near the 7th Street secondary entrance—which had evidence of a sign having been totally removed. One on a utility pole near 8th & Brannan—where it did not attract my attention until I went looking for it. There was no evidence of any posting, removed or otherwise on the main 8th Street entrance or facade of the 801 Brannan building.

"At some point on or after July 5—two weeks after the DEIR was issued and the comment period started running—additional signs were posted on the 801 Brannan building. There is no declaration of posting in the Department files.

"It is disturbing that the rules governing San Francisco DEIRs were not explained—except in passing—but general CEQA provisions were cited. When CEQA went into effect there was substantial Commission discussion about how CEQA would be implemented in San Francisco. The rules on who and how notice is given is intentionally duplicative. It is was conscious and intentional. Staff cannot say, well there were other means of giving notice. The only notice that has the possibility of getting the attention of those who lease/use the concourse is posted notice.

"The public has been deprived of the right to have a 45-day comment period by a combination of under-posting by the developer, developer removal of the only notice posted on the (secondary entrance) of the concourse, and a 2 week delay in posting of 801 Brannan, and department opposition to an extension of the comment period.

"It is not acceptable that one of the two blocks was correctly posted. You have the responsibility to follow your own rules, as well as chapter 31, and extend the comment period by two weeks.

"I will drop off a Declaration under Penalty of Perjury regarding my observations of the posting of the 801 Brannan site." *(Sue Hestor, Comment Letter I, 2nd, 4th, and 6th comments, and Comment Letter J, 3rd, 5th, and 7th comments)*

"There were only two signs posted at the 1/2 mega-block site of 801 Brannan (275' x 825' lot). One was on the 7th Street frontage and it had been removed by Tuesday, June 28. The other was on a utility pole that was not visible unless you went looking for it on that particular pole near 8th/Brannan intersection. There is no provision in the code or in your procedures for posting on a pole instead of on the building—where it would get people's attention. The 825' building frontage on Brannan and the (primary entrance) 275' building frontage were unposted until some time after July 5.

"The signs on 801 Brannan were first/finally posted on all 3 building frontages of the site two weeks after the DEIR was released.

"I continue to protest the inadequacy of notice of posting on 801 Brannan building – the single building in this two block project that needs effective posting because there is no other way to reach the periodic users of the Concourse—a list of renters known only to project sponsor.

"The ERO is responsible for ensuring that CEQA procedures are followed. Part of the requirements to be followed are your own Instructions for Site Posting for Draft Environmental Impact Reports rules. They were not followed. Those same instructions provide for monitoring and a remedy—

"At least two inspections to verify continued posting are required, once within one week of the initial posting and a second time within one week of the end of the applicable notice period. Failure to properly post the property will cause any scheduled hearing to be postponed until after proper site posting notice has been provided.

"Your own rules look to 'continued posting' not just the initial posting. Nor does your reply ever discuss the failure to do any posting on the 275' 8th Street facade or the extremely long 825' Brannan Street facade. These facades were not posted (for the first time) until some time after July 5. The DEIR hearing went on as scheduled, and you closed comments without extending the comment period to account for the period of deficient/non-compliant posting. At no point has Environmental Planning justified the total lack of posting on the 8th Street facade—the primary entrance to the Concourse. The single place where notice might catch the eye of those wanting to do business with the Concourse.

"I formally request that my comments be included in the Comments on the project." *(Sue Hestor, Comment Letter K, 1st comment)*

Response [G-3] Posting of Project Sites

The commenter notes that *Administrative Code* Section 31.13(d) governs the public notification of Draft EIRs in San Francisco, and states:

> "When the draft EIR has been prepared, the Environmental Review Officer shall file a notice of completion of such draft as required by CEQA. A copy of such notice, or a separate notice containing the same information, shall thereupon be posted in the offices of the Planning Department and on the subject site, and mailed to the applicant, the board(s), commission(s) or department(s) that will carry out or approve the project, and to any individual or organization that has requested such notice in writing. The notice of completion shall be sent by mail to the occupants and owners of all real property that are adjacent to or within the project site and all owners within 300 feet of all exterior boundaries of such area. A copy of the draft EIR shall be provided to the applicant and to such board(s), commission(s) or department(s) and to any individual or organization that has so requested."

The San Francisco Planning Department's directions for site posting and associated "Declaration of Posting for Environmental Document" state that the project site should be posted with public notice and inspected twice during the public notice period, within one week of the beginning and end of the public notice period, to ensure that the site was adequately posted during that period. The project sponsor has declared, under penalty of perjury, that signs were posted on the project sites on June 22, 2011, the date of the issuance of the Draft EIR.[43] On June 27, 2011, project sponsor photographed and emailed to Planning Department staff a total of 14 signs between the two project sites. During the public comment period, some of the signs were removed. Upon being notified of this fact, project sponsor returned to the project sites to repost 8 new notices along the three street facades of the 801 Brannan site. After reposting the site, the project sponsor returned to inspect the site every day between July 6th and August 8th. Therefore, the project sites were posted and inspected in accordance with the requirements of the *Administrative Code* and the policies of the Planning Department. All other notice requirements with respect to the publication of the Draft EIR required by CEQA, the CEQA Guidelines and the *San Francisco Administrative Code* were followed.

---

[43] Sean Murphy, *Declaration of Posting for a Draft Environmental Impact Report, 801 Brannan and One Henry Adams Streets Project*, August 16, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

Comment [G-4] Distribution of Public Notice

"As you may remember I had asked in May that your office ask project sponsor to provide a list of the organizations that regularly lease the Concourse for exhibits and festivals so they could be given notice of the DEIR. You denied my request and responded that you try to follow a consistent practice in your noticing." *(Sue Hestor, Comment Letter I, 3rd comment, and Comment Letter J, 4th comment)*

Response [G-4] Distribution of Public Notice

As noted in Response [G-3], the Planning Department followed the City *Administrative Code* Section 31.13(d) CEQA and the CEQA Guidelines with respect to public notification of the publication of the Draft EIR for this project. In the case of mailed notices, the notices were mailed to "the applicant, the board(s), commission(s) or department(s) that will carry out or approve the project, and to any individual or organization that has requested such notice in writing." Notices were mailed to all property owners of all real property and to tenants within 300 feet of the project sites' property lines. In addition, notices were sent to libraries, neighborhood groups, the local media, the State Clearinghouse, and State agencies responsible for project-related permitting (environmental, etc.), as pertinent. An Affidavit of Mailing regarding the distribution of the Draft EIR and other records regarding the distribution are part of the environmental review case file.[44] The Planning Department and project sponsor followed the procedures required by CEQA, the CEQA Guidelines and the *San Francisco Administrative Code* regarding the distribution of the Draft EIR for this project.

Comment [G-5] Sufficient Project Description for Environmental Analysis

"There is no project application at present, so you can't get any information on this project except what's in the EIR, because they've allowed to proceed without filing an application. So we do not know the details of this project. And I don't know it and I'm trying to understand it." *(Sue Hestor, public hearing comments, 6th comment)*

"I look at this more as a program EIR rather than a project EIR. There is a certain amount of vagueness. The amount of time this particular EIR spans is so long that the architect of the original sketches might

[44] San Francisco Planning Department. Records related to the distribution of the Draft EIR and other materials for this project are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California as part of Case No. 2000.618E.

not even be in business anymore. I think Mr. Rodney Freedman is probably retired by now." *(Kathrin Moore, Planning Commissioner, public hearing comments, 10th comment)*

Response [G-5] Sufficient Project Description for Environmental Analysis

The project sponsor filed an environmental review application on June 19, 2000, and revisions to the original plans in May 2010 and February 2012, which reflect, respectively, what are referred to as the initially proposed project and Variant 3, the currently preferred project. The commenter may be referring to entitlement applications. The commenter is correct that at the time the Draft EIR was published, there were no open entitlement case files for the Planning Department review for entitlements for these two project sites.

Project descriptions and project drawings were provided in all filings made with the Planning Department. The EIR contains specific information on the initially proposed project and Variants 1 and 2. The Project Description in the Draft EIR presents a sufficient level of detail to support a project-level analysis of the project, including a discussion and analysis of location, height, massing, unit count and size, uses, project construction, project objectives, and required approvals. CEQA and the CEQA Guidelines require that the project description provide a general description of the project's characteristics. The project description is not required to supply extensive detail beyond that needed for evaluation and review of the environmental impacts. Sufficient detail regarding the proposed project and its variants was available to conduct the necessary background technical studies. The Draft EIR meets the requirements of CEQA and the CEQA Guidelines with respect to project-level analysis.

Furthermore, whether or not a project sponsor files entitlement applications prior to beginning the CEQA environmental review has no bearing on the adequacy of the project description in an EIR. At the time of project approval, the Planning Department will determine whether or not the project description in the entitlement application deviates from the project description analyzed in this EIR. If there are deviations, the Planning Department must determine whether or not additional environmental review is required prior to consideration of project approval.

The original sketches prepared by Fisher Freedman are no longer the basis for the analysis in the Draft EIR, and have been replaced by updated drawings prepared by David Baker + Partners and BAR Architects. These project plans and drawings reflect the project as it is currently proposed and have been analyzed in this Responses to Comments document and the Draft EIR.

Comment [G-6] General Comment in Support of Project

"Good evening. Tim Colen on behalf of the Housing Action Coalition. We had a presentation on this project yesterday to the endorsement committee; and it's unusual to us in that it did not have detailed design. It had the massing study, but it had the map laid out of the site. And David Baker was there. We saw an excellent presentation.

"It's very early in the game for us. We're very interested in the site. We've known about it for years. I think this is one that got held up, not only by the evolution of the Eastern Neighborhoods, but by the last business cycle as well. This is a terrific opportunity site and we look forward to following it.

"It's also going to be significant because it's long been recognized as the poster child of land dedication. It has a fabulous opportunity for subsidized housing— for affordable housing on it. It involves carving off a large chunk of the site. The Mayor's Office of Housing can do. We would love to see the density blown out on that and put lots of housing at this location. There was a lot of enthusiasm about where this is going. We like it and we want to follow it. Thanks." *(Housing Action Coalition, Tim Colen, public hearing comments, 7th comment)*

Response [G-6] General Comment in Support of Project

Subsequent to publication of the Draft EIR, the project sponsor submitted Variant 3 as the preferred project. Variant 3 includes minor changes to the characteristics of the initially proposed project, and is described in detail in Chapter 3 of this Responses to Comments document, beginning on page RTC 7. Variant 3 would satisfy the Inclusionary Affordable Housing requirement as discussed on page RTC 22.

Comment [G-7] General Comment Regarding Project History

"Yes. I will have written comments, but just as something brief right now, I was shown very early drawings of a project on this site by Bill Poland and his then legal counsel—I don't know if she still is—Mary Murphy. It could have ten years ago. And it has evolved since then, obviously, through the Eastern Neighborhoods project process and through the economy as well as through what else has been happening in this immediate neighborhood, including one of David Baker's projects that is right adjacent to the area actually. So the public has known about this for a long, long time. The neighborhood associations have known about it for a long, long time. And I actually look forward to seeing the more current iteration in detail as it comes forward." *(Ron Miguel, Planning Commissioner, public hearing comments, 8th comment)*

"Yeah, much as a project earlier—and I know this is an EIR draft hearing— but, yes, it has been probably 2003-2004 when we were first hearing, and like a lot of these, held up during the Eastern Neighborhoods situation. And so it's a pleasant surprise that we are finally seeing it come forward. And compliments to architect Baker. I see some of the renderings in here. And from what I can see of them, they look pretty good. So I want to see more.

"But that's not what we're here for. We will have a comment period on the environmental—the draft environmental impact report and then we will all be able to send our comments in and we will also then

take comments and responses and see the project after that is completed." *(Michael Antonini, Planning Commissioner, public hearing comments, 9th comment)*

Response [G-7] General Comment Regarding Project History

The comments acknowledge the long planning process and public knowledge of this project. These are comments on the merit of the proposed project and not on the adequacy, accuracy, or completeness of the Draft EIR. Therefore, the comments may be considered by decision makers in their decision to approve, disapprove, or modify the proposed project during the Planning Commission hearing on project approval.

Comment [G-8] Eastern Neighborhoods Policies

"But be that as it may, I think I would very much like to see a slightly closer tie to some of the ideas which came in through the Eastern Neighborhoods, that this EIR is ultimately tempered by the strong policy issues that underlie building in the Eastern Neighborhoods. And at this moment I don't quite see that. Quite a few things have changed; and this falls within the general considerations and policy decisions we made.

"Particularly, we do have a number of very powerful transit improvements and larger streetscape ideas in that area which don't necessarily need to be challenged by sites which are over-parked. And anything that is over one, one-plus doesn't quite work for this Commission very well anyway. But I'm just putting that out to notice because I would like to see the quantitative aspect of this EIR to be more in line of what is doable, because I think there is hesitance to create projects which immediately will require a challenge of what the Eastern Neighborhoods asked us to do." *(Kathrin Moore, Planning Commissioner, public hearing comments, 11th and 13th comments)*

"Yeah. I think we do have to pay careful attention to the final Eastern Neighborhoods decisions that was made. And there were details and some of details involved this and involved allowances for the parking that is proposed here as part of Eastern Neighborhoods. So this is not an exception. This is entirely in line with what was—even when the Supervisors got a hold of it." *(Michael Antonini, Planning Commissioner, public hearing comments, 15th comment)*

Response [G-8] Eastern Neighborhoods Policies

The commenters express concern that the project may not be consistent with the Eastern Neighborhoods rezoning and the Showplace Square/Potrero Area Plan (Area Plan). In particular, the commenters express concern that the amount of parking provided by the project may conflict with the policies in the Eastern Neighborhoods.

The amount of off-street parking that the project sponsor proposes is consistent with and less than the maximum amount of off-street parking that is permitted under the *Planning Code*, which

reflects the Eastern Neighborhoods rezoning, as discussed in greater detail in Response [TR-3]. Response [TR-3] also addresses how the replacement parking included in the proposed project counts toward this maximum. When considering whether to approve, modify or disprove the proposed project, the decision makers will review the Planning Department staff case report which will provide a determination as to whether or not the project complies with the *Planning Code* as amended to reflect Eastern Neighborhoods rezoning.

The Draft EIR includes a detailed discussion regarding any inconsistencies of the proposed project with the *Planning Code*, including Eastern Neighborhoods rezoning, and the Showplace Square/Potrero Area Plan (Area Plan). See the Plans and Policies chapter on Draft EIR pages 54 through 58. While not reiterating that discussion in its entirety here, the Draft EIR (page 58) found that the project would be generally consistent with the objectives and policies of the Area Plan, with the exception of the loss of core showroom PDR space, which would result from the demolition of the existing buildings.

Comment [G-9] Extension of Draft EIR Public Comment Period

"The comment period should be extended. It should have had a 60-day comment period because of the scope of this project. It was given 45 days and two of the weeks didn't have any postings on the most critical building that the public is interested in, a building that people go to but have no idea that is about to be demolished. That is my time. *(Sue Hestor, public hearing comments, 2nd comment)*

"I am following up on the comments I made last Thursday on the need for an extension of the comment period on the 801 Brannan DEIR, which were 'rebutted' by Planning staff, at the DEIR hearing on the 801 Brannan/One Henry Adams project.

"DEIR hearing July 28—request for extension of posting and comment period:

"At the hearing I requested an extension of the comment and posting period. This would provide more of a chance that those affected by the proposed demolition of the Concourse—organizations regularly leasing the Concourse who were given no notice—would see a notice and perhaps have a chance to comment on the DEIR. My request was actively opposed by Environmental Review staff." *(Sue Hestor, Comment Letter I, 1st and 5th comments, and Comment Letter J, 2nd and 6th comments)*

"Because the date currently is August 8th, which is—I mean I guess we could extend it to the 15th. I don't know if anyone else is." *(President Christine Olague, Planning Commission, public hearing comments, 17th comment)*

"If what Director Rahaim and staff is describing, it has already been done. There's a three-tiered notification. I personally do not see any reason to extend it. I personally. But I'm not quite sure how Director Rahaim staggers vacation in the department. We all are leaving on the 11th. And if any staff

members have patterned their own vacation after us, then I'm not going to want to futz with that." *(Kathrin Moore, Planning Commissioner, public hearing comments, 18th comment)*

Response [G-9] Extension of Draft EIR Public Comment Period

A request was made to extend the public comment period for review of the Draft EIR. The Planning Commission considered the request, but the Planning Commission did not extend the public comment period for the Draft EIR.

THIS PAGE INTENTIONALLY LEFT BLANK

E. DRAFT EIR REVISIONS

Below are revisions to the Draft EIR. Revisions have been made in response to public comments that have been made on the Draft EIR, as well as those initiated by Planning Department staff. Changes made in response to comments are listed in Section 1 below; staff-initiated changes are listed in Section 2 below. Deletions to the Draft EIR text are shown with ~~strikethrough~~ and additions are shown with double underline, except where text is indicated as entirely new in order to allow for ease of reading.

E.1 CHANGES IN RESPONSE TO COMMENTS

Table of Contents

Page ii, List of Figures, after Figure 22:

I. SUMMARY

Page S-5 of the Summary, footnote 6:

> [6] Scott Sanchez, Zoning Administrator, City and County of San Francisco, ~~e-mail communication~~ Planning Department, Letter of Determination to Neil Sekhri, Gibson, Dunn & Crutcher, ~~March~~ September 22, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

Page S-5 of the Summary, footnote 7:

> [7] ~~At the 801 Brannan site, 72 spaces are permitted as "replacement parking" under the 690 Townsend approval (Planning Commission Motion 11369; File No. 88.231D). An additional 23 spaces (for a total of 95 replacement parking spaces) would be allowed as "replacement parking" or obligations to the 600 Townsend property under the recorded April 3, 1996 Amended and Restated Grant of Easements (also permitted under the *Planning Code* for new commercial uses up to 45 spaces, Section 153); however,~~

~~these 23 spaces would count against the parking maximums at 801 Brannan. The 71 replacement spaces at the One Henry Adams site could be provided as a non-accessory parking garage pursuant to a conditional use authorization under Section 157.1.~~

In a Letter of Determination, the Zoning Administrator determined that the 72 off-street parking spaces provided at 801 Brannan Street for the benefit of the office building at 690 Townsend Street (Motion No. 11369) and the 23 spaces for the benefit of the office building at 600 Townsend Street would be allowed as replacement parking. The 72 spaces and would not count against the parking maximums for the proposed project, and the 23 spaces would count towards the parking maximum under the *Planning Code* for the 801 Brannan site. The 71 spaces provided at One Henry Adams Street for the benefit of the Showplace Square and the Galleria are not required parking and not the subject of an easement. However, these parking spaces could be permitted as a public parking garage with a Conditional use Authorization to the extent otherwise permitted within the UMU Zoning District.

III. PROJECT DESCRIPTION

Page 20, footnote 26:

[26] ~~At the 801 Brannan site, 72 spaces are permitted as "replacement parking" under the 690 Townsend approval (Planning Commission Motion 11369; File No. 88.231D). An additional 23 spaces (for a total of 95 replacement spaces) would be allowed as "replacement parking" or obligations to the 600 Townsend property under the recorded April 3, 1996 Amended and Restated Grant of Easements (also permitted under the *Planning Code* for new commercial uses up to 45 spaces, Section 153); however, these 23 spaces would count against the parking maximums at 801 Brannan. The 71 replacement spaces at the One Henry Adams site could be provided as a non-accessory parking garage pursuant to a conditional use authorization under Section 157.1.~~

In a Letter of Determination, the Zoning Administrator determined that the 72 off-street parking spaces provided at 801 Brannan Street for the benefit of the office building at 690 Townsend Street (Motion No. 11369) and the 23 spaces for the benefit of the office building at 600 Townsend Street would be allowed as replacement parking. The 72 spaces and would not count against the parking maximums for the proposed project, and the 23 spaces would count towards the parking maximum under the *Planning Code* for the 801 Brannan site. The 71 spaces provided at One Henry Adams Street for the benefit of the Showplace Square and the Galleria are not required parking and not the subject of an easement. However, these parking spaces could be permitted as a public parking garage with a Conditional use Authorization to the extent otherwise permitted within the UMU Zoning District.

Page 21, footnote 27:

27 Scott Sanchez, Zoning Administrator, City and County of San Francisco, ~~e-mail communication~~ Planning Department, Letter of Determination to Neil Sekhri, Gibson, Dunn & Crutcher, *op. cit.*

V. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION AND IMPROVEMENT MEASURES

A. LAND USE

Page 74, last paragraph:

Line 1: … project block (see Revised Figure 23, page 76).

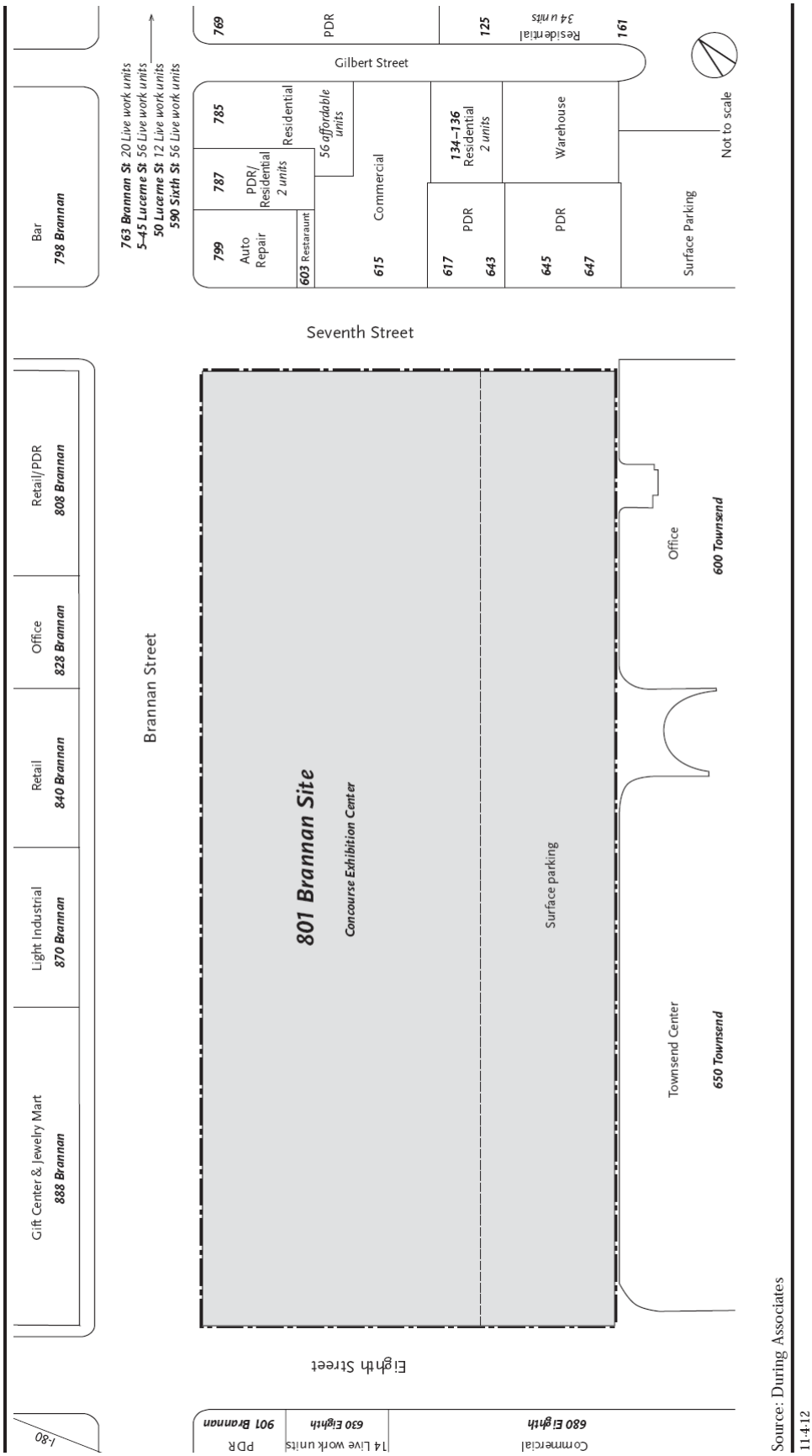
Page 76, Figure 23 is replaced by Revised Figure 23 on page RTC 142.

Page 78, paragraph 1:

Line 4: … includes the project site. New Figure 24A depicts the land uses surrounding the One Henry Adams site.

New page 79a, New Figure 24A on page RTC 143 is inserted.

This space intentionally left blank



801 Brannan Site — Adjacent Land Uses Revised Figure 23

Source: During Associates

11-4-12

Source: During Associates

9-12-12

One Henry Adams Site—Adjacent Land Uses New Figure 24A

E.2. STAFF-INITIATED CHANGES

Table of Contents

Page ii, List of Figures:

The following revisions are made to the list of figures after Figure 21:

Page iii, List of Tables:

Page iv, List of Tables:

I. SUMMARY

Page S-1, paragraph 1:

Line 2: ~~Two~~ Three variants …

Line 3: … proposed by the project sponsor. In addition, the third variant (Variant 3) also includes a variation in development at the One Henry Adams site. This chapter includes …

Line 4: … and its ~~two~~ three variants; …

Line 6: ~~either~~ any of its variants, and …

Page S-1, paragraph 2:

Line 1: … proposed project, its ~~two~~ three

Line 5: …, or ~~either~~ any of its variants, and …

Last line: … project, the ~~two~~ three project variants, …

Page S-4, paragraph 1:

Line 8: … …would include ~~the~~ a new two-way publicly accessible alley, privately owned and maintained, ~~Brannan Alley~~ connecting Seventh and Eighth Streets …

Last line: … the property line. Under the proposed project and two of three development variations analyzed in this EIR (Variant 1 and Variant 2), the alley is referred to as Brannan Alley. Under a third variant analyzed in this EIR (Variant 3), this alley is referred to as Bluxome Alley.

Page S-6, heading 1:

Project Variants ~~for the 801 Brannan Site~~

Page S-6, Project Variants, paragraph 1:

Line 1: … consideration of ~~two~~ three project variants for …

Last line: These variants will be referred to as Variant 1,

Page S-7, Variants for the 801 Brannan Site, paragraph 1:

Line 1: … ~~and~~ Variant 2, and Variant 3, and are described below. Neither ~~v~~ Variant 1 nor Variant 2 would change development at the One Henry Adams site. The land use development program under Variant 3 would vary to some degree from the proposed project at the One Henry Adams site, but would include the same mix of uses.

Page S-7, paragraph 2:

Line 1: Building heights under ~~both~~ all three variants would be 68 feet, …

Line 2: ~~Both~~ All three variants would have a similar footprint …

Line 3: … publicly accessible alley, privately owned and maintained, ~~Brannan Alley~~ connecting Seventh and Eighth Streets. Under the proposed project and Variants 1 and 2, the alley is referred to as Brannan Alley. Under Variant 3, this alley is referred to as Bluxome Alley.

Page S-7, following paragraph 3, the following paragraph is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Like the proposed project, Variant 3 would include land dedication of the easternmost portion of the 801 Brannan site to the City. Unlike Variants 1 and 2, development under Variant 3 would vary to some degree from the proposed project and Variants 1 and 2. Including development of the One Henry Adams site and the land dedication at the 801 Brannan site, Variant 3 would include 1,160,650 square feet of building area, 821 residential units (218 affordable), 682 parking spaces, 729 bicycle spaces, five off-street loading spaces, and 71,374 square feet of common open space, compared to the proposed project's 1,149,094 square feet of building area, 824 residential units (221 affordable), 799 parking spaces, 245 bicycle spaces, nine off-street loading spaces, and 73,507 square feet of common open space. In addition to the on-site bicycle parking, Variant 3 would provide 60 additional bicycle parking spaces at bicycle racks on the sidewalks along the 801 Brannan site. The project sponsor would work with the SFMTA as to the location and number of racks.

Page S-7, paragraph 4:

Last line: … both sites. Under Variant 3, the cumulative gross square footage would exceed the cumulative gross square footage for the proposed project, including parking, by approximately 11,065 square feet (one percent) despite including fewer parking spaces. The difference is due to the fact that Variant 3 would not use lifts and stackers at the 801 Brannan street parking garages, unlike the proposed project.

Page S-7, last paragraph:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page S-8, paragraph 1:

Last line: … $215 million. Variant 3 would cost approximately $140 million for construction, excluding the MOH-developed building on the BMR parcel. The project architects ~~is~~ are David Baker + Partners at the 801 Brannan site and BAR Architects at the One Henry Adams site.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

Page S-8, paragraph 1:

Line 2: … project, or ~~either~~ Variant 1, Variant 2, or Variant 3, …

Page S-8, last paragraph:

Line 5: … project's, or ~~either v~~ Variant 1's, 2's, or 3's, …

Page S-9, paragraph 2:

Line 2: … project, or ~~either v~~ Variant 1, 2 or 3, …

Line 4: … project, or ~~either v~~ Variant 1, 2 or 3, …

Line 7: … project, or ~~either v~~ Variant 1, 2 or 3, …

Last line: … project, or ~~either v~~ Variant 1, 2 or 3.

Page S-9, paragraph 3:

Lines 1-2: … project, or ~~either v~~ Variant 1, 2 or 3, …

Page S-9, heading 1 and paragraph 1 following heading 1:

PROJECT VARIANTS ~~FOR THE 801 BRANNAN SITE~~

As discussed above in Project Characteristics, the project sponsor is considering ~~two~~ three variations in the development proposal for the 801 Brannan site (Variants 1, 2, and 3). In addition, the project sponsor is considering one variation for the One Henry Adams site included in Variant 3 These ~~two~~ three proposals do not differ from the proposed project in building height and only slightly in building footprint. Other differences from the proposed project are minor. As a result, impact levels would vary slightly between the proposed project and the variants, but each impact's level of significance would remain the same. The summary table identifies level of significance before and after mitigation individually for the proposed project as well as for Variants 1, ~~and~~ 2, and 3.

Pages S-10-S-67, Tables S-1, S-2, and S-3 are revised as follows:

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
LAND USE									
LU-1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, would not disrupt or divide the physical arrangement of the land uses and activities of the surrounding established community.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
LU-2: The proposed project, or ~~either v~~ Variant 1, 2, or 3, would not conflict with applicable plans, policies, or regulations.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
LU-3: While changing and intensifying uses on the project site, the proposed project, or ~~either v~~ Variant 1, 2, or 3, would not substantially or adversely change the pattern of land use in the project vicinity, and would be compatible with existing and new PDR, residential, and retail uses in Showplace Square.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
C-LU-4: The proposed project, or ~~either v~~ Variant 1, 2, or 3, would demolish existing PDR space and its non-PDR land uses would preclude future	**Significant**	**Significant**	**Significant**	**Significant**	No feasible mitigation measures have been identified for the proposed project's, or ~~either v~~ Variant 1's, 2's, or 3's, cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact, and the proposed project's,	**Significant and Unavoidable**	**Significant and Unavoidable**	**Significant and Unavoidable**	**Significant and Unavoidable**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
PDR use of the site.					or ~~either v~~ Variant 1's, 2's, or 3's, contribution would be significant and unavoidable.				
AESTHETICS									
AE-1: Development of the proposed project or those of ~~either v~~ Variant 1, 2, or 3, ~~up to five buildings at the two sites~~ would add mass and visual density to Showplace Square's urban form but would not substantially alter the existing pattern of heights, disrupt the visual continuity of existing buildings, have a substantial adverse affect on a scenic vista, or degrade the existing visual context.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
AE-2: The proposed project, or ~~either v~~ Variant 1, 2, or 3, would not damage scenic resources, except for the removal of existing trees, which would be removed and replaced, as required, in compliance with the City's Urban Forestry Ordinance.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
AE-3: The proposed project, or ~~either v~~ Variant 1, 2, or 3, would not emit excessive light and glare and would comply	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
with Planning Commission Resolution 9212.									
CULTURAL AND PALEONTOLOGICAL RESOURCES									
CP-1: The limited excavation associated with the proposed project, or ~~either v~~ Variant 1, 2, or 3, would not destroy, directly or indirectly, either a unique paleontological resource or site or unique geologic feature.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
CP-2: Excavation for the proposed project, or ~~either v~~ Variant 1, 2, or 3, could result in extensive physical effects on any archeological deposits that may be present beneath the surface of the two project sites.	**Significant**	**Significant**	**Significant**	**Significant**	**M-CP-2a: Archeological Testing for the 801 Brannan Site.** Based on a reasonable presumption that archeological resources may be present within the 801 Brannan site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					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. Archeological 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 archeological resource as defined in *CEQA Guidelines* Section 15064.5 (a)(c). ***Consultation with Descendant Communities*** On discovery of an archeological site[45] associated with descendant Native Americans or the Overseas				

[45] The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					Chinese an appropriate representative[46] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the 801 Brannan site and to consult with ERO regarding appropriate archeological treatment of the 801 Brannan site, of recovered data from the 801 Brannan site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group. ***Archeological Testing Program*** The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological				

[46] An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					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 archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the 801 Brannan site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. ***Archeological Monitoring Program*** If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions: • The archeological 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 archeological consultant shall determine what project activities shall be archeologically 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 archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					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 archeological resource; • The archeological monitor(s) shall be present on the 801 Brannan site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological 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 archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO. ***Archeological Data Recovery Program*** The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological 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 archeological 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				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					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 archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures. • *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report.* Description of proposed report format				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					and distribution of results. • *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. ***Human Remains and Associated or Unassociated Funerary Objects*** The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological 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				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					final disposition of the human remains and associated or unassociated funerary objects. ***Final Archeological Resources Report*** The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/ data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound, and one unlocked, searchable PDF copy on CD, of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					resource, the ERO may require a different final report content, format, and distribution than that presented above. **M-CP-2b: Accidental Discovery at the One Henry Adams Site** The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c) at the One Henry Adams site. The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					copies of the Alert Sheet. Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project at the One Henry Adams site, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the One Henry Adams site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. 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 Environmental Planning division of the Planning Department shall receive three copies 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				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.				
CP-3: Excavation during construction for the proposed project, or ~~either v~~ Variant 1, 2, or 3, could disturb or remove human remains.	**Significant**	**Significant**	**Significant**	**Significant**	Implementation of **Mitigation Measures M-CP-2a (Archeological Testing for the 801 Brannan Site)**, and **M-CP-2b (Accidental Discovery at the One Henry Adams Site)**, above, would reduce this impact to a less-than-significant level for the proposed project, or either variant.	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**
CP-4: Neither the proposed project, nor ~~its v~~ Variants 1, 2, or 3, would have a substantial adverse effect to on-site historic architectural resources.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
CP-5: The design and new construction resulting from the proposed project, or ~~either v~~ Variant 1, 2, or 3, may result in an adverse impact to off-site historical resources in the vicinity of the two project sites.	**Significant**	**Significant**	**Significant**	**Significant**	**M-CP-5: Off-Site Resources – New Building Design.** A detailed building envelope design shall be submitted for further review by Department preservation planning staff prior to issuance of any building permit or scheduling of any hearing regarding project entitlements. The proposed design will be reviewed for conformance with the Planning Department Industrial Design Guidelines and the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* for compatibility with the character and context of surrounding historic, former industrial buildings. Without imitating the features of the	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					historic buildings (or contemporary buildings in the area), the design should: • use similar or complimentary materials, • repeat and/or respect the heights of floors and rhythms and depths of bays, • use compatible window/door types and sizes/shapes of openings, • use compatible roof shapes, • respect relationship of solids to voids and planar quality of massing at street-facing façades, and • reference character-defining features of the surrounding historical resources. Character-defining features of the surrounding historical resources include: • heavy timber or steel-framing, exterior brick construction—typically American common bond, or reinforced concrete construction • granite or molded brick water tables • heights ranging from one to seven stories • grid-like arrangement of punched window openings with either flat lintels or segmental arched headers • a classic tripartite façade arrangement consisting of base, shaft, and capital • flat or gable roofs • wood double-hung or steel casement windows • corbelled brick or concrete or terra cotta ornament - including door and window surrounds, stringcourses, quoins, window arches, friezes, and cornices. With application of the mitigation measure, it does not appear that design of proposed new construction would result in material alteration of the adjacent historical resources in manner that would constitute				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					a substantial adverse change to a historical resource or its immediate surroundings. Therefore, implementation of Mitigation Measure M-CP-5 would reduce potential off-site historical resource impacts to a less-than-significant level.				
TRANSPORTATION AND CIRCULATION – Traffic									
TR-1: Implementation of the **proposed project** would result in a significant traffic impact at the signalized intersection of **Division/Brannan/ Potrero/Tenth**.	**Significant**	**NA**	**NA**	**NA**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**NA**	**NA**	**NA**
TR-2: Implementation of the **proposed project** would result in a significant traffic impact at the signalized intersection of **Eighth/ Brannan.**	**Significant**	**NA**	**NA**	**NA**	No feasible mitigation measures have been identified	**Significant and Unavoidable**	**NA**	**NA**	**NA**
TR-3: Implementation of the **proposed project** would have less-than-significant traffic impacts at **two unsignalized study intersections** where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions.	**Less than Significant**	**NA**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**	**NA**
TR-4: Implementation of the **proposed project** would have less-than-significant traffic impacts at **12 study**	**Less than significant**	**NA**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
intersections that would operate at LOS D or better under Existing plus Project conditions.									
TR-5: Implementation of the **proposed project** would have less-than-significant traffic impacts at the intersections of the proposed **Brannan Alley with Seventh and Eighth Streets.**	**Less than Significant**	**NA**	**NA**	**NA**	None required. **Improvement Measure I-TR-5**, listed below in Table S-2, has been identified for this less-than-significant impact.	**Less than Significant**	**NA**	**NA**	**NA**
TR-6: Implementation of the proposed project with 801 Brannan **Variant 1** would result in a significant traffic impact at the signalized intersection of **Division/Brannan/Potrero/ Tenth.**	**NA**	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**	**NA**
TR-7: Implementation of the proposed project with 801 Brannan **Variant 1** would result in a significant traffic impact at the signalized intersection of **Eighth/Brannan.**	**NA**	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**	**NA**
TR-8: Implementation of the proposed project with 801 Brannan **Variant 1** would have less-than-significant traffic	**NA**	**Less than Significant**	**NA**	**NA**	None required.	**NA**	**Less than Significant**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
impacts at **two unsignalized study intersections** where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions.									
TR-9: Implementation of the proposed project with 801 Brannan **Variant 1** would have less-than-significant traffic impacts at **12 study intersections** that would operate at LOS D or better under Existing plus Project conditions	**NA**	**Less than Significant**	**NA**	**NA**	None required.	**NA**	**Less than Significant**	**NA**	**NA**
TR-10: Implementation of the proposed project with 801 Brannan **Variant 1** would have less-than-significant traffic impacts at the intersections of the proposed **Brannan Alley with Seventh and Eighth Streets**.	**NA**	**Less than Significant**	**NA**	**NA**	None required. **Improvement Measure I-TR-5**, listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**Less than Significant**	**NA**	**NA**
TR-11: Implementation of the proposed project with 801 Brannan **Variant 2** would result in a significant traffic impact at the signalized intersection of **Division/ Brannan/Potrero/Tenth.**	**NA**	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
TR-12: Implementation of the proposed project with 801 Brannan **Variant 2** would result in a significant traffic impact at the signalized intersection of **Eighth/Brannan.**	**NA**	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**	**NA**
TR-13: Implementation of the proposed project with 801 Brannan **Variant 2** would have less-than-significant traffic impacts at **two unsignalized study intersections** where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions.	**NA**	**NA**	**Less than Significant**	**NA**	None required.	**NA**	**NA**	**Less than Significant**	**NA**
TR-14: Implementation of the proposed project with 801 Brannan **Variant 2** would have less-than-significant traffic impacts at **12 signalized study inter-sections** that would operate at LOS D or better under Existing plus Project conditions.	**NA**	**NA**	**Less than Significant**	**NA**	None required.	**NA**	**NA**	**Less than Significant**	**NA**
TR-15: Implementation of the proposed project 801 Brannan **Variant 2** would have less-than-significant traffic impacts at the intersection of the	**NA**	**NA**	**Less than Significant**	**NA**	None required. Improvement Measure I-TR-5, listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
proposed **Brannan Alley with Seventh and Eighth Streets.**									
TR-55: Implementation of **Variant 3** would result in a significant traffic impact at the signalized intersection of **Division/Brannan/Potrero/ Tenth**	**NA**	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**NA**	**Significant and Unavoidable**
TR-56: Implementation of **Variant 3** would result in a significant traffic impact at the signalized intersection of **Eighth/Brannan**.	**NA**	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**NA**	**Significant and Unavoidable**
TR-57: Implementation of **Variant 3** would have less-than-significant traffic impact at **one unsignalized study intersection** where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions.	**NA**	**NA**	**NA**	**Less than Significant**	None required.	**NA**	**NA**	**NA**	**Less than Significant**
TR-58: Implementation of **Variant 3** would have less-than-significant traffic impacts at **13 study intersections** that would operate at LOS D or better under Existing plus Project conditions.	**NA**	**NA**	**NA**	**Less than Significant**	None required.	**NA**	**NA**	**NA**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
TR-59: Implementation of **Variant 3** would have less-than-significant traffic impacts at the intersections of the proposed **Bluxome Alley with Seventh and Eighth Streets**.	NA	NA	NA	**Less than Significant**	None required. Improvement Measure I-TR-5, listed below in Table S-2, has been identified for this less-than-significant impact.	NA	NA	NA	**Less than Significant**
TRANSPORTATION AND CIRCULATION – Transit, Bicycle, Pedestrian, Loading, Emergency Vehicle Access, and Construction									
TR-16: Implementation of the **proposed project** would not cause a substantial increase in transit demand that could not be accommodated by adjacent **transit** service, or cause a substantial increase in transit delays or operating costs.	**Less than Significant**	**NA**	**NA**	NA	None required. **Improvement Measure I-TR-16**, listed below in Table S-2, has been identified for this less-than-significant impact.	**Less than Significant**	**NA**	**NA**	NA
TR-17: Implementation of the proposed project with 801 **Brannan Variant 1** would not cause a substantial increase in transit demand that could not be accommodated by adjacent **transit** service, or cause a substantial increase in transit delays or operating costs.	**NA**	**Less than Significant**	**NA**	NA	None required. **Improvement Measure I-TR-16**, listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**Less than Significant**	**NA**	NA
TR-18: Implementation of the proposed project with 801 Brannan **Variant 2** would not cause a substantial increase in **transit** demand that could not be accommodated by adjacent	**NA**	**NA**	**Less than Significant**	NA	None required. **Improvement Measure I-TR-16**, listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**	NA

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
transit service, or cause a substantial increase in transit delays or operating costs.									
TR-60: Implementation of **Variant 3** would not cause a substantial increase in **transit** demand that could not be accommodated by adjacent transit service, or cause a substantial increase in transit delays or operating costs.	NA	NA	NA	**Less than Significant**	None required. **Improvement Measure I-TR-16**, listed below in Table S-2, has been identified for this less-than-significant impact.	NA	NA	NA	**Less than Significant**
TR-19: Implementation of the **proposed project** would not create potentially hazardous conditions for **bicyclists** or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas.	**Less than Significant**	NA	NA	NA	None required.	**Less than Significant**	NA	NA	NA
TR-20: Implementation of the proposed project with 801 Brannan **Variant 1** would not create potentially hazardous conditions for **bicyclists** or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas.	NA	**Less than Significant**	NA	NA	None required.	NA	**Less than Significant**	NA	NA
TR-21: Implementation of the proposed project with 801	NA	NA	**Less than Significant**	NA	None required.	NA	NA	**Less than Significant**	NA

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
Brannan **Variant 2** would not create potentially hazardous conditions for **bicyclists** or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas.									
TR-61: Implementation of **Variant 3** would not create potentially hazardous conditions for **bicyclists** or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas.	NA	NA	NA	**Less than Significant**	None required.	NA	NA	NA	**Less than Significant**
TR-22: Implementation of the **proposed project** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.	**Less than Significant**	NA	NA	NA	None required**. Improvement Measures I-TR-22a and 22b,** listed below in Table S-2, have been identified for this less-than-significant impact.	**Less than Significant**	NA	NA	NA
TR-23: Implementation of the proposed project with 801 Brannan **Variant 1** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with	NA	**Less than Significant**	NA	NA	None required. **Improvement Measures I-TR-22a and 22b**, listed below in Table S-2, have been identified for this less-than-significant impact.	NA	**Less than Significant**	NA	NA

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
pedestrian accessibility to the project sites or adjoining areas.									
TR-24: Implementation of the proposed project 801 Brannan **Variant 2** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.	**NA**	**NA**	**Less than Significant**	**NA**	None required. **Improvement Measures I-TR-22a and 22b**, listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**	**NA**
TR-62: Implementation of the proposed project with **Variant 3** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians,** or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.	**NA**	**NA**	**NA**	**Less than Significant**	None required.	**NA**	**NA**	**NA**	**Less than Significant**
TR-25: Implementation of the **proposed project** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones.	**Less than Significant**	**NA**	**NA**	**NA**	None required. **Improvement Measures I-TR-25a 25b, and 25c,** listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
TR-26: Implementation of the proposed project with 801 Brannan **Variant 1** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones.	**NA**	**Less than Significant**	**NA**	**NA**	None required. **Improvement Measures I-TR-25a 25b, and 25c,** listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**Less than Significant**	**NA**	**NA**
TR-27: Implementation of the proposed project 801 Brannan **Variant 2** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones.	**NA**	**NA**	**Less than Significant**	**NA**	None required. **Improvement Measures I-TR-25a 25b, and 25c,** listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**	**NA**
TR-63: Implementation of **Variant 3** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones.	**NA**	**NA**	**NA**	**Less than Significant**	None required. **Improvement Measures I-TR-25a 25b, and 25c,** listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**NA**	**NA**	**Less than Significant**
TR-28: Implementation of the **proposed project** would not result in a significant **emergency vehicle access** impact.	**Less than Significant**	**NA**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**	**NA**
TR-29: Implementation of the proposed project with 801	**NA**	**Less than**	**NA**	**NA**	None required.	**NA**	**Less than**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
Brannan **Variant 1** would not result in a significant **emergency vehicle access** impact.		**Significant**					**Significant**		
TR-30: Implementation of the proposed project with 801 Brannan **Variant 2** would not result in a significant **emergency vehicle access** impact.	**NA**	**NA**	**Less than Significant**	**NA**	None required.	**NA**	**NA**	**Less than Significant**	**NA**
TR-64: Implementation of **Variant 3** would not result in a significant **emergency** vehicle access impact.	**NA**	**NA**	**NA**	**Less than Significant**	None required.	**NA**	**NA**	**NA**	**Less than Significant**
TR-31: Implementation of the **proposed project** would not result in **construction-related** transportation impacts because of their temporary and limited duration.	**Less than Significant**	**NA**	**NA**	**NA**	None required. **Improvement Measure I-TR-31,** listed below in Table S-2, has been identified for this less-than-significant impact.	**Less than Significant**	**NA**	**NA**	**NA**
TR-32: Implementation of the proposed project with 801 Brannan **Variant 1** would not result in **construction-related** transportation impacts because of their temporary and limited duration.	**NA**	**Less than Significant**	**NA**	**NA**	None required. **Improvement Measure I-TR-31,** listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**Less than Significant**	**NA**	**NA**
TR-33: Implementation of the proposed project with 801 Brannan **Variant 2** would not result in **construction-related** transportation impacts	**NA**	**NA**	**Less than Significant**	**NA**	None required. **Improvement Measure I-TR-31,** listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
because of their temporary and limited duration.									
TR-65: Implementation of **Variant 3** would not result in **construction-related** transportation impacts because of their temporary and limited duration.	**NA**	**NA**	**NA**	**Less than Significant**	None required. **Improvement Measure I-TR-31,** listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**NA**	**NA**	**Less than Significant**
TRANSPORTATION AND CIRCULATION – Cumulative Traffic									
C-TR-34: Implementation of the **proposed project**, in combination with other foreseeable projects, would result in a significant cumulative traffic impacts at the intersection of **Division/Brannan/Potrero/ Tenth** under 2025 Cumulative conditions.	**Significant**	**NA**	**NA**	**NA**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**NA**	**NA**	**NA**
C-TR-35: Implementation of the **proposed project**, in combination with other foreseeable projects, would result in a significant cumulative traffic impacts at the intersection of **Eighth/Brannan** under 2025 Cumulative conditions.	**Significant**	**NA**	**NA**	**NA**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**NA**	**NA**	**NA**
C-TR-36: Implementation of	**Significant**	**NA**	**NA**	**NA**	No feasible mitigation measures have been identified.	**Significant**	**NA**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
the **proposed project**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Seventh/Townsend** under 2025 Cumulative conditions.						**and Unavoidable**			
C-TR-37: Implementation of the **proposed project**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Sixteenth/Kansas/Henry Adams** under 2025 Cumulative conditions.	**Significant**	**NA**	**NA**	**NA**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**NA**	**NA**	**NA**
C-TR-38: Implementation of the **proposed project**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Division/Rhode Island** F under 2025 Cumulative conditions.	**Significant**	**NA**	**NA**	**NA**	**M-C-TR-38: Signalization of the Intersection of Division/Rhode Island.** To mitigate poor operating conditions at this intersection, the intersection could be signalized. With signalization, the intersection would operate at LOS B during the 2025 Cumulative weekday p.m. peak hour conditions. Due to the proximity of this intersection to the intersection of Eighth/ Townsend/Division/Henry Adams, improvements at Division/Rhode Island must be coordinated with any improvements implemented by Mission Bay. If SFMTA determines that signalization is appropriate for the intersection of Division/Rhode Island, the project sponsor shall pay a fair share contribution	**Significant and Unavoidable with Mitigation**	**NA**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					towards the costs of design and implementation of the signal. Based on the 2025 Cumulative conditions, the proposed project-generated traffic represents 14 percent of the growth in weekday p.m. peak hour traffic volumes (119 proposed project vehicles, and an increase of 853 weekday p.m. peak hour vehicles between existing and 2025 Cumulative conditions). The amount and schedule for payment shall be set forth in a Traffic Mitigation Agreement between the project sponsor and SFMTA. Implementation of this Mitigation Measure and the proposed project's contribution to the fair share of the intersection improvements would reduce the project's cumulative impact at this intersection to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, the proposed project's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered significant and unavoidable.				
C-TR-39: Implementation of the **proposed project**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **six study intersections** that would operate at LOS E or LOS F under 2025 Cumulative conditions.	**Less than Significant**	**NA**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**	**NA**
C-TR-40: Implementation of the **proposed project**, in combination with other	**Less than Significant**	**NA**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
foreseeable projects, would have less-than-significant traffic impacts at **five study intersections** that would operate at LOS D or better under 2025 Cumulative conditions.									
C-TR-41: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Division/ Brannan/Potrero/Tenth** under 2025 Cumulative conditions.	**NA**	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**	**NA**
C-TR-42: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Eighth/Brannan** under 2025 Cumulative conditions.	**NA**	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**	**NA**
C-TR-43: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would	**NA**	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
result in a significant cumulative traffic impact at the intersection of **Seventh/ Townsend** under 2025 Cumulative conditions.									
C-TR-44: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Sixteenth/Kansas/Henry Adams** under 2025 Cumulative conditions.	**NA**	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**	**NA**
C-TR-45: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Division/ Rhode Island** under 2025 Cumulative conditions.	**NA**	**Significant**	**NA**	**NA**	Implementation of **Mitigation Measure M-C-TR-38**, identified above, would reduce this impact, but not to a less-than-significant level. As described under M-C-TR-38, because it is not known that SFMTA would recommend this measure, the impact would remain significant and unavoidable.	**NA**	**Significant and Unavoidable with Mitigation**	**NA**	**NA**
C-TR-46: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would have less-than-significant	**NA**	**Less than Significant**	**NA**	**NA**	None required.	**NA**	**Less than Significant**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
traffic impacts at **six study intersections** that would operate at LOS E or LOS F under 2025 Cumulative conditions.									
C-TR-47: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **five study intersections** that would operate at LOS D or better under 2025 Cumulative conditions.	**NA**	**Less Than Significant**	**NA**	**NA**	None required.	**NA**	**Less than Significant**	**NA**	**NA**
C-TR-48: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in a significant cumulative impact at the intersection of **Division/ Brannan/Potrero/Tenth** under 2025 Cumulative conditions.	**NA**	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**	**NA**
C-TR-49: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in a significant	**NA**	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
cumulative traffic impact at the intersection of **Eighth/Brannan** under 2025 Cumulative conditions.									
C-TR-50: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Seventh/ Townsend** under 2025 Cumulative conditions.	**NA**	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**	**NA**
C-TR-51: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Sixteenth/Kansas/Henry Adams** under 2025 Cumulative conditions.	**NA**	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**	**NA**
C-TR-52: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at	**NA**	**NA**	**Significant**	**NA**	Implementation of **Mitigation Measure M-C-TR-38**, identified above, would reduce this impact, but not to a less-than-significant level. As described under M-C-TR-38, because it is not known that SFMTA would recommend this measure, the impact would remain significant and unavoidable.	**NA**	**NA**	**Significant and Unavoidable with Mitigation**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
the intersection of **Division/Rhode Island** under 2025 Cumulative conditions.									
C-TR-53: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **six study intersections** that would operate at LOS E or LOS F under 2025 Cumulative conditions.	**NA**	**NA**	**Less Than Significant**	**NA**	None required.	**NA**	**NA**	**Less than Significant**	**NA**
C-TR-54: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **five study intersections** that would operate at LOS D or better under 2025 Cumulative conditions.	**NA**	**NA**	**Less Than Significant**	**NA**	None required.	**NA**	**NA**	**Less than Significant**	**NA**
C-TR-66: Implementation of **Variant 3** in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of **Division/Brannan/Potrero/**	**NA**	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**NA**	**Significant and Unavoidable**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
Tenth under 2025 Cumulative conditions.									
C-TR-67: Implementation of **Variant 3**, in combination with other foreseeable projects, would result in a significant traffic cumulative impact at the intersection of **Eighth/Brannan** under 2025 Cumulative conditions.	**NA**	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**NA**	**Significant and Unavoidable**
C-TR-68: Implementation of **Variant 3**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Seventh/Townsend** under Cumulative conditions.	**NA**	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**NA**	**Significant and Unavoidable**
C-TR-69: Implementation of **Variant 3**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Sixteenth/Kansas/Henry Adams** under 2025 Cumulative conditions.	**NA**	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**NA**	**Significant and Unavoidable**
C-TR-70: Implementation of **Variant 3**, in combination with other foreseeable projects,	**NA**	**NA**	**NA**	**Significant**	**M-C-TR-38: Signalization of the Intersection of Division/Rhode Island.** To mitigate poor operating conditions at this intersection, the intersection could	**NA**	**NA**	**NA**	**Significant and Unavoidable**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
would result in a significant cumulative traffic impact at the intersection of **Division/Rhode Island** under 2025 Cumulative conditions.					be signalized. With signalization, the intersection would operate at LOS B during the 2025 Cumulative weekday p.m. peak hour conditions. Due to the proximity of this intersection to the intersection of Eighth/ Townsend/Division/Henry Adams, improvements at Division/Rhode Island must be coordinated with any improvements implemented by Mission Bay. If SFMTA determines that signalization is appropriate for the intersection of Division/Rhode Island, the project sponsor shall pay a fair share contribution towards the costs of design and implementation of the signal. Based on the 2025 Cumulative conditions, the proposed project-generated traffic represents 14 percent of the growth in weekday p.m. peak hour traffic volumes (119 proposed project vehicles, and an increase of 853 weekday p.m. peak hour vehicles between existing and 2025 Cumulative conditions). The amount and schedule for payment shall be set forth in a Traffic Mitigation Agreement between the project sponsor and SFMTA. Implementation of this Mitigation Measure and the proposed project's contribution to the fair share of the intersection improvements would reduce the project's cumulative impact at this intersection to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, the proposed project's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered significant and unavoidable.				**with Mitigation**
C-TR-71: Implementation of **Variant 3**, in combination with	**NA**	**NA**	**NA**	**Less than**	None required.	**NA**	**NA**	**NA**	**Less than**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
other foreseeable projects, would have less-than-significant traffic impacts **at six study intersections** that would operate at LOS E or LOS F under 2025 Cumulative conditions.				**Significant**					**Significant**
C-TR-72: Implementation of **Variant 3**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **five study intersections** that would operate at LOS D or better under 2025 Cumulative conditions.	**NA**	**NA**	**NA**	**Less than Significant**	None required.	**NA**	**NA**	**NA**	**Less than Significant**
NOISE									
NO-1: Construction activities (other than pile driving) associated with implementation of the proposed project, or ~~either v~~ Variant 1, 2, or 3,, would cause a substantial temporary or periodic increase in ambient noise levels and expose people to or generate noise levels in excess of those specified in the San Francisco *General Plan* or Noise Ordinance.	**Significant**	**Significant**	**Significant**	**Significant**	**M-NO-1 (EN-F-2): Construction Noise Reduction**. This Mitigation Measure originated during the Eastern Neighborhoods EIR process, identified as EN Mitigation Measure F-2. The project sponsors shall develop a set of site-specific construction noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible: • Erect temporary plywood noise barriers around a	**Less Than Significant with Mitigation**	**Less Than Significant with Mitigation**	**Less Than Significant with Mitigation**	**Less Than Significant with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures.				
NO-2: Residents of the proposed project, or ~~either v~~ Variant 1, 2, or 3,, would not be substantially affected by existing noise levels in excess of standards established in the San Francisco *General Plan* or Noise Ordinance.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
C-NO-3: The proposed project, or ~~either v~~ Variant 1, 2, or 3,, would not result in a substantial cumulative permanent increase in ambient noise levels in the project vicinity above levels existing without the project or ~~either v~~ Variant 1, 2, or 3,.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
AIR QUALITY									

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
AQ-1: Construction of the proposed project, or ~~either v~~ Variant 1, 2, or 3,, would not expose sensitive receptors to substantial dust and pollutant concentrations.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
AQ-2: Construction emissions of criteria air pollutants under the proposed project, or ~~either v~~ Variant 1, 2, or 3, would not violate an air quality standard or contribute significantly to an existing or projected air quality violation.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
C-AQ-3: Construction of the proposed project, or ~~either v~~ Variant 1, 2, or 3, would not violate air quality standards or generate a cumulatively considerable increase in criteria air pollutant emissions.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
AQ-4: Operation of the proposed project, or ~~either v~~ Variant 1, 2, or 3, would violate air quality standards with respect to, or generate a cumulatively considerable increase in, criteria air pollutants.	**Significant**	**Significant**	**Significant**	**Significant**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**Significant and Unavoidable**	**Significant and Unavoidable**	**Significant and Unavoidable**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
C-AQ-5: Operation of the proposed project, or ~~either v~~ Variant 1, 2, or 3, would violate air quality standards, resulting in a cumulative impact with respect to criteria air pollutants.	**Significant**	**Significant**	**Significant**	**Significant**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**Significant and Unavoidable**	**Significant and Unavoidable**	**Significant and Unavoidable**
AQ-6: Operations under the proposed project, or ~~either v~~ Variant 1, 2, or 3, would not generate levels of CO emissions that would violate air quality standards or contribute substantially to an existing or projected air quality violation.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
AQ-7: Construction of the proposed project, or ~~either v~~ Variant 1, 2, or 3, would expose sensitive receptors to substantial levels of PM2.5 and other TACs, including DPM, resulting in increased health risk	**Significant**	**Significant**	**Significant**	**Significant**	**M-AQ-7: Construction Health Risk – TACs, including PM2.5 and DPM.** To reduce the potential health risk resulting from exposure to construction-related TAC exhaust emissions, including DPM, under the proposed project or ~~either v~~ Variant 1, 2, or 3, the project sponsor shall include a requirement for the following BAAQMD-recommended measures in project construction contract specifications: • Prohibit use of diesel generators when it is possible to plug into the electric grid. • Use of Tier 3 equipment for all equipment where tier 3 is available and best available control technology.	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					• All on-road haul trucks utilized during construction would be model year 2007 or later and equipped with diesel particulate filters or newer engines. • All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM; and • All contractors shall use equipment that meets ARB's most recent certification standard for off- road heavy-duty diesel engines. The implementation of **Mitigation Measure M-AQ-7** could potentially reduce the construction health risk impacts. However, the effectiveness of these mitigation measures in reducing health risks is unknown at this time. Since it cannot be stated with certainty that cancer risk, non-cancer, or PM2.5 concentrations would be reduced to below the BAAQMD-recommended significance thresholds, this impact is conservatively judged as **significant and unavoidable** for the proposed project, or ~~either v~~ Variant 1, 2, or 3.				
AQ-8: Operation of the proposed project, or ~~either v~~ Variant 1, 2, or 3, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer and non-cancer health risks, which would exceed the	**Significant**	**Significant**	**Significant**	**Significant**	**Mitigation Measure M-AQ-8 (Operational Health Risk– TACs, including PM2.5):** To minimize residents' exposure to TAC-related health risks while indoors, the project sponsor has indicated that the proposed project, or ~~either v~~ Variant 1, 2, or 3, would install the filtration system as required by DPH with a system whose air intake is located on the roof of the buildings and capable of removing 80 percent of PM2.5. The intake for the filtered air handling systems for the three residential buildings at the 801 Brannan site and two buildings at the One Henry	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
BAAQMD project-level cancer risk threshold of significance of 10 in one million.					Adams site shall be located to minimize exposure of residents to diesel particulate, TOG and PM2.5. Minimum exposure will be accomplished by placing filters as close as possible to the northern corner of each structure at the 801 Brannan site (Brannan Street side, towards Seventh Street) and as close as possible to the northeast corner of each structure at One Henry Adams (Rhode Island Street side, towards Division Street). Based on the risk calculation results reflecting these locations for air intake, the cumulative cancer risk in at this location would range from 59/million to 96/million, which is 40-63% lower than the maximally exposed individual (MEI) risk of 159/million. At the One Henry Adams site, the intake for the filtered air handling system will be designed such that it is located as close as possible to the northeast corners of buildings (Rhode Island Street side, towards Division Street). Based on the risk calculation results reflecting these locations for air intake, the cumulative cancer risk in at this location would range from 64/million to 77/million, which is 28-40 percent lower than the MEI risk of 106/million. However, the mitigation measure would not improve outdoor air quality. The air filtration systems, together with strategic location of air intakes, would reduce the cancer risk for exposure while indoors substantially. When incorporating the implementation of air filtration systems at each site, indoor risks at the 801 Brannan site would decrease to 11.8-19.2/million for cancer after mitigation and at One Henry Adams around 12.7-15.4/million for cancer risk after mitigation. However, health risk impacts under either the proposed project, or ~~either v~~ Variant 1, 2, or 3, are conservatively judged to remain				

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
					significant after mitigation.				
C-AQ-9: Operation of the proposed project, or ~~either v~~ Variant 1, 2, or 3,, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD cumulative cancer risk threshold of significance of 100 in one million.	**Significant**	**Significant**	**Significant**	**Significant**	Implementation of **Mitigation Measure M-AQ-8 (Operational Health Risk– TACs, including PM2.5)**, above, would not reduce risks to a less-than-significant impact.	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**
AQ-10: The proposed project, or ~~either v~~ Variant 1, 2, or 3, would be consistent with applicable air quality plans.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
AQ-11: The proposed project, or ~~either v~~ Variant 1, 2, or 3, would not result in objectionable odors, either during construction or operations.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**
GREENHOUSE GASES									
C-GG-1: The proposed project, **or ~~either v~~ Variant 1, 2, or 3**, would generate greenhouse	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure				Mitigation Measures	Impact Significance With Mitigation Measure			
	Proposed Project	*Variant 1*	*Variant 2*	*Variant 3*		*Proposed Project*	*Variant 1*	*Variant 2*	*Variant 3*
gas emissions (GHGs), but not in levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing cumulative GHG emissions.									
CEQA CHECKLIST UPDATE (Significant Impacts Only)									
Hazards and Hazardous Materials									
HZ-1: Neither the proposed project nor its variants would create a substantial hazard through routine transport, use, disposal, handling, or emission of hazardous materials during project operation.	**Significant**	**Significant**	**Significant**	**Significant**	**M-HZ-1 (EN-K-1): Other Hazardous Building Materials.** This Mitigation Measure originated during the Eastern Neighborhoods EIR process, identified as Mitigation Measure K-1. The project sponsor would ensure that building surveys for PCB- and mercury-containing equipment (including elevator equipment), hydraulic oils, and fluorescent lights are performed prior to the start of renovation under either the proposed project or its variants. Any hazardous materials so discovered would be abated according to federal, State, and local laws and regulations. The implementation of this mitigation measure would reduce the potential impact to a less-than-significant level.	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**

Table S-2
Summary of Improvement Measures Identified for Less-than-Significant Impacts
Applicable for the Proposed Project and ~~Both~~ Variants 1, 2, and 3

Applicable Impact Summaries	Improvement Measures
TRANSPORTATION AND CIRCULATION – Traffic	
TR-5: Implementation of the **proposed project** would have less-than-significant impacts at the intersections of the proposed **Brannan Alley with Seventh and Eighth Streets.** **TR-10:** Implementation of the proposed project with 801 Brannan **Variant 1** would have less-than-significant impacts at the intersections of the proposed **Brannan Alley with Seventh and Eighth Streets**. **TR-15:** Implementation of the proposed project 801 Brannan **Variant 2** would have less-than-significant traffic impacts at the intersection of the proposed **Brannan Alley with Seventh and Eighth Streets.** **TR-59:** Implementation of **Variant 3** would have less-than-significant traffic impacts at the intersections of the proposed **Bluxome Alley with Seventh and Eighth Streets**.	**I-TR-5: Keep Clear Striping on Seventh Street at Brannan/Bluxome Alley.** As a means to improve traffic flow in the vicinity of the project site, SFMTA could consider establishing a "Keep Clear" zone on Seventh Street at Brannan/Bluxome Alley. This striping would allow vehicles to enter and exit the 801 Brannan site if southbound queues from the intersection of Seventh/Townsend extend upstream past the driveway. The "Keep Clear" striping, if approved, would be paid for by the project sponsor.
TRANSPORTATION AND CIRCULATION – Transit, Bicycle, Pedestrian, Loading, Emergency Vehicle Access, and Construction	
TR-16: Implementation of the **proposed project** would not cause a substantial increase in transit demand that could not be accommodated by adjacent **transit** service, or cause a substantial increase in transit delays or operating costs. **TR-17:** Implementation of the proposed project with 801 **Brannan Variant 1** would not cause a substantial increase in transit demand that could not be accommodated by adjacent **transit** service, or cause a substantial increase in transit delays or operating costs. **TR-18:** Implementation of the proposed project with 801 Brannan **Variant 2** would not cause a substantial increase in **transit** demand that could not be accommodated by adjacent transit service, or cause a substantial increase in transit delays or operating costs. **TR-60:** Implementation of **Variant 3** would not cause a substantial increase in **transit** demand that could not be accommodated by adjacent	**I-TR-16: Conversion of Muni Pole Stop to Curb Stop on Rhode Island Street.** As an improvement measure to better accommodate transit passengers, SFMTA could reconfigure the existing pole stop on southbound Rhode Island Street at the approach to Alameda Street to a curbside bus stop. This stop serves the 10-Townsend and 19-Polk bus lines. SFMTA could designate approximately 80 feet of the new curb parking lane that would be created on Rhode Island Street adjacent to the One Henry Adams site as a bus stop.

Table S-2
Summary of Improvement Measures Identified for Less-than-Significant Impacts
Applicable for the Proposed Project and ~~Both~~ Variants 1, 2, and 3

Applicable Impact Summaries	Improvement Measures
transit service, or cause a substantial increase in transit delays or operating costs.	
TR-22: Implementation of the **proposed project** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. **TR-23:** Implementation of the proposed project with 801 Brannan **Variant 1** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. **TR-24:** Implementation of the proposed project 801 Brannan **Variant 2** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.	**I-TR-22a: Striping pedestrian crosswalks at nearby intersections.** As an improvement measure to enhance the pedestrian environment, SFMTA would stripe crosswalks at the unsignalized intersections of Division/Rhode Island, Alameda/Henry Adams, and Alameda/Rhode Island. The striping of crosswalks and subsequent repainting would be paid for by the project sponsor.
TR-22: Implementation of the **proposed project** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. **TR-23:** Implementation of the proposed project with 801 Brannan **Variant 1** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. **TR-24:** Implementation of the proposed project 801 Brannan **Variant 2** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.	**I-TR-22b: Corner sidewalk bulbout at northwest corner of intersection of Alameda/Rhode Island.** As an improvement measure to enhance the pedestrian environment, a corner sidewalk bulbout at the northwest corner of intersection of Alameda/Rhode Island Street would be constructed as part of the One Henry Adams site. The corner bulbout would be constructed as part of the new sidewalk improvements adjacent to the One Henry Adams site on Rhode Island Street (that are currently included as part of the proposed project). The project sponsor would be responsible for the cost of constructing the corner bulbout at this location.

Table S-2
Summary of Improvement Measures Identified for Less-than-Significant Impacts
Applicable for the Proposed Project and ~~Both~~ Variants 1, 2, and 3

Applicable Impact Summaries	Improvement Measures
TR-25: Implementation of the **proposed project** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones. **TR-26:** Implementation of the proposed project with 801 Brannan **Variant 1** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones. **TR-27:** Implementation of the proposed project 801 Brannan **Variant 2** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones. **TR-63:** Implementation of **Variant 3** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones	**I-TR-25a: Designate On-street Commercial Vehicle Loading/Unloading Zones.** To minimize the potential for double parking of delivery vehicles, SFMTA could designate about 80 feet of the curb parking lane on Brannan Street, 60 feet on Rhode Island Street, and 40 to 60 feet on Alameda Street as yellow commercial vehicle loading/unloading zones. The change in curb regulations would need to be approved at a public hearing by the SFMTA. **I-TR-25b: Designate Curbside Passenger Loading/Unloading Zones.** To accommodate curbside passenger loading/unloading activity, SFMTA could designate about 55 feet of the parking lane adjacent to the west midblock pedestrian passage/courtyard on Brannan Street, and 40 feet of the curb parking lane adjacent to the midblock passage/courtyard on Rhode Island Street to a white passenger loading/unloading zone. The change in curb regulations would need to be approved at a public hearing by the SFMTA. **I-TR-25c: Reservation of Curb Parking for Move-In and Move-Out.** To ensure that residential move-in and move-out activities do not impede on adjacent travel lanes, move-in and move-out operations, as well as larger deliveries should be scheduled and coordinated through building management. Curb parking should be reserved through the local station of the San Francisco Police Department.
TR-31: Implementation of the **proposed project** would not result in **construction-related** transportation impacts because of their temporary and limited duration. **TR-32:** Implementation of the proposed project with 801 Brannan **Variant 1** would not result in **construction-related** transportation impacts because of their temporary and limited duration. **TR-33:** Implementation of the proposed project with 801 Brannan **Variant 2** would not result in **construction-related** transportation impacts because of their temporary and limited duration. **TR-65:** Implementation of **Variant 3** would not result in **construction-related** transportation impacts because of their temporary and limited duration.	**I-TR-31: Construction Hours.** As an improvement measure to minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods, the construction contractor could be required to limit truck movements to the hours between 9:00 a.m. and 3:30 p.m., or other times, if approved by SFMTA.

Table S-2
Summary of Improvement Measures Identified for Less-than-Significant Impacts
Applicable for the Proposed Project and ~~Both~~ Variants 1, 2, and 3

Applicable Impact Summaries	Improvement Measures
PARKING (for information only)	
San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, this EIR presents a parking analysis for information purposes.	**I-TR-Parking A: ~~(Transit Information)~~ Transportation Demand Management.** As an improvement measure to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor could implement the following Transportation Demand Management (TDM) measures: i. Provide a TDM program coordinator and provide training for the coordinator ii. ~~p~~ Provide a transportation insert for the move-in packet that would provide information on transit service (Muni and BART lines, schedules and fares), information on where ~~FastPasses~~ Clipper Cards/transit passes could be purchased, and information on the 511 Regional Rideshare Program. iii. Offer employee and customer incentive to increase use of alternate modes to the car. iv. Establish a "ride board" through which residents can offer or request rides. v. Provide ongoing transportation information (e.g., local and regional transit maps/schedules, maps of bicycle routes, internet links) for all users, including residents, employers, and employees. vi. Ensure that bicycle parking is located at a central site within each building, and provide signage indicating the location of bicycle parking. vii. Provide and maintain bicycles (and related amenities such as locks, baskets, lights) for use by tenants. viii. Provide information and/or signage indicating paths of access to bicycle facilities. ix. For the 801 Brannan site, provide signage for nearby bicycle lanes on Seventh and Eighth Street, and bicycle routes on Townsend and Fifth streets. For the 1 Henry Adams site provide signage for nearby bicycle lanes on Division, Seventh, Eighth, and 16th streets, and bicycle routes on Townsend and Henry Adams streets. x. Ensure that bicycle safety strategies are developed along streets bordering the two project sites, thus avoiding conflicts with private autos, transit vehicles, and loading vehicles. **I-TR-Parking B: Parking Meters.** As an improvement measure to accommodate short-term

Table S-2
Summary of Improvement Measures Identified for Less-than-Significant Impacts
Applicable for the Proposed Project and ~~Both~~ Variants 1, 2, and 3

Applicable Impact Summaries	Improvement Measures
	parking demand, SFMTA could seek legislation for the installation of parking meters on the west side of Seventh Street between Brannan and Townsend Streets, on the south side of Brannan Street between Seventh and Eighth Streets, on the west side of Rhode Island Street between Division and Alameda Streets, and on the north side of Alameda Street between Henry Adams and Rhode Island Streets.

Table S-3
Summary of Significant Impacts and Mitigation Measures from the Initial Study
Applicable to the Proposed Project and ~~Both~~ Variants~~s~~ 1, 2, and 3

Impact Summaries	Impact Significance Without Mitigation Measure	Mitigation Measures	Impact Significance With Mitigation Measure
NOISE			
Noise (Pile Driving). The proposed project, or ~~either v~~ Variant 1, 2, or 3 would result in a significant pile driving noise impact.	**Significant**	**Mitigation Measure 1 (EN-F-1): Noise (Pile Driving)** Mitigation Measure 1 identified by the Initial Study has been replaced by the Eastern Neighborhood EIR Mitigation Measure EN-F-1, below, which is different from, but similar to, Mitigation Measure 1 identified by the Initial Study. The project sponsor shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Individual project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.	**Less than Significant with Mitigation**
HAZARDS			
Hazards (Contaminated Soil). The proposed project, or ~~either v~~ Variant 1, 2, or 3 would result in a significant impact related to contaminated soil on-site.	**Significant**	**Mitigation Measure 3(a): Hazards (Contaminated Soil)** ***Step 1: Preparation of Site Mitigation Plan*:** The project sponsor shall prepare a Site Mitigation Plan (SMP) for both project sites. The SMP for both sites shall include a discussion of the level of contamination of soils on the project sites and mitigation measures for managing contaminated soils on the sites, including, but not limited to: 1) the alternatives for managing	**Less than Significant with Mitigation**

Table S-3
Summary of Significant Impacts and Mitigation Measures from the Initial Study
Applicable to the Proposed Project and ~~Both~~ Variants 1, 2, and 3

Impact Summaries	Impact Significance Without Mitigation Measure	Mitigation Measures	Impact Significance With Mitigation Measure
		contaminated soils on the sites (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the sites and a brief justification; 3) the specific practices to be used to separate, handle, haul, and dispose of contaminated soils on the sites; 4) health and safety procedures to minimize worker and public exposure to hazardous materials during construction; and 5) measures to mitigate the long-term environmental and health and safety risks caused by the presence of contaminants in the soil. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. ***Step 2: Handling, Hauling, and Disposal of Contaminated Soils:*** (a) *Specific Work Practices*. The construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the sites (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to separate, handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the sites. (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. (c) *Surface Water Runoff Control*. Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on	

Table S-3
Summary of Significant Impacts and Mitigation Measures from the Initial Study
Applicable to the Proposed Project and ~~Both~~ Variants 1, 2, and 3

Impact Summaries	Impact Significance Without Mitigation Measure	Mitigation Measures	Impact Significance With Mitigation Measure
		top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather. (d) *Soils Replacement*. If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project sites, where contaminated soils have been excavated and removed, up to construction grade. (e) *Hauling and Disposal*. Contaminated soils shall be hauled off the project sites by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California. ***Step 3: Preparation of Closure/Certification Report*** After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project sites, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.	
Hazards (Underground Storage Tanks). The project sites may contain underground storage tanks (USTs), which could contaminate soils and groundwater during	**Significant**	**Mitigation Measure 3(b): Hazards (Underground Storage Tanks):** The project sponsor shall investigate whether an UST (underground storage tank) is associated with the uncovered pipe that enters the subsurface vertically in the paving along Brannan Street at the Brannan Site, in parking space 13 near the electrical transformer. The project sponsor shall also assess the possible presence of USTs	**Less than Significant with Mitigation**

Table S-3
Summary of Significant Impacts and Mitigation Measures from the Initial Study
Applicable to the Proposed Project and ~~Both~~ Variant~~s~~ 1, 2, and 3

Impact Summaries	Impact Significance Without Mitigation Measure	Mitigation Measures	Impact Significance With Mitigation Measure
excavation, resulting in a significant hazards impact for the proposed project, or ~~either v.~~ Variant 1, 2, or 3.		at the Henry Adams Site, including the approximately four USTs at the Henry Adams Site along Rhode Island Street that are identified in existing environmental documents. The investigations at both sites shall use backhoe test pits if necessary to assess whether any USTs remain at the sites. Any USTs so discovered shall be abated, and any contaminated soils so discovered shall be remediated, according to federal, state, and local laws and regulations, and in conformity with Mitigation Measure 2a above.	

C. ALTERNATIVES

Page S-68, paragraph 1:

Last line: … or its ~~two~~ three variants.

ALTERNATIVE A – THE NO PROJECT ALTERNATIVE

Page S-68, paragraph 1:

Line 4: … ~~,~~ nor ~~either v~~ Variant 1, 2, or 3, …

Line 7: … Variant 2: 824~~;~~ Variant 3: 821) …

Line 8: … Variant 2: 51,447~~;~~ Variant 3: 49,674), and 799 parking spaces (Variant 1: 866; Variant 2: 841~~;~~ Variant 3: 164).

Line 10: … at the One Henry Adams site as would development under the proposed project or Variant 1 or 2 (Variant 3 would include no such street improvement at the One Henry Adams site).

Page S-68, last paragraph:

Line 1: … project's, or ~~either~~ any of the three variant's, …

Line 7: … or ~~either v~~ Variant 1, 2, or 3.

Line 8: … or ~~either v~~ Variant 1, 2, or 3.

Page S-69, paragraph 1:

Line 2: … or ~~either v~~ Variant 1, 2, or 3.

Line 4: … or ~~either v~~ Variant 1, 2, or 3.

Line 5: … project's, or ~~either~~ any of the three variant's, …

ALTERNATIVE B – THE REDUCED PROJECT ALTERNATIVE

Page S-69, paragraph 1:

Line 5: … (as described on page ~~S-~~21). Unlike the proposed project, or ~~either v~~ Variant 1, 2 or 3, …

Line 6: … or ~~either v~~ Variant 1, 2, or 3.

Line 9: … or ~~either v~~ Variant 1 or 2 (Variant 3 would include no such street improvement at the One Henry Adams site).

Page S-69, last paragraph:

Line 7: … or ~~either v~~ Variant 1, 2, or 3, ….

Last line: … or ~~either v~~ Variant 1, 2, or 3.

Page S-70, paragraph 2:

Line 3: … project's, or ~~either~~ any of the three variant's, …

Line 5: … or ~~either v~~ Variant 1, 2, or 3, ….

Line 7: … or ~~either v~~ Variant 1, 2, or 3: ….

Page S-70, paragraph 3:

Line 2: … or ~~either v~~ Variant 1, 2, or 3.

Line 6: … or ~~either v~~ Variant 1, 2, or 3 …

Page S-70, last paragraph:

Lines 4-6: … proposed project, or ~~either v~~ Variant 1, 2, or 3~~,~~. ~~which~~ (The proposed project and Variants 1 and 2 would result in 13,000 cubic yards of excavation ~~(~~[2,612 cubic yards at the 801 Brannan site], and Variant 3 would result in 6,435 cubic yards excavation [2,612 cubic yards at the 801 Brannan site and 3,823 cubic yards at the One Henry Adams site]).

Last line: … or ~~either v~~ Variant 1, 2, or 3, …

Page S-71, paragraph 1:

Line 4: … other than pile driving …

Line 6: … or ~~either v~~ Variant 1, 2, or 3.

Line 7: … or ~~either v~~ Variant 1, 2, or 3 …

Page S-71, paragraph 2:

Lines 2-3: … or ~~either v~~ Variant 1, 2, or 3, …

Line 4: … or ~~either v~~ Variant 1, 2, or 3.

Line 5: … or ~~either v~~ Variant~~'s~~ 1's, 2's, or 3's …

ALTERNATIVE C – THE MIXED RESIDENTIAL AND PDR ALTERNATIVE

Page S-71, paragraph 1:

Line 12: … or ~~either v~~ Variant 1, 2, or 3.

Page S-72, paragraph 2:

Line 2: … or ~~either v~~ Variant 1, 2, or 3 …

Page S-72, paragraph 3:

Line 7: … or ~~either v~~ Variant~~'s~~ 1's, 2's, or 3's …

Line 9: … or ~~either v~~ Variant 1, 2, or 3 …

Line 10: … or ~~either v~~ Variant 1, 2, or 3 …

Page S-72, last paragraph:

Line 2: … or ~~either v~~ Variant 1, 2, or 3.

Last line : … or ~~either v~~ Variant 1, 2, or 3 …

Page S-73, paragraph 2:

Line 4: … or ~~either v~~ Variant 1, 2, or 3…

Line 6: … or ~~either v~~ Variant 1, 2, or 3…

Lines 12-13: … or ~~either v~~ Variant 1, 2, or 3…

Line 14: … or ~~either v~~ Variant 1, 2, or 3…

Page S-73, paragraph 3:

Lines 2-3: … or ~~either v~~ Variant 1, 2, or 3…

Line 4: … or ~~either v~~ Variant 1, 2, or 3.

Line 5: … or ~~either v~~ Variant~~'s~~ 1's, 2's, or 3's …

Page S-73, last paragraph:

Line 2: … and its ~~two~~ three variants.

Page S-74, paragraph 1:

Line 1: … or ~~either v~~ Variant 1, 2, or 3…

Line 9: … or ~~either v~~ Variant 1, 2, or 3…

Pages S-75-S-78, Table S-4 is revised as follows:

Table S-4
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 ~~and~~ 2, and 3

Description:	Proposed Project	Variant 1	Variant 2	Variant 3	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
-Building(s) (Number of buildings at 801 Brannan / Number of buildings at One Henry Adams)	Demolish 4; build 5 (3/2)	Demolish 4; build 4 (2/2)	Demolish 4; build 5 (3/2)	Demolish 4; build 4 (2/2)	Existing 4 (1/3) Remain	Demolish 4; Build 2 (1/1)	Demolish 4; Build 2 (1/1)
-BMR (parcel dedication/City-built)	Yes	No	No	Yes	No	No	No
-Height	5 buildings: all 6-stories, 68 feet	4 buildings: all 6-stories, 68 feet	5 buildings: all 6-stories, 68 feet	4 buildings: all 6-stories, 68 feet	1 building, 33 ft; 1 building, 30 ft.; 2 buildings 20 ft.	4 buildings: two at each site, all 4 stories, 40 feet	4 buildings: two at each site, 2 buildings, 50 feet and two buildings, 55 feet; all 4 stories
-Residential	824 units	809 units	824 units	821 units	none	497 units	264 units
-Retail	50,087 sq.ft.	54,598 sq.ft.	51,447 sq.ft.	49,674 sq.ft.	none	3,000 sq.ft.	1,000 sq.ft.
-Office	none	none	none	none	1,615 sq.ft.	none	none
-Showroom	none	none	none	none	14,549 sq.ft.	18,500 sq.ft.	442,875 sq ft.
-Exhibition	none	none	none	none	137,000 sq.ft.	none	none
-Industrial (vacant manufacturing)	none	none	none	none	13,000 sq.ft.	none	none
-Parking	799 spaces	866 spaces	841 spaces	628 spaces	580 spaces	561 spaces	784 spaces
-Building GSF (with parking)	1,149,094 sq.ft.	1,187,943 sq.ft	1,170,391 sq.ft.	1,160,650 sq.ft.	166,204 sq.ft.	898,872 sq.ft.	992,660 sq.ft.
Impacts:							
LU-1 Physical Community	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
LU-2 Adopted Plans and Regulations	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
LU-3 Land Use Character	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-LU-4 Cumulative PDR Land Supply	SU	SU	SU	SU	Avoided	SU	LTS
AE-1 Views and Visual Character	LTS	LTS	LTS	LTS	Avoided	LTS	LTS

Table S-4
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 ~~and~~ 2, and 3

Description:	Proposed Project	Variant 1	Variant 2	Variant 3	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
AE-2 Scenic Resources	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AE-3 Light and Glare	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
CP-1 Paleontological Resources	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
CP-2 Archeological Resources	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
CP-3 Human Remains	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
CP-4 Historic Architectural Resources	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
CP-5 Off-Site Resources – New Building Design	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
TR-1 (V1: TR-6; V2: TR-11; V3: TR-55) Intersection: Division/ Brannan/Potrero/Tenth	SU	SU	SU	SU	Avoided	LTS	LTS
TR-2 (V1: TR-7; V2: TR-12; V3: TR-56) Intersection: Eighth/Brannan	SU	SU	SU	SU	Avoided	SU	SU
TR-3 (V1: TR-8; V2: TR-13; V3: TR-57) Intersections: Sixteenth/Rhode Island; Division/Rhode Island	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-4 (V1: TR-9; V2: TR-14; V3: TR-58) 12 study intersections	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-5 (V1: TR-10; V2: TR-15; V3: TR-59) Intersections: Brannan Alley/ Seventh and Eighth Streets	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-16 (V1: TR-17; V2: TR-18; V3: TR-60) Transit	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-19 (V1: TR-20; V2: TR-21; V3: TR-61) Bicycle	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-22 (V1: TR-23; V2: TR-24; V3: TR-62) Pedestrian Movement	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-25 (V1: TR-26; V2: TR-27; V3: TR-63) Loading	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-28 (V1: TR-29; V2: TR-30; V3: TR-64) Emergency Vehicle Access	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-31 (V1: TR-32; V2: TR-33; V3: TR-65) Construction	LTS	LTS	LTS	LTS	Avoided	LTS	LTS

Table S-4
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 ~~and~~ 2, and 3

Description:	Proposed Project	Variant 1	Variant 2	Variant 3	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
C-TR-34 (V1: C-TR-41; V2: C-TR-48; V3: C-TR-66) Cumulative: Division/Brannan/Potrero/Tenth	SU	SU	SU	SU	Avoided	LTS	LTS
C-TR-35 (V1: C-TR-42; V2: C-TR-49; V3: C-TR-67) Cumulative: Eighth/Brannan	SU	SU	SU	SU	Avoided	SU	SU
C-TR-36 (V1: C-TR-43; V2: C-TR-50; V3: C-TR-68) Cumulative: Seventh/Townsend	SU	SU	SU	SU	Avoided	SU	SU
C-TR-37 (V1: C-TR-44; V2: C-TR-51; V3: C-TR-69) Cumulative: Sixteenth/Kansas/ Henry Adams	SU	SU	SU	SU	Avoided	SU	SU
C-TR-38 (V1: C-TR-45; V2: C-TR-52; V3: C-TR-70) Cumulative: Division/ Rhode Island	SU	SU	SU	SU	Avoided	SU	SU
C-TR-39 (V1: C-TR-46; V2: C-TR-53; V3: C-TR-71) Cumulative: Six Study Intersections	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-TR-40 (V1: C-TR-47; V2: C-TR-54; V3: C-TR-72) Cumulative: Five Study Intersections	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
NO-1 Construction Noise-Other than Pile Driving	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
NO-2 Location of Sensitive Receptors	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-NO-3 Cumulative Traffic and Building Operations	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-1 Construction Dust and Pollutant Concentrations	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-2 Construction – Criteria Air Pollutant Emissions	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-AQ-3 Construction – Cumulative Criteria Air Pollutant Emissions	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-4 Operational Criteria Air Pollutant Emissions	SU	SU	SU	SU	Avoided	LTS	LTS
C-AQ-5 Cumulative Operational Criteria Air Pollutant Emissions	SU	SU	SU	SU	Avoided	LTS	LTS

Table S-4
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 ~~and~~ 2, and 3

Description:	Proposed Project	Variant 1	Variant 2	Variant 3	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
AQ-6 Project Vehicle Local CO Emissions—Intersection and Garage	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-7 Construction Health Risk – TACs, including PM2.5 and DPM	SU w Mit.	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
AQ-8 Operational Health Risk—TACs, including PM2.5	SU w Mit.	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
C-AQ-9 Cumulative Health Risk-- TACs, including PM2.5	SU w Mit.	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
AQ-10 Policy and Plan Consistency	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-11 Objectionable Odors	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-GG-1 Greenhouse Gas Emissions	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
FROM CEQA Checklist Update Section V.H. (significant impacts only):							
HZ-1 Other Hazardous Building Materials	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
FROM Initial Study					Avoided		
Noise (Pile Driving)	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
Hazards (Contaminated Soil)	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
Hazards (Underground Storage Tanks)	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.

Notes: S = Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; NA=Not Applicable; w Mit.=with mitigation measure(s).
Source: During Associates, 20~~11~~12.

II. INTRODUCTION

Page 2, paragraph 1:

Line 1: … the proposed project, or ~~either variant~~ Variant 1, 2, or 3, and to …

Page 2, paragraph 2:

Line 2: … the proposed project, or ~~either variant~~ Variant 1, 2, or 3, to …

Line 4: … ~~either variant~~ Variant 1, 2, or 3, be approved …

Page 2, paragraph 3:

Line 1: … the potentially significant impacts of the proposed project~~'s~~, or ~~either variant's~~ Variant 1's, 2's, or 3's, ~~potentially significant impacts~~ in the areas of …

Page 3, paragraph 1:

Lines 4-5: …would include ~~the~~ a new two-way publicly accessible alley, privately owned and maintained, ~~Brannan Alley~~ connecting Seventh and Eighth Streets.

Page 3, paragraph 3:

Line 1: … consideration of ~~two~~ three variants for development …

Line 2: … site and one variant for the One Henry Adams site included in Variant 3. ~~Both~~ All three variants would have a similar footprint …

Line 3: … publicly accessible alley, privately owned and maintained, ~~Brannan Alley~~ connecting Seventh and Eighth Streets. Under the proposed project and two of the variants analyzed in this EIR (Variant 1 and Variant 2), the alley is referred to as Brannan Alley. Under a third variant analyzed in this EIR (Variant 3), this alley is referred to as Bluxome Alley.

III. PROJECT DESCRIPTION

Page 9, paragraph 1:

Line 10 … also proposes ~~two~~ three variants for development at the 801 Brannan site, and one variant for the One Henry Adams Site, that are …

Lines 11-13 Neither ~~v~~ Variant 1 or 2 would include the land dedication to the City of the BMR parcel at the 801 Brannan site; Variant 3 would include the land dedication at the 801 Brannan site. Variants 1 and 3 would construct two buildings at the 801 Brannan site~~;~~, while Variant 2 would construct three…

Lines 14-15 Under ~~either v~~ Variant 1 or 2, development at the One Henry Adams site would be the same as proposed for the project; under Variant 3, development at the One Henry Adams site would be somewhat (59,511 sq.ft.) different than under the

proposed project, and would result in less square footage at that site than under the proposed project.

III. PROJECT DESCRIPTION

C. PROJECT CHARACTERISTICS

After page 23, on new pages 23A and 23B, Table 1A, on pages RTC 212 and RTC 213, is inserted:

This space intentionally left blank

Table 1A
Proposed Project and Variant 3 Characteristics

	Proposed Project				Variant 3			
	TOTAL	801 Brannan		One Henry Adams	TOTAL	801 Brannan		One Henry Adams
Project Data	Proposed Project Totals	Project Sponsor Market Component with Partial On-Site BMR	City-Built BMR Parcel "Land Dedication" Component	One Henry Adams	Variant 3 Totals	Project Sponsor Market Component with Partial On-Site BMR	City -Built BMR Parcel "Land Dedication" Component	One Henry Adams
BUILDING(S)								
Number of Buildings	5	2	1	2	4	1	1	2
Height of buildings (ft.)	68	68	68	68	68	68	68	68
Number of stories	6	6	6	6	6	6	6	6
SPACE TYPE (sq.ft.)								
Residential (incl. flex - Res. units)	713,876	378,292	128,387	207,197	696,686	362,715	128,387	205,584
Commercial (incl. flex-Comm. units)	50,087	23,367	7,050	19,670	49,674	29,518	7,050	13,106
Lobby, Circulation, Serv.	239,250	132,297	46,702	60,251	224,221	135,995	46,702	41,524
Parking	145,881	70,859	12,217	62,805	179,699	141,570	12,217	25,912
Common		n/a	(in Lobby line)	n/a	10,370	6,084	(in lobby line)	4,286
Total	1,149,094	604,815	194,356	349,923	1,160,650	675,882	194,356	290,412
DWELLING UNITS								
Studio	0	0	0	0	107	75	0	32
One-Bedroom	425	245	50	130	319	166	50	103
Two-Bedroom	325	175	50	100	316	176	50	90
Three-Bedroom	50	0	50	0	69	9	50	10
Flex / Residential Loft	24	15	0	9	10	6	0	4
Total	824	435	150	239	821	432	150	239

Table 1A (cont'd.)
Proposed Project and Variant 3 Characteristics

	Proposed Project				Variant 3			
	TOTAL	801 Brannan		One Henry Adams	TOTAL	801 Brannan		One Henry Adams
Project Data	Proposed Project Totals	Project Sponsor Market Component with Partial On-Site BMR	City-Built BMR Parcel "Land Dedication" Component	One Henry Adams	Variant 3 Totals	Project Sponsor Market Component with Partial On-Site BMR	City -Built BMR Parcel "Land Dedication" Component	One Henry Adams
PARKING SPACES								
Residential	590	345	91	154	562	309	91	162
Commercial	34	30	4	0	19	15	4	0
Neighbors/Replacement	166	95	0	71	95 [1]	95 [1]	0	0
Carshare	9	5 [1]	1	3	6	3 [2]	1	2
TOTAL	799	475	96	228	682	422	96	164
Bicycle Parking Spaces	245	122	50	73	729	439	50	240
Off-Street Loading Spaces	10	6	1	3	5	4	1	0 [3]
Common Open Space (sq.ft.)	73,507	45,365	6,332	21,810	71,374	38,242 [4]	6,332	26,800

Note:

[1] Of the 95 replacement spaces, two will be carshare spaces.

[2] The three carshare spaces indicated here do not include the two carshare replacement spaces. Therefore, there will be a total of five carshare spaces provided in the market rate building.

[3] Four on-street loading spaces will be provided in lieu of any off-street loading spaces.

[4] Under Variant 3, the 801 Brannan site open space would not include Bluxome Alley at 41,250 sq.ft.

Source: Archstone Consulting, September 2012.

Page 24, paragraph 4:

Lines 8-9: ~~Both project v~~ Variants 1 and 2 would include the below-grade construction at the One Henry Adams site; Variant 3 would not. ~~, but not~~ None of the variants would include parking lifts at the 801 Brannan site. …

Last line: … proposed project or either ~~v~~ Variant 1 or 2, for a total of 13,000 cubic yards of excavated material at both sites.

Page 24, last paragraph:

Lines 1-2: … the proposed project, or ~~either v~~ Variant 1, 2, or 3 would result …

Page 25, paragraph 1:

Line 1: The project, or ~~either v~~ Variant 1, 2, or 3 would minimize …

Page 25, paragraph 2:

Line 1: Under the proposed project, or ~~either v~~ Variant 1, 2, or 3, the addresses …

Last line: … $215 million. Construction of Variant 3 would cost approximately $195 million, excluding the MOH-developed building on the BMR parcel. The project architects ~~is~~ are David Baker + Partners at the 801 Brannan site and BAR Architects at the One Henry Adams site.

Page 31, paragraph 1:

Line 3: … for ~~two project v~~ Variants 1 and 2 for the 801 Brannan site, …

Page 31, paragraph 2

Last line: … access the spaces. Variant 3 would change the name of the alley to Bluxome Alley, and it would continue to be a publicly accessible and privately owned and maintained alley under Variant 3.

Page 38, heading 1:

PROJECT VARIANTS ~~FOR THE 801 BRANNAN SITE~~

Page 38, paragraph 1:

The project sponsor is considering ~~two~~ three possible variations for development of the 801 Brannan site, and one variant for the One Henry Adams site. Development under Variants 1 and 2 would differ from the proposed project at the 801 Brannan site. Under Variants 1 and 2, development at the One Henry Adams site would be the same as under the proposed project. Development under Variant 3 would differ from the proposed project at both sites. Figures 14 through 21, pages 39-46, illustrate ~~the two v~~ Variants 1 and 2, and the following discussion describes the ~~two~~ three variants further (Figures illustrating Variant 3 are located on pages 48B-48M).

Page 38, heading 2:

Project Variant 1: Two Buildings and No Land Dedication at the 801 Brannan Site

Page 47, heading 1:

Project Variant 2: Three Buildings and No Land Dedication at the 801 Brannan Site

Page 48, after paragraph 3, the following heading and discussion of Variant 3 is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Project Variant 3: Four Buildings, Two at the 801 Brannan Site and Two at the One Henry Adams Site

Variant 3 would include the new construction of four rather than five, 68-foot-tall, six-story residential mixed-use buildings with ground-floor retail: two on the 801 Brannan site and two on the One Henry Adams site.

These four buildings (including parking) would total 1,160,650 square feet (sq.ft.) and include up to 821 dwelling units (239 units at the One Henry Adams site and 582 units at the 801 Brannan site), 49,674 sq.ft. of retail/commercial space, 682 parking spaces, and 70,383[34a] sq.ft. of usable open space (at least 45,930 sq.ft. of which would be publicly accessible).

For a complete comparison of the characteristics of Variant 3 as compared to those of the proposed project please see Table 1A on pages 23A-23B. Figures 21A through 21L, pages 48B-48M, illustrate Variant 3.

As described below and as summarized in Table 1A above, like the proposed project, Variant 3 would entail the demolition of the four existing structures and four surface parking lots at the 801 Brannan and One Henry Adams sites. Unlike the proposed project, Variant 3 would involve the construction of four buildings on the two sites, two at each site (the proposed project would involve construction of five buildings). Variant 3 would contain 49,674 sq.ft. of retail/commercial space and 107 studios, 319 one-bedroom units, 316 two-bedroom units, 69 three-bedroom units, and 10 flex-loft[34b] units in 696,686 sq.ft. of residential space (as compared to 50,087 sq.ft. of retail/commercial space and 0 studios, 425 one-bedroom units, 325 two-bedroom units, 50 three-bedroom units and 24 flex-loft units in 713,876 sq.ft. of residential space for the proposed project). Approximately 47 percent (as compared to 42 percent under the proposed project) of these units would be two-bedrooms or larger, thereby meeting the UMU (Urban Mixed Use) district's unit mix requirement.

Like the proposed project, under Variant 3, the project sponsor proposes to meet part of the Inclusionary Affordable Housing requirement for both project sites through the dedication of the easternmost portion of the 801 Brannan site to the City, which, as set forth on page S-5 of the Draft EIR, is referred to as the BMR (below market rate) parcel. The BMR parcel is approximately 37,800 sq.ft., which represents 17.2 percent of the total developable area for both sites. As the BMR parcel is less than 35 percent of the project's total developable area, the land dedication

[34a] Note that this cumulative open space number does not include Bluxome Alley at 41,250 square feet of total area, consistent with the calculations used for the proposed project.

[34b] These are considered to be one-bedroom residential units integrated with work space.

would only partially fulfill Variant 3's Inclusionary Affordable Housing requirement. Like the proposed project, the project sponsor would supplement the land dedication with the provision of 68 on-site BMR units in the market rate building at the 801 Brannan site, three fewer units than the proposed project's 71 units. This change results from fewer market rate units proposed under Variant 3.[34c]

Variant 3 would include up to a total of approximately 70,383 sq.ft. of common open space (*Planning Code* Section 135(g)(2)) developed in the internal courtyards of each building and in the passageways between buildings with approximately 45,930 sq.ft. of this open space to be publicly accessible (as compared to a total of approximately 73,507 sq.ft. of common open space of which 29,825 sq.ft. would be publicly accessible for the proposed project). Variant 3's 70,383 sq.ft. of common open space would exceed the *Planning Code*'s open space requirement by about 27,724 sq.ft. (14,874 sq.ft. at the 801 Brannan site and 12,850 sq.ft. at the One Henry Adams site).

VARIANT 3: 801 BRANNAN SITE

Under Variant 3, two separate six-story, 68-foot-tall buildings (rather than three buildings for the proposed project), would be constructed at the 801 Brannan site. The buildings would include about 870,238 sq.ft. including 582 units, comprised of 75 studios, 216 one-bedroom units, 226 two bedroom units, 59 three bedroom units and six flex-lofts[34d] in 491,102 sq.ft. of residential space, about 36,568 sq.ft. of retail space, and about 44,574 sq.ft. of common and publicly accessible open space. The 582 units would include 68 on-site BMR units that would supplement the land dedication to MOH thereby fulfilling the Inclusionary Affordable Housing requirement for both project sites. (See Figures 9 and 21A to 21E, pages 30 and 48B-48F).

The market rate residential and commercial building would be located on the western portion of the 801 Brannan site and the MOH-constructed building would be on the eastern-most portion of the site. Subsequent to a subdivision of the parcel that would establish the BMR site as a separate 37,800-sq.ft. legal parcel, the western and eastern most portions of the site would have the following dimensions: 275 feet by 675 feet for the western portion (plus a 50-foot by 168-foot portion at the southeast corner of the 801 Brannan site) and 168 feet by 225 feet for the eastern portion (see Figure 21A, page 48B). The eastern and western portions of the market rate building would be separated by a midblock publicly accessible passageway (the market mews) and the market rate building would be separated from the MOH-constructed building by a separate publicly accessible midblock passageway (the garden mews).

The market rate building's Eighth Street frontage would be approximately 230 feet in length and the building's Brannan Street frontage would be approximately 624 feet in length. The design would include breaks along these frontages to reduce the building's mass, and an articulated pleated design on the southern portion of the market rate building's Eighth Street façade. Additional building features include a hardie trim façade (fiber-cement) with aluminum panels, windows and window finishes along portions of the building as well as a steel bridge connecting

---

[34c] Ben Fu, San Francisco Planning Department, e-mail correspondence to project sponsor, *RE: 801 Brannan/One Henry Adams Calculation After Passage of Prop. C*, December 5, 2012. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

[34d] These are considered to be one-bedroom residential units integrated with work space.

the west and east portions of the market rate building that would provide pedestrian ingress and egress.

The market rate building would contain a total of 432 (as compared to 435 units for the proposed project) residential units including 75 studios, 166 one-bedroom units, 176 two-bedroom units, nine three-bedroom units and six flex-loft units) in 362,715 sq.ft. of residential space and 29,518 sq.ft. of ground-floor retail/commercial uses (as compared to 23,367 sq.ft. for the proposed project). As shown in Figure 21A, page 48B, the 29,518 sq.ft. of retail/commercial space would be at ground level along the frontages of Eighth and Brannan streets. The residential and flex-loft units at the market rate building would face the surrounding streets, the mid-block passages, and the newly created Bluxome Alley.[34e] Although all units would be residential rental units, as part of project entitlements and as set forth on page 50 of the Draft EIR, the project sponsor would file subdivision maps to create condominium units in the Variant 3 market rate building.

Like the proposed project, under Variant 3, the building developed by MOH at the BMR parcel site would have approximately 150 residential BMR units in approximately 128,000 sq.ft. of residential space. Combined with the 68 on-site BMR units included in the market rate building, the project sponsor would thereby fulfill the Inclusionary Affordable Housing requirement for Variant 3 for both project sites. Additionally, as with the proposed project, under Variant 3, the MOH-constructed building would include approximately 7,000 sq.ft. of retail space and approximately 6,000 sq.ft. of common usable open space.

Under Variant 3, the market rate building at the 801 Brannan site would include an estimated 309 residential parking spaces, 15 commercial parking spaces 95 replacement parking spaces (to reflect existing easements and contracts with properties at 600 and 690 Townsend Street as discussed on page 38 of the Draft EIR) and five carshare spaces (including two carshare spaces previously counted toward replacement spaces) for a total of 422 parking spaces in the market rate building at this site. The residential and replacement parking spaces would be included in a six-story-plus-roof parking garage in the eastern portion of the market rate building while the commercial spaces would be included in a ground-level parking garage in the western portion of the building. Unlike the proposed project, under Variant 3, the market rate building would not utilize lifts and stackers at these parking garages.

The MOH-constructed building would include an estimated 91 residential parking spaces, four commercial parking spaces and one carshare space for a total of an estimated 96 ground-level parking spaces. Under Variant 3, the 801 Brannan site would include a total of 400 residential parking spaces, 19 commercial parking spaces 95 replacement parking spaces, and six carshare spaces, for a total of 518 parking spaces (as compared to 571 total parking spaces for the proposed project). The 518 total parking spaces under Variant 3 represent an approximately nine percent reduction in the total number of parking spaces as compared to the proposed project.

Under Variant 3, the market rate building at the 801 Brannan site would provide a total of 439 bicycle spaces (438 residential spaces and one commercial space) located within bike storage areas on each floor of the building. An estimated additional 50 bicycle spaces would be provided at the MOH-constructed building for a total of 489 bicycle spaces at the 801 Brannan site (as compared to 172 total bicycle spaces for the proposed project.

[34e] As under the initially proposed project, Variant 3 proposes a new publicly accessible, but privately maintained alley along the south side of the 801 Brannan site. No alley currently exists in this location. Under the initially proposed project, it was named Brannan Alley; under Variant 3 it is named Bluxome Alley.

Compared to the proposed project's six off-street loading spaces, under Variant 3, the market rate building at the 801 Brannan site is proposing a total of four off-street (on-alley) loading spaces, to accommodate residential and commercial loading demand, with all four such spaces located along Bluxome Alley. These loading spaces would be required to meet *Planning Code* requirements for loading. Two of the four loading spaces would be eight by 20 feet in dimension while the other two spaces would be 10 feet by 25 feet in dimension. Variant 3 would also include approximately 44,574 sq.ft. of useable open space, of which 31,973 sq.ft. would be publicly accessible and located within an at-grade landscaped courtyard and two separate mid-block passages (the market mews and the garden mews). The MOH-constructed building at the 801 Brannan site would include one off-street (on-alley) loading space that would be 10 feet by 25 feet in dimension. Separate service/trash rooms would also be provided in each building with access primarily through the garages.

Like the proposed project, residential units for Variant 3's market rate building would face the surrounding streets, the at-grade and podium-level courtyards and the mid-block passages. Residential lobbies for the western portion of the market rate building would be located on Eighth Street and the market mews and for the eastern portion of the market rate building the lobbies would be located on Brannan Street and Bluxome Alley.[34f] Like the proposed project, residential and commercial parking and loading access would be from the newly created Bluxome Alley along the south side of the lot with 22-foot wide entrances/exits to each parking garage.

As with the proposed project, under Variant 3, the demolition and construction of the project would involve the removal of the 11 existing trees[34g] and replacement of these trees pursuant to the procedures specified in the City's Urban Forestry Ordinance. Like the proposed project, Variant 3 would also include the new, approximately 41,250-sq.ft., two-way, publicly accessible and privately owned and maintained Bluxome Alley[34h] at the 801 Brannan site, which would connect Seventh and Eighth streets along the south side of the development site. (See Figure RTC 1, page RTC 11.) Access to and from the new alley would be via 20-foot-wide curbcuts on Seventh and Eighth streets and the new alley would include a landscaped sidewalk along the southern edge of the building. Bulbouts are proposed along Brannan and Eighth streets. Additional streetscape improvements would include new landscaping and street trees around the new buildings, in the passageways and along the new alley, as well as bike racks and vine plantings at select locations along the building.

VARIANT 3: ONE HENRY ADAMS SITE

Under Variant 3, the two six-story, 68-foot-tall structures (the North Building and the South Building) proposed for the One Henry Adams site would total about 290,412 sq.ft. (as compared to 349,923 sq.ft. for the proposed project, an approximately 60,000-sq.ft. reduction in total gross square footage). (See Figures 21F to 21L on pages48G-48M). The two buildings would include 239

[34f] The initially proposed project did not include any residential lobbies along the alley. Otherwise, this is consistent with the initially proposed project.

[34g] As described on p. 96, eight of these are street trees protected under the City's Urban Forestry Ordinance and three are trees located within the lot, not subject to this ordinance.

[34h] Under the proposed project and Variants 1 and 2, the new alley is referred to as Brannan Alley instead of Bluxome Alley.

residential units, comprised of 32 studios, 103 one-bedroom units, 90 two bedroom units, 10 three bedroom units and four flex-lofts in 205,584 sq.ft. of residential space (as compared to 207,197 sq.ft. for the proposed project). All of these units would be rental units. However, as noted for the 801 Brannan site, the project sponsor would file subdivision maps to create condominiums so that all the residential units would be condominium units, like the proposed project.

The two buildings at the One Henry Adams site would also include 13,106 sq.ft. of retail space and 164 parking spaces (including two carshare spaces). (See Figure 21F on page 48G.) Like the proposed project, the 13,106 sq.ft. of retail/commercial space under Variant 3 would be located at ground level along the frontages of Division, Rhode Island and Henry Adams streets. Compared to the proposed project, Variant 3 would include 6,564 sq.ft. less retail space and 64 fewer off-street parking spaces.

The North Building's Division Street frontage would be approximately 186 feet long; the Rhode Island and Henry Adams Street frontages would be 96 feet long; the South Building's Alameda Street frontage would be approximately 186 feet long; and the Rhode Island and Henry Adams Street frontages would be 216 feet long. The South Building's frontages would be designed to contain breaks in the façade to reduce the building's perceived mass. The parking garage would be located exclusively in the South Building (as compared to the proposed project under which both the North and South buildings would include ground-level parking garages and the South Building would also include a basement-level garage). Variant 3 would feature three corner sidewalk bulbouts: approximately 8-foot-wide bulbouts on the northwest corner intersection of Alameda/Rhode Island and the northeast corner intersection of Alameda/Henry Adams streets, and an approximately 6-foot-wide bulbout on the southeast corner intersection of Division/Henry Adams.

Variant 3 would also provide approximately 25,809 sq.ft. of useable open space at the One Henry Adams site, as compared to the 21,810 sq.ft. provided by the proposed project. This open space would include approximately 14,683 sq.ft. of publicly accessible open space located within a landscaped mid-block passage between the two buildings and the Henry Adams setback (as compared to 8,000 sq.ft. of publicly accessible open space at the One Henry Adams site for the proposed project). (See Figure 21F, page 48M.). The remaining open space, totaling approximately 11,126 sq.ft., would be located within two landscaped podium level courtyards located at the South Building and a landscaped rooftop terrace located at the North Building. (See Figures 21G and 21I on pages 48H and 48J).

Like the proposed project, residential units for Variant 3 would face the surrounding streets, the two podium level courtyards and the mid-block passage separating the North and South buildings. Pedestrian access to the podium-level courtyards would be via Henry Adams and Rhode Island streets, and vehicular access to the parking garage located within the South Building would be from two 12-foot-wide driveways along Rhode Island Street. Each driveway would have a 17-foot-wide vertical clearance (as compared to the proposed project which includes vehicle access from both Rhode Island and Alameda streets). The at-grade parking garage would contain approximately 164 spaces in a multi-park, platform-shifting system[34i] (162

[34i] A multi-park, platform-shifting system is similar to a car stacker, except it shifts vehicles horizontally which allows each user access without removing other vehicles. The system would be constructed at grade and no excavation would be required.

spaces would be for the residential units and two spaces would be for carshare vehicles).[34j] There would also be 240 bicycle parking spaces provided at the One Henry Adams site,[34k] 167 more bicycle spaces than the proposed project.

Compared to the proposed project's three off-street loading spaces at the One Henry Adams site, Variant 3 proposes to provide four on-street loading spaces subject to SFMTA review and approval in lieu of off-street spaces to accommodate residential and commercial loading demand. Variant 3 would be required to comply with *Planning Code* requirements regarding loading, and would likely seek an exception as allowed under the Code in the event that on-street loading was not approved. One eight-by-30-foot loading space would be located on Division Street, two ten-by 30-foot spaces would be located on Rhode Island Street and one eight- by-40-foot space would be located on the adjacent Alameda Street. Like the proposed project, Variant 3 would not relocate the two existing bus stops adjacent to the subject block (one stop on Division Street and the other stop on Rhode Island Street). Improvements for both bus stops would include a new sidewalk and landscaping, as well as identification for a potential bus shelter on Rhode Island, should SFMTA choose to install one at a later date.

As with the proposed project, the demolition and construction at the One Henry Adams site under Variant 3 would involve the removal of the existing 28 trees at the project site and replacement of these trees pursuant to the procedures specified in the City's Urban Forestry Ordinance.[34l] Additionally, like the proposed project, Variant 3 would include removal of minor landscaping around the existing building at the One Henry Adams site, and new landscaping would be installed around the North and South buildings in the mid-block mews and in the podium level courtyards and rooftop terrace.

Along Rhode Island Street, adjacent to the project site to the east, there are no sidewalks, and instead there are about thirty 90-degree on-street parking spaces (vehicles park up to the property line). Similar to the initially proposed project, the thirty parking spaces would be eliminated, and a 15-foot-wide sidewalk would be created. Similar to the initially proposed project, the 90-degree parking would be reconfigured to parallel parking and up to 12 parking spaces would be provided.

As with the initially proposed project, construction of Variant 3 would involve elimination of the 90-degree parking spaces currently provided within the Henry Adams Street sidewalk right-of-way between Division and Alameda streets. Unlike the initially proposed project, which would reconfigure these spaces to parallel parking with up to 12 parking spaces to be provided, under

---

[34j] The proposed project would provide a total of 228 off-street parking spaces including 71 spaces to replace the parking that currently serves the properties located at 101 Henry Adams and Two Henry Adams (see page 61). Variant 3 would not provide these replacement parking spaces and thus would include fewer parking spaces than the initially proposed project.

[34k] Two bike storage rooms would be located on the ground floor of the South building with two additional storage areas on the ground floor of the North Building. Additional smaller bike storage rooms would be located on each additional floor of both buildings.

[34l] As set forth on p. 96, of these 28 trees at the One Henry Adams site, eight are street trees, 19 are significant trees as defined in the Urban Forestry Ordinance, and one tree, located inside the lot approximately 25 feet from the lot line, is not subject to the procedures of the Ordinance.

Variant 3, these spaces would be reconfigured to 60-degree angled parking with up to 28 parking spaces provided.[34m]

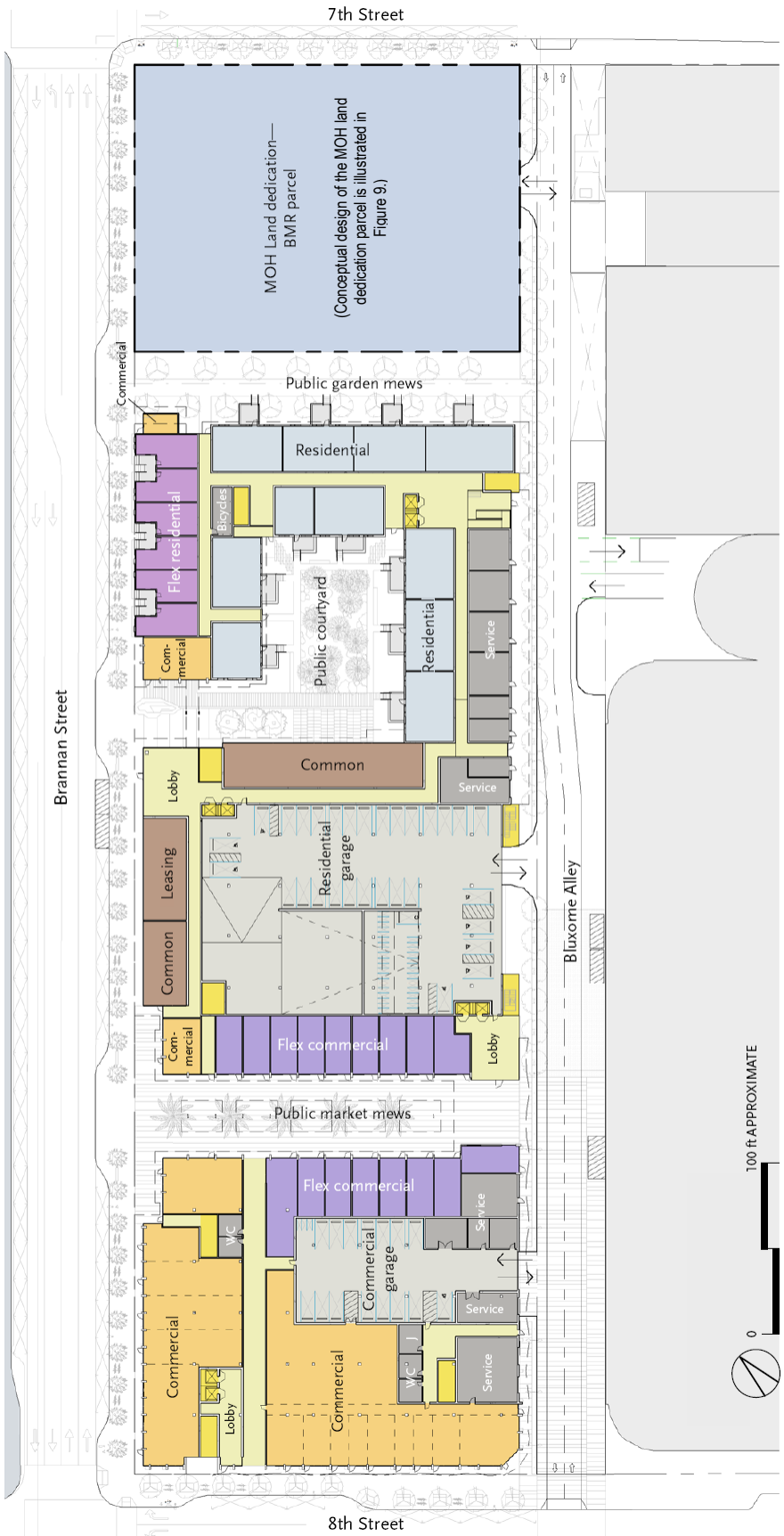
Unlike the proposed project, Variant 3 would not include construction of the street improvement at the One Henry Adams site that would have raised the One Henry Adams Street block by approximately 30 inches at mid-block (see page 37). The purpose of this street improvement under the proposed project and Variants 1 and 2 would be to raise the block of the One Henry Adams site on the west side of the site to match the existing ground-floor elevation of Two Henry Adams Street. The project sponsor understands that adjacent property owners would not be required to participate, and without such participation by adjacent property owners, this improvement would result in uneven grades along Henry Adams Street. Therefore, the project sponsor will not pursue it under Variant 3, and the approval of Department of Public Works (DPW) for such improvement would not be required for Variant 3.

Variant 3 would cost approximately $140 million to construct, excluding the MOH-developed building on the BMR parcel. Under Variant 3, the market rate building at the 801 Brannan site would cost approximately $80 million to construct and would be built in 24 months between 2013 and 2015. The two buildings proposed for the One Henry Adams site would cost approximately $60 million and would be constructed in 18 months, beginning in the winter of 2013. The BMR parcel would be developed at such time as determined by MOH, dependent upon its resources and priorities.

[34m] The proposal to eliminate the 90-degree parking and reconfigure such parking to 60-degree diagonal parking was developed in consultation with DPW on October 4, 2012.

After new page 46A, on new pages 46B through 23M, Figures 21A through 21L, on pages RTC 222-RTC 233, are inserted:

This space is intentionally left blank



Proposed 801 Brannan Site Variant 3 — First Floor Plan New Figure 21A

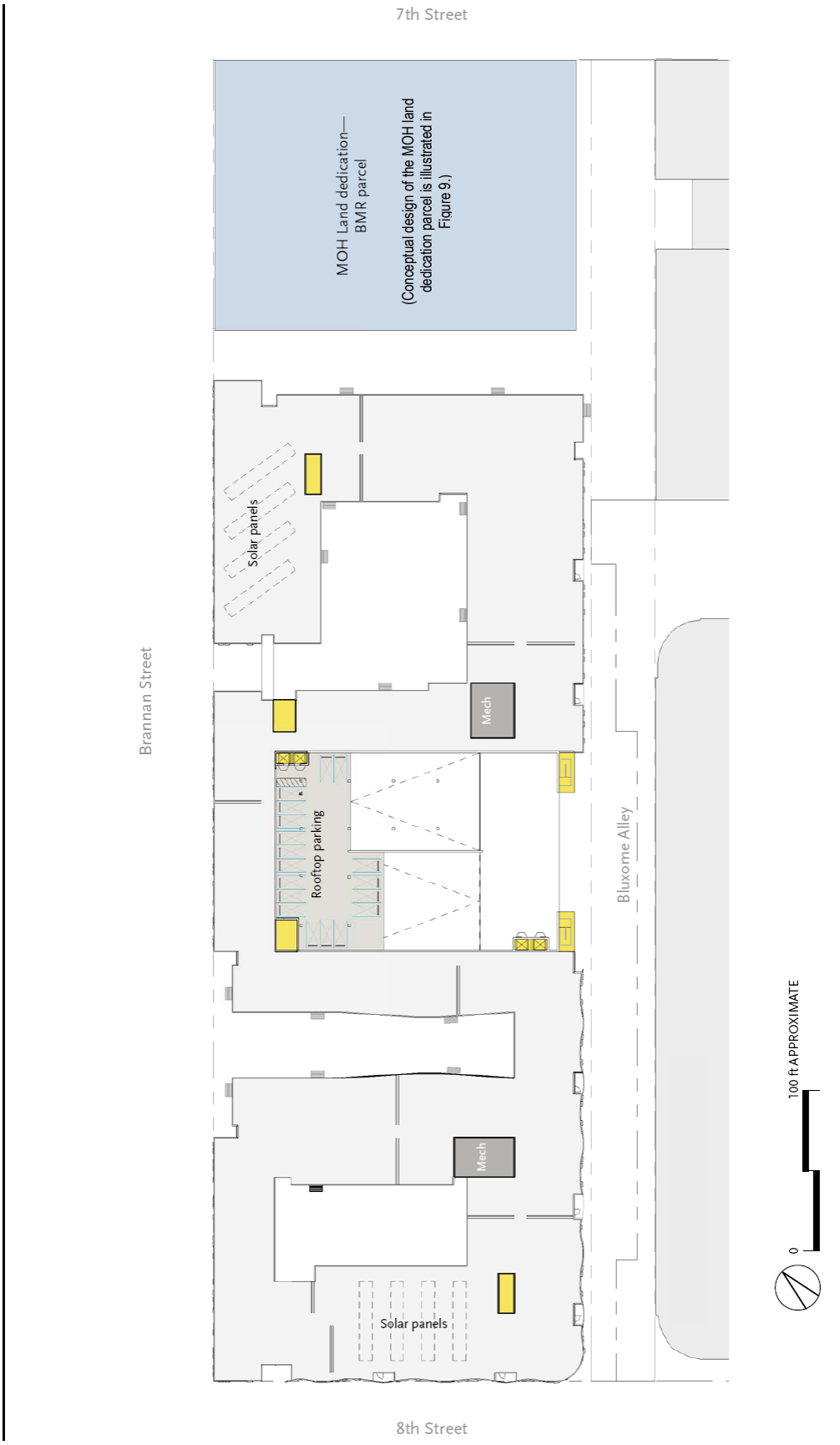
Source: David Baker + Partners

11-6-12

Proposed 801 Brannan Site Variant 3 — Sample Upper Residential Floor Plan New Figure 21B

Source: David Baker + Partners

11-6-12



Proposed 801 Brannan Site Variant 3 — Roof Plan New Figure 21C

Source: David Baker + Partners

11-6-12

Brannan Street Elevation

Bluxome Alley Elevation

8th Street Elevation

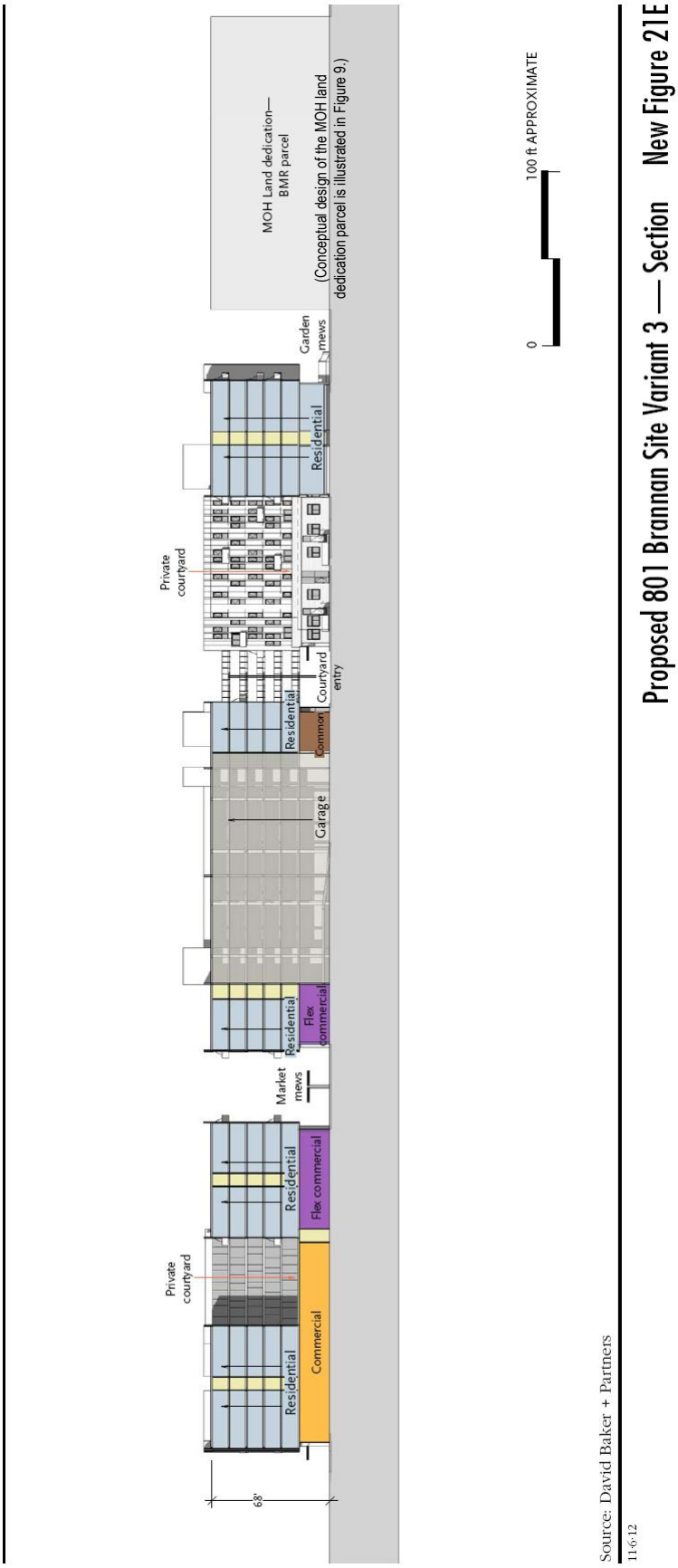
7th Street Elevation

0 100 ft APPROXIMATE

Source: David Baker + Partners

11·6·12

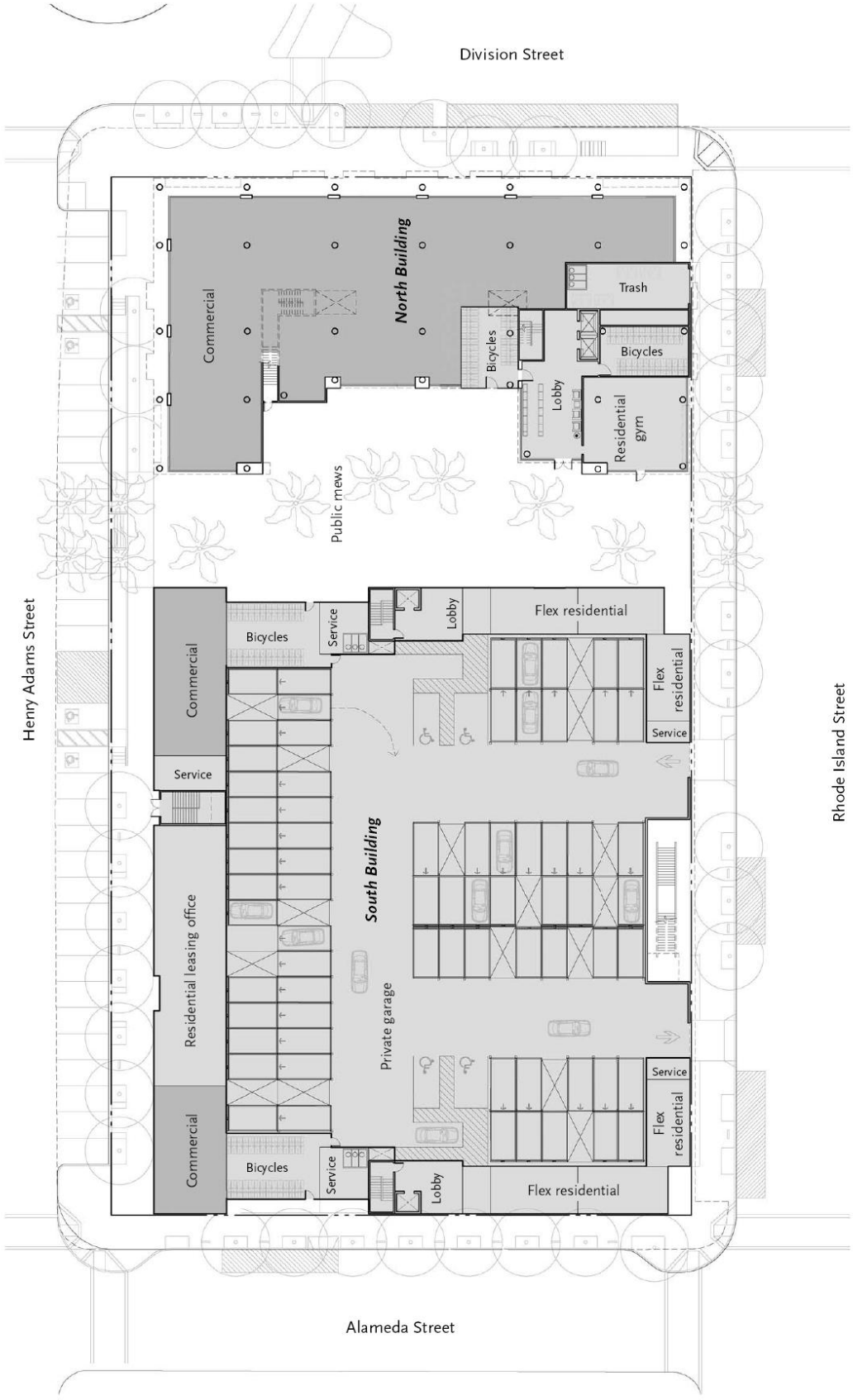
Proposed 801 Brannan Site Variant 3 801 Brannan Site — Elevations New Figure 21D



Proposed 801 Brannan Site Variant 3 — Section New Figure 21E

Source: David Baker + Partners

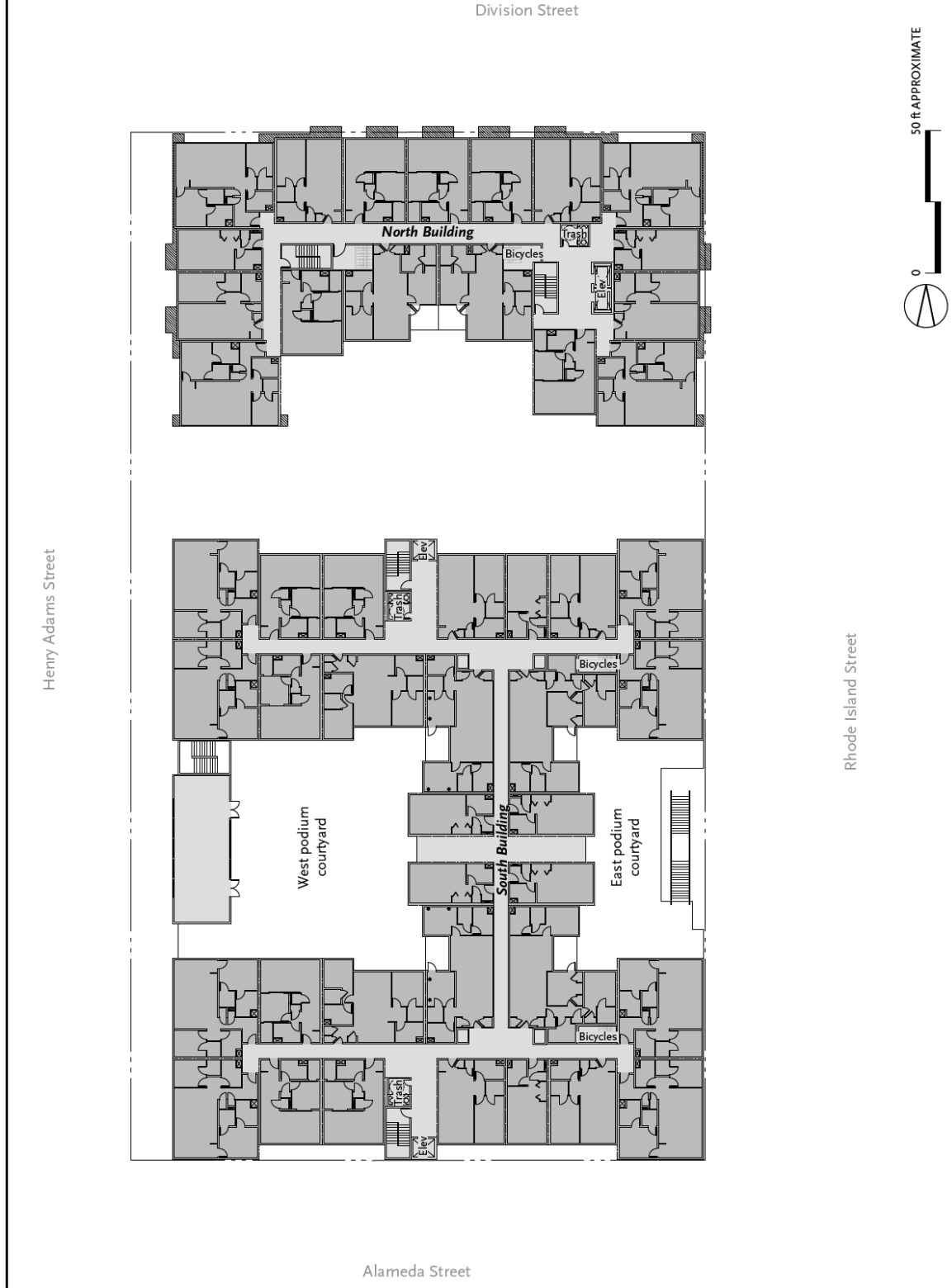
11-6-12



Proposed One Henry Adams Site Variant 3 — First Floor Plan New Figure 21F

Source: Bar Architects

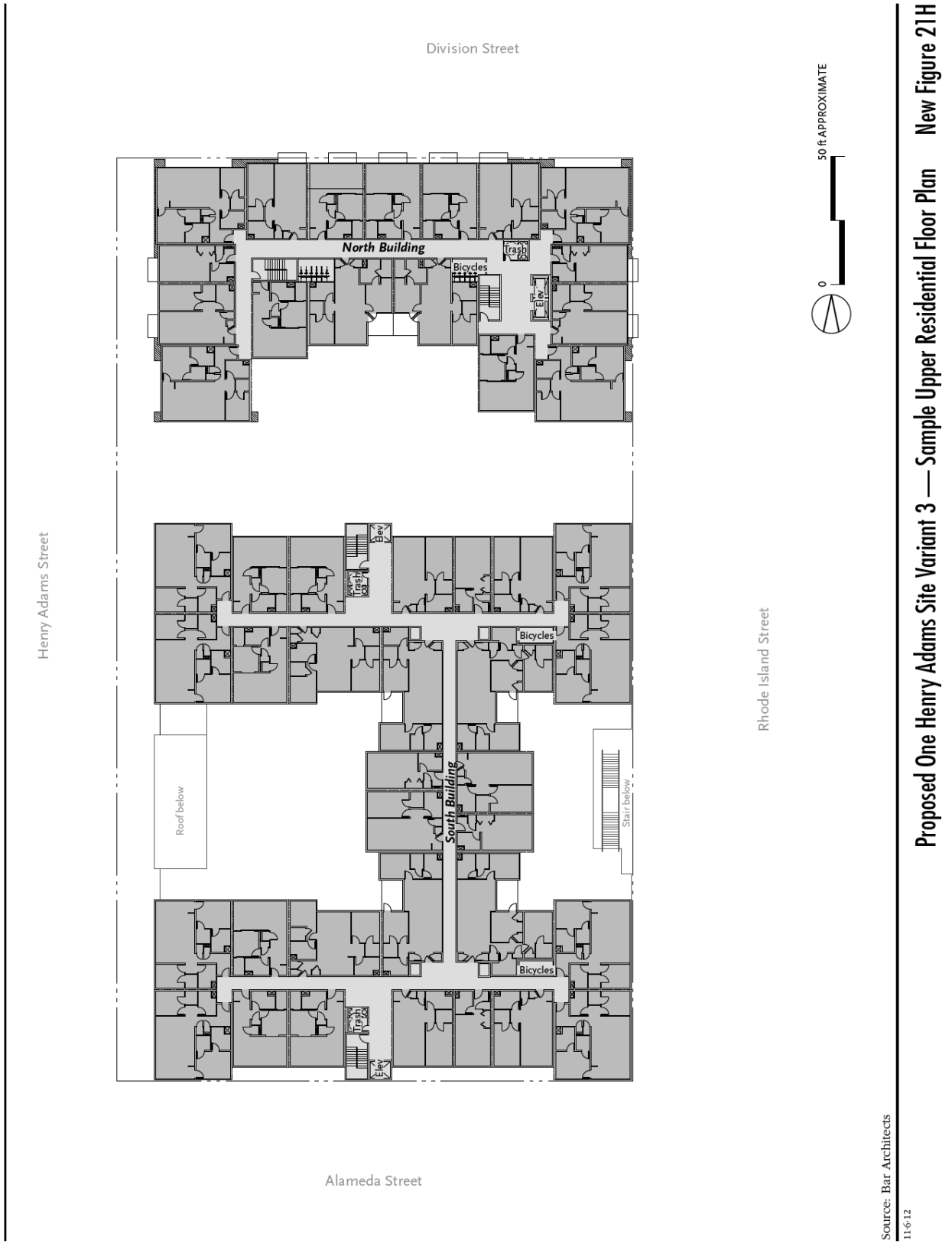
11•12



Proposed One Henry Adams Site Variant 3 — Second Residential Floor Plan **New Figure 21G**

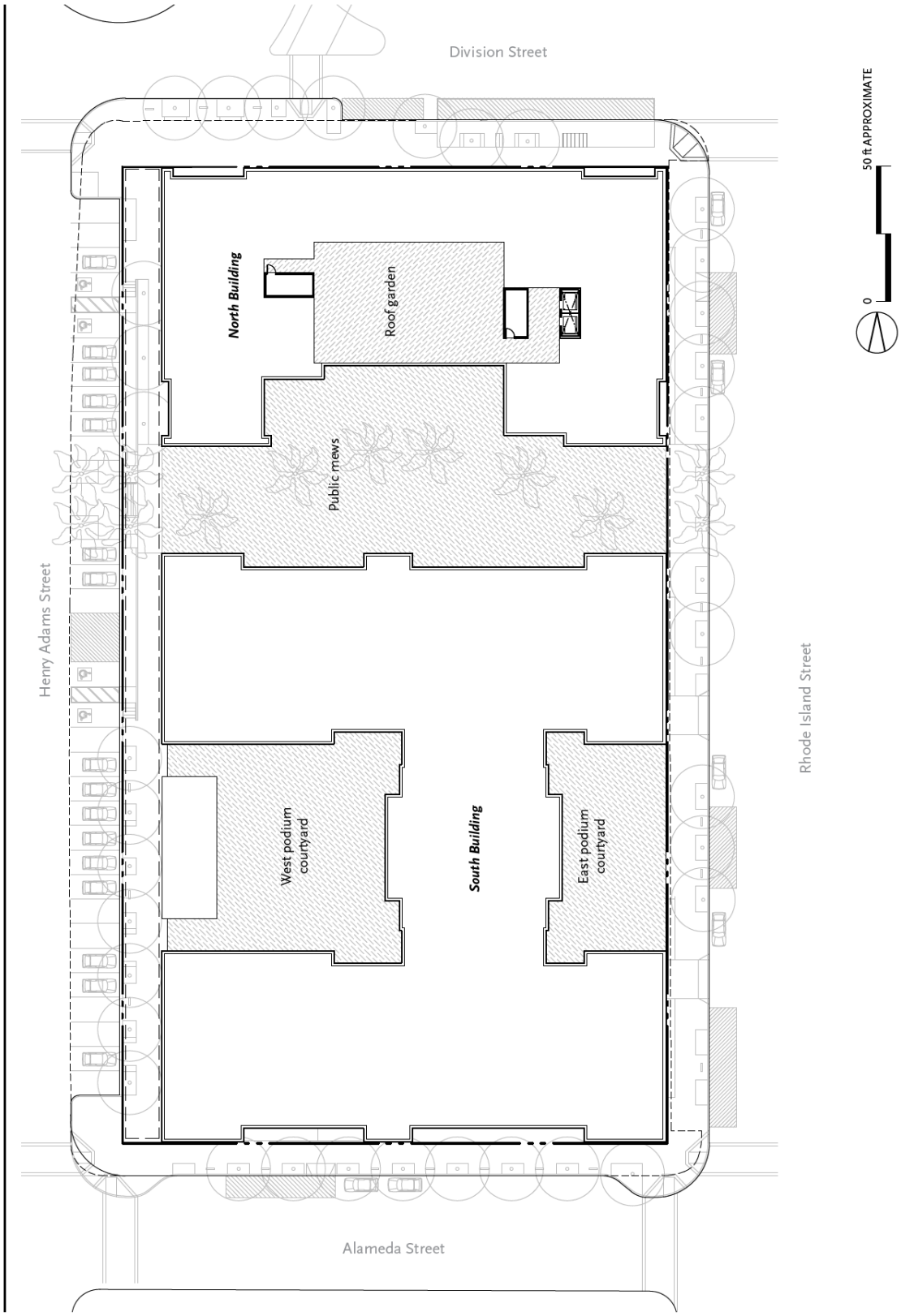
Source: Bar Architects

11-6-12



Proposed One Henry Adams Site Variant 3 — Sample Upper Residential Floor Plan **New Figure 21H**

Source: Bar Architects
11-6-12



Proposed One Henry Adams Site Variant 3 — Roof Plan New Figure 211

Source: Bar Architects
11-6-12

Henry Adams Street Elevation

Division Street Elevation

0 50 ft APPROXIMATE

Source: Bar Architects

11-6-12

Proposed One Henry Adams Site Variant 3 — Elevations New Figure 21J

Rhode Island Street Elevation

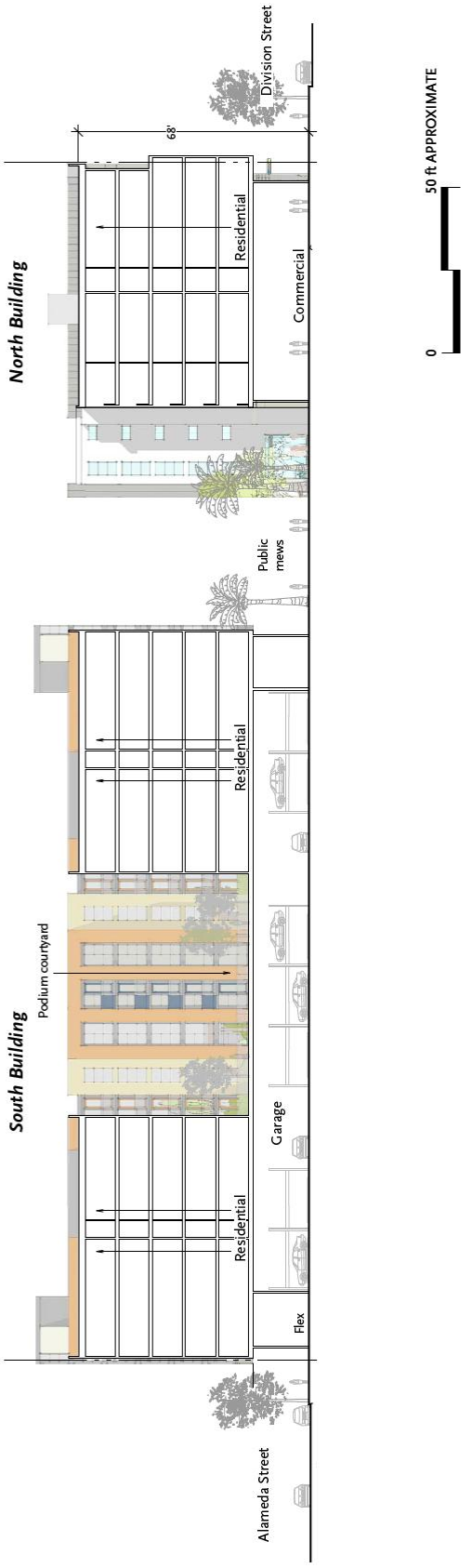
Alameda Street Elevation

0 50 ft APPROXIMATE

Source: Bar Architects

11·6·12

Proposed One Henry Adams Site Variant 3 — Elevations New Figure 21K



Source: Bar Architects

11-6-12

Proposed One Henry Adams Site Variant 3 — Section New Figure 21L

D. INTENDED USES OF THIS EIR

Page 49, paragraph 1:

Lines 1-4: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, … the project, or ~~either v~~ Variant 1, 2, or 3, … proposed project, or ~~either v~~ Variant 1, 2, or 3.

Page 49, paragraph-2:

Line 8: … development, or ~~either~~ any of the …

IV. PLANS AND POLICIES

Page 53, paragraph 1:

Lines 3-4: … ~~the proposed project's, or either variant's, potential for conflicts with these plans and policies.~~ the potential for conflicts with the plans and policies, of the proposed project, or those of Variant 1, 2, or 3.

Line 5: … ~~P~~proposed ~~P~~project, or ~~either v~~ Variant 1, 2, or 3, under City …

A. SAN FRANCISCO PLANS AND POLICIES

Page 53, paragraph 2:

Line 6: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

SAN FRANCISCO GENERAL PLAN

Page 54, paragraph 2:

Last line: … or ~~either v~~ Variant 1, 2, or 3, …

Showplace Square/Potrero Area Plan

Page 55, paragraph 1:

Lines 13-14: … or ~~either v~~ Variant 1, 2, or 3, …

Page 55, last paragraph:

Last line: … or ~~either v~~ Variant 1, 2, or 3, …

Page 56, paragraph 1:

Lines 3-4: … Variant 1, ~~and~~ 165 with Variant 2, and 218 with Variant 3, …

Line 5: … or ~~either v~~ Variant 1, 2, or 3, …

Page 56 paragraph 2:

Line 1: The open space provided by the proposed project~~'s~~, or ~~either v~~ Variant~~'s~~ 1, 2, or 3, ~~open space~~ would conform…

Page 56 paragraph 3:

Line 1: … or ~~either v~~ Variant 1, 2, or 3, …

Lines 2-3: However, the urban design of the proposed project~~'s~~, or ~~either v~~ Variant~~'s~~ 1, 2, or 3, ~~urban design~~ may adversely…

Page 58, paragraph 1:

Line 1: … or ~~either v~~ Variant 1, 2, or 3, …

Line 5: … or ~~either v~~ Variant 1, 2, or 3, …

Line 8: … or ~~either v~~ Variant 1, 2, or 3, …

PLANNING CODE (ZONING)

Page 59, paragraph 2:

Lines 2-3: … or ~~either v~~ Variant 1, 2, or 3, …

Page 59, paragraph 3:

Line 4: … including ~~either v~~ Variant 1, 2, or 3, …

Page 59, paragraph 4:

Last line: … or ~~either v~~ Variant 1, 2, or 3, …

Page 59, paragraph 5:

Line 1: … and those of ~~either v~~ Variant 1, 2, or 3, …

Line 4: … or ~~either v~~ Variant 1, 2, or 3, …

Page 59, last paragraph:

Lines 1-2: … or ~~either v~~ Variant 1, 2, or 3, …

Page 60, last paragraph:

Line 1: … or ~~either v~~ Variant 1, 2, or 3, …

Page 61, paragraph 3:

Line 1: … or ~~either v~~ Variant 1, 2, or 3, …

Last line: … permitted under the *Planning Code*. Under Variant 3, the One Henry Adams site would provide 162 accessory off-street spaces (all residential) plus two carshare spaces, and no replacement spaces.

Page 61, paragraph 4:

Line 1: Variants 1, ~~and Variant~~ 2, and 3 would also comply …

Line 3: … 138 retail spaces); ~~, while~~ the maximum …

Lines 5-8: … 126 retail spaces)~~;~~ while the maximum amount of off-street accessory parking permitted under the *Planning Code* for Variant 3 would be 808 at both sites (690 residential spaces and 118 retail spaces). Variants 1, 2 and 3~~2~~ would provide 691, ~~and~~ 667, and 581 parking spaces, respectively (plus nine, ~~and~~ eight, and six carshare spaces, respectively~~;~~, and 166, 166, and 95 replacement parking spaces ~~would be provided under each variant~~, respectively; for a total of 866 spaces for Variant 1, ~~and~~ 841 spaces for Variant 2, and 680 spaces for Variant 3).

Line 9: … or ~~either v~~ Variant 1, 2, or 3.

Page 62, paragraph 1:

Lines 1-2: … the proposed project under ~~either v~~ Variant 1 or 2, conditional use authorization for the 71 replacement parking spaces would be required under ~~either v~~ Variant 1 or 2. Since no replacement parking would be included at the One Henry Adams site under Variant 3, no conditional use authorization would be require for parking under Variant 3.

Page 62, last paragraph:

Line 1: … or ~~either v~~ Variant 1, 2, or 3, …

Line 2: … or ~~either v~~ Variant 1, 2, or 3, …

Line 5: … One Henry Adams site under Variant 1 or 2. The proposed project, or ~~either v~~ Variant 1 or 2, or 3, …

Line 7-8: will analyze the consistency of the project~~'s~~, or ~~either v~~ Variant~~'s~~ 1, 2, or 3, ~~consistency~~ with *General Plan*…

OTHER PLANS

Page 63, paragraph 1:

Line 3: … or ~~either v~~ Variant 1 or 2, or 3, …

The Climate Action Plan

Page 64, last paragraph:

Line 8-9: An analysis of the effect of the proposed project~~'s~~, or ~~either v~~ Variant~~'s~~ 1, 2, or 3, ~~effects~~ on global warming …

Draft Western SoMa Community Plan

Page 66, paragraph 1:

Line 1: … or ~~either v~~ Variant 1, 2, or 3, …

Line 2: … or ~~either v~~ Variant 1, 2, or 3, …

Line 4: … or ~~either v~~ Variant 1, 2, or 3, …

Line 6: … or ~~either v~~ Variant 1, 2, or 3, …

Line 8: … or ~~either v~~ Variant 1, 2, or 3, ~~Brannan~~ a new a~~Alley~~, publicly accessible and privately owned and maintained, would be created…

Line 10 … to connect Brannan Street with ~~Brannan~~ the new a~~Alley~~.

Better Streets Plan

Page 67, paragraph 2:

Lines 1-2: … or ~~either v~~ Variant 1, 2, or 3, ~~Brannan~~ a new a~~Alley~~, a publicly accessible, privately owned and maintained, two-way …

Transit First Policy

Page 68, paragraph 1 following numeric list:

Line 1: … or ~~either v~~ Variant 1, 2, or 3, …

B. REGIONAL PLANS AND POLICIES

Page 68, last paragraph:

Line 9: … or ~~either v~~ Variant 1, 2, or 3, …

V. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Page 70, paragraph 1:

Line 4: … or ~~either v~~ Variant 1, 2, or 3, …

Line 5 … or ~~either v~~ Variant 1's, 2's, or 3's, …

Page 70, paragraph 2:

Line 13: … or ~~either v~~ Variant 1, 2, or 3, …

Line 14: … or ~~either v~~ Variant 1's, 2's, or 3's, …

Line 9: … or ~~either v~~ Variant 1, 2, or 3, …

A. LAND USE

Physical Community

Page 82, Impact LU-1, Impact Statement:

Line 1: **Impact LU-1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 82, Impact LU-1 discussion, paragraph 1:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 5: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 8: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Adopted Plans and Regulations

Page 83, Impact LU-2, Impact Statement:

Line 1: **Impact LU-2: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 83, Impact LU-2 discussion, paragraph 1:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 83, Impact LU-2 discussion, paragraph 2:

Line 3: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 83, Impact LU-2 discussion, paragraph 3:

Line 10: The buildings proposed under Variants 1, ~~and~~ 2, and 3 would have …

Page 84, Impact LU-2 discussion, paragraph 2:

Line 2: … the project, or ~~either v~~ Variant 1, 2, or 3, …

Land Use Character

Page 84, Impact LU-3, Impact Statement:

Lines 1 and 2: **Impact LU-3: The proposed project, or ~~either v~~ Variant 1, 2 or 3, …**

Page 84, Impact LU-3 discussion, paragraph 1:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 84, Impact LU-3 discussion, paragraph 2:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 85, Impact LU-3 discussion, paragraph 2:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 6: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 8: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 11: … the project, or ~~either v~~ Variant 1, 2, or 3, …

Cumulative PDR Land Supply Impact

Page 87, Impact C-LU-4, Impact Statement:

Line 1: **Impact C-LU-4: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 88, Impact C-LU-4 discussion, paragraph 3:

Line 7: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 89, Impact C-LU-4 discussion, paragraph 1:

Line 7: … the proposed project, or ~~either v~~ Variant 1, 2, or 3.

Page 89, Impact C-LU-4 discussion, paragraph 2:

Line 4: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 89, Impact C-LU-4 discussion, paragraph 3:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 6: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 89, Impact C-LU-4 discussion, paragraph 4:

Line 1: … the proposed project's or ~~either~~ any variant's …

Line 3: … the proposed project's, or ~~either~~ any variant's, …

CONCLUSION

Page 90, paragraph 1:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 5: … the proposed project's or ~~either~~ any variant's …

Page 90, paragraph 2:

Line 4: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

B. AESTHETICS

Page 91, paragraph 1:

Lines 1-2: … the proposed project's or ~~either~~ any of the ~~two~~ three project variant's …

Views and Visual Character

Page 97, Impact AE-1, Impact Statement:

Line 1: **Impact AE-1: Development of ~~T~~ the proposed project, or ~~either v~~ Variant 1, 2, or 3, ~~up to five buildings at the two sites~~ would add …**

801 BRANNAN SITE

Page 98, paragraph 1:

Line 1: … or that under ~~either v~~ Variant 1, 2, or 3 …

Line 5: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

Lines 7-8: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

Page 98, paragraph 2:

Line 2: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

Line 7: … publicly accessible, privately owned and maintained ~~Brannan A~~ new alley …

ONE HENRY ADAMS SITE

Page 99, paragraph 1:

Line 1: … One Henry Adams site under the proposed project and Variant 3 …

Line 3: … One Henry Adams site under the proposed project and Variant 3 …

Line 7: … structures at the One Henry Adams site under the proposed project and Variant 3,…

Page 99, paragraph 2:

Line 1: Under the proposed project and Variant 3, ~~for~~ the One Henry Adams site would be built to the property lines …

Photo Simulations

Page 100, paragraph 1:

Line 9: … under any of the ~~either~~ variants would be …

Line 11: … analysis for the ~~two~~ three project variants …

Both Sites

Page 100, last paragraph:

Line 3: … of the project or ~~either v~~ Variant 1, 2, or 3 …

Line 5: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 14: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

Page 109, paragraph 1:

Line 3: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 7: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 11: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

Page 109, paragraph 2:

Line 4: … (project or ~~either v~~ Variant 1, 2, or 3) …

Page 109, paragraph 3:

Line 4: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 7: … buildings (proposed project or Variant 3)

Line 8: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 9: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

801 Brannan Site

Page 110, paragraph 1:

Lines 1-2: … (project or ~~either v~~ Variant 1, 2, or 3) …

Lines 5-6: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 9: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 12: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

Page 110, paragraph 2:

Line 3: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 5: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

Line 7: … (project or ~~either v~~ Variant 1, 2, or 3) …

Lines 10-11: … (project or ~~either v~~ Variant 1, 2, or 3) …

Lines 14-15: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

Line 17: … proposed project, or ~~either v~~ Variant 1, 2, or 3,…

Page 111, paragraph 1:

Lines 3-4: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 7: … the proposed project's, or ~~either~~ any variant's, …

Line 10: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 11: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 111, paragraph 2:

Line 5: … ~~proposed~~ buildings for the proposed project or Variant 3 …

Line 12: … proposed project, or ~~either v~~ Variant 3, would not …

VIEW FROM PRIVATE RESIDENCES

Page 112, paragraph 1:

Line 8: … (project or ~~either v~~ Variant 1, 2, or 3) …

Lines 11-12: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Lines 15-16: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

CONCLUSION: VIEWS AND VISUAL CHARACTER

Page 112, last paragraph:

Line 1: … the proposed project's, or ~~either~~ any of the three variant's, …

Line 5: … (project or ~~either v~~ Variant 1, 2, or 3) …

Line 6: … accessible, ~~Brannan~~ privately owned and maintained new a~~Alley~~ ...

Line 8: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 9: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 11: …proposed project and variants.

Line 12: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 14: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Scenic Resources

Page 113, Impact AE-2, Impact Statement:

Line 1: **Impact AE-2: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 113, Impact AE-2 discussion, paragraph 1:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Lines 3-4: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 6: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Light and Glare

Page 113, Impact AE-3, Impact Statement:

Line 1: **Impact AE-3: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 113, Impact AE-3 discussion, paragraph 1:

Line 1: … the proposed project's, or ~~either~~ any of the three variant's, …

Line 2: … proposed project or ~~either v~~ Variant 1, 2, or 3 …

Line 4: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

CONCLUSION

Page 113, last paragraph:

Line 1: … proposed project, nor ~~either v~~ Variant 1, 2, or 3, …

Lines 3-4: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

C. CULTURAL AND PALEONTOLOGICAL RESOURCES

INTRODUCTION

Page 114, paragraph 1:

Line 3: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Paleontological Resources

Page 136, Impact CP-1, Impact Statement:

Line 1: **… associated with the proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 136, Impact CP-1 discussion, paragraph 2:

Line 5: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 137, paragraph 1:

Line 2: … proposed project, nor ~~either v~~ Variant 1, 2, or 3, …

Page 137, paragraph 2:

Line 2: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Archeological Resources

Page 137, Impact CP-2, Impact Statement:

Line 1: **… the proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 138, paragraph 2:

Lines 2-3: Excavation under ~~either v~~ any Variants 1, 2, or 3 would be to similar depths for the 801 Brannan site. Variants 1 and 2 would involve excavation to similar depths as the proposed project at the One Henry Adams site, and excavation for Variant 3 would be to a depth of approximately five feet. The archeological assessment …

Line 4: …project, or ~~either~~ any variant

Line 7: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 9: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

HUMAN REMAINS

Page 142, Impact CP-3, Impact Statement:

Line 1: **… the proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 143, paragraph 1:

Line 2: … proposed project, nor ~~either v~~ Variant 1, 2, or 3, …

HISTORIC ARCHITECTURAL RESOURCES

Page 143, heading 2:

Project Impacts, Including Variants ~~for the 801 Brannan Site~~

On-Site Impacts

Page 143, Impact CP-4, Impact Statement:

Line 1: **… the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …**

Page 143, Impact CP-4 discussion, paragraph 1:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Last line: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Off-Site Impacts

Page 143, Impact CP-5, Impact Statement:

Line 1: **… the proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 144, paragraph 2:

Line 2: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Lines 12-13: … including ~~either~~ any project variant…

Line 17: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 145, paragraph 1, after two sets of bullet points:

Lines 1-2: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

CONCLUSION

Page 145, paragraph 1:

Line 1: … proposed project, nor ~~either v~~ Variant 1, 2, or 3, …

Line 2: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 145, paragraph 2:

Line 1: … proposed project, nor ~~either v~~ Variant 1, 2, or 3, …

Line 3: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 146, paragraph 1:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

D. TRANSPORTATION AND CIRCULATION

Page 147, paragraph 1:

Line 2: … proposed project or ~~either v~~ Variant 1, 2, or 3,

Page 147, paragraph 2:

Line 2: … LCW Consulting, and updated in November 2012.

Line 6: … including the ~~two~~ three variants …

Page 147, footnote 110:

Line 2: … 2011, and updated in November 2012. Th~~is~~ ese document~~s~~ ~~is~~ are available …

PROPOSED PROJECT TRAVEL DEMAND

Page 170, paragraph 1:

Line 6: … impact of ~~two~~ three variants …

Line 7: … retail uses, ~~and~~ Variant 2 …

Line 8: … retail uses, and Variant 3 would involve the construction of 432 residential units and 29,518 square feet of retail uses for the 801 Brannan site, and 239 residential units and 13,106 square feet of retail uses for the One Henry Adams site.. The travel demand associated …

Person and Vehicle Trip Generation

Page 171, last paragraph:

Line 1: Since ~~both v~~ Variants 1 and 2 would …

Line 3: … 2 percent more). The land use development program for Variant 3 would vary somewhat from the proposed project at the 801 Brannan and One Henry Adams sites. As shown in Table 6, during the p.m. peak hour, all three ~~both~~ variants …

Last line: … for Variant 1, ~~and~~ 1,921 …

Page 172, the following changes are made to Table 6:

Table 6
Person-Trip Generation by Mode
PM Peak Hour

	Auto	Transit	Walk/Other[1]	Total	Vehicle Trips
Proposed Project					
801 Brannan site	678	294	317	1,289	519
One Henry Adams site	338	131	150	619	243
Total	1,016	425	467	1,908	762
~~801 Brannan~~ Variants					
~~801 Brannan~~ Variant 1 801 Brannan Site	707	296	325	1,328	530
One Henry Adams site	338	131	150	619	243
Total	1,045	427	475	1,947	773
~~801 Brannan~~ Variant 2 801 Brannan Site	688	296	318	1,302	524
One Henry Adams site	338	131	150	619	243
Total	1,026	427	468	1,921	767
Variant 3 801 Brannan Site	732	304	336	1,372	548
Variant 3 One Henry Adams Site	231	120	129	530	212
Total	1,012	424	465	1,902	760

Note:

[1] "Other" includes bicycles, motorcycles and taxis.

Source: SF Transportation Guidelines, U.S. Census, LCW Consulting, 201~~1~~2.

Page 173, paragraph 1:

Lines 1-3: … Variant 2,and 1,902 for Variant 3, compared with 1,908 person trips under the proposed project.). The p.m. peak hour vehicle trips for the ~~two~~ three variants would be similar to~~, although slightly greater than, with~~ the proposed … for Variant 2, and 760 vehicle trips for Variant 3, compared with 762 vehicle …

Loading Demand

Page 173, paragraph 3:

Line 3: … in Table 8, ~~both~~ all three variants would generate a similar …

Page 173, the following changes are made to Table 8:

Table 8
Proposed Project Delivery/Service Vehicle-Trips and Loading Space Demand

	Daily Truck/Service Vehicle Trip Generation	Peak Hour Loading Space Demand	Average Hour Loading Space Demand
Proposed Project			
801 Brannan site	21.9	1.3	1.0
One Henry Adams site	10.5	0.7	0.5
Total	32.4	2.0	1.5
~~**801 Brannan**~~ **Variants**			
~~801 Brannan~~ Variant 1 801 Brannan Site	22.9	1.3	1.1
One Henry Adams site	10.5	0.7	0.5
Total	33.4	2.0	1.6
~~801 Brannan~~ Variant 2 801 Brannan Site	22.4	1.3	1.0
One Henry Adams site	10.5	0.7	0.5
Total	32.9	2.0	1.5
Variant 3 801 Brannan Site	19.1	1.1	0.9
Variant 3 One Henry Adams Site	9.0	0.6	0.4
Total	28.1	1.7	1.3

Sources: SF Transportation Guidelines, U.S. Census, LCW Consulting, 201~~1~~2.

Parking Demand

Page 174, paragraph 1 following bullet points:

Lines 4-5: … Table 9, the ~~both~~ variants.

Page 174, the following changes are made to Table 9:

Table 9
Proposed Project Parking Demand

	Long-Term Demand	Short-Term Demand	Total
Proposed Project:			
801 Brannan site	667	135	802
One Henry Adams site	334	87	421
Total	1,001	222	1,223
~~801 Brannan Street~~ Variants:			
~~801 Brannan~~ Variant 1 801 Brannan Site	690	155	845
One Henry Adams site	334	87	421
Total	1,024	242	1,266
~~801 Brannan~~ Variant 2 801 Brannan Site	698	141	839
One Henry Adams site	334	87	421
Total	1,032	228	1,260
Variant 3 801 Brannan Site	722	162	884
Variant 3 One Henry Adams Site	324	58	382
Total	**1,046**	**220**	**1,266**

Source: *SF Transportation Guidelines, U.S. Census*, LCW Consulting, 201~~1~~2.

Project Impacts

Page 175, bullets:

- Traffic: Impacts TR-1 through TR-15, TR-55 through TR-59
- Transit: Impacts TR-16 through TR-18, TR-60
- Bicycle: Impacts TR-19 through TR-21, TR-61
- Pedestrian: Impacts TR-22 through TR-24, TR-62
- Loading: Impacts TR-25 through TR-27, TR-63
- Emergency vehicle access: Impacts TR-28 through TR-30, TR-64
- Construction: Impacts TR-31 through TR-33, TR-65

Page 176, paragraph 1:

Line 6: … construction of ~~either v~~ Variant ~~at the 801 Brannan site~~ 1, 2, or 3, …

Last line: … would apply to ~~both~~ all three variants.

Traffic – Existing plus Proposed Project Impacts

Page 176, Impact TR-1 discussion, paragraph 2:

Line 4: … Existing plus Project ~~or either~~ and variant …

Page 177, the following changes are made to Table 10:

Table 10
Intersection Level of Service
Existing plus Proposed Project and Variant Conditions – Weekday PM Peak Hour

Intersection	Existing	Existing plus Project	Existing plus ~~Project w/~~ Variant 1	Existing plus ~~Project w/~~ Variant 2	Existing plus Variant 3
	Delay[1]/LOS	Delay/LOS	Delay/LOS	Delay/LOS	Delay/LOS
Signalized					
1. Seventh/Harrison	29.8/C	36.9/D	36.9/D	36.9/D	36.4/D
2. Ninth/Bryant	40.8/D	41.8/D	41.8/D	41.8/D	41.8/D
3. Eighth/Bryant	23.0/C	24.5/C	24.6/C	24.6/C	24.5/C
4. Seventh/Bryant	21.5/C	22.1/C	22.1/C	22.1/C	22.1/C
5. Division/Brannan/Potrero/Tenth	**57.8/E**	**61.5/E**	**61.5/E**	**61.5/E**	**61.7/E**
6. Eighth/Brannan	**55.4/E**	**77.5/E**	**77.4/E**	**77.5/E**	**75.1/E**
7. Seventh/Brannan[5]	49.6/D	41.8/D	42.2/D	41.9/D	42.1/D
9. Seventh/Townsend	37.0/D	53.3/D	53.7/D	53.5/D	52.8/D
12. Alameda/Potrero	11.3/B	11.4/B	11.4/B	11.4/B	11.4/B
15. Sixteenth/Kansas/Henry Adams	17.4/B	23.1/C	23.3/C	23.2/C	22.7/C
Unsignalized					
8. Eighth/Townsend/Division/Henry Adams[2]	18.1 (wb)/C	23.9 (sb)/C	24.1 (sb)/C	24.0 (sb)/C	24.7 (sb)/C
10. Division/Rhode Island[3]	24.6 (nb)/C	**39.1 (nb)/E**	**39.5 (nb)/E**	**39.2 (nb)/E**	**43.4 (nb)/E**
11. Division/King/De Haro[2]	10.8 (sb)/A	10.9 (sb)/B	10.9 (sb)/B	10.9 (sb)/B	10.9 (sb)/B
13. Alameda/Henry Adams[2]	11.4 (nb)/B	15.0 (nb)/C	15.1 (nb)/C	15.1 (nb)/C	14.4 (nb)/C
14. Alameda/Rhode Island[4]	11.7 (wb)/B	12.3 (wb)/B	12.3 (wb)/B	12.3 (wb)/B	12.3 (wb)/B
16. Sixteenth/Rhode Island[4,6] - Unsignalized	**48.7 (nb)/E**	**>50 (nb/sb)/F**	**>50 (nb/sb)/F**	**>50 (nb/sb)/F**	**>50/F**
16. Sixteenth/Rhode Island[4,6] - Signalized	13.2/B	--	--	--	13.5/B

Notes:

1. Delay presented in seconds per vehicle. Intersections operating at LOS E or LOS F highlighted in **bold.**
2. Intersections 4-way STOP-controlled. Delay and LOS presented for worst approach, indicated in ( ). wb = westbound, sb = southbound, nb = northbound, eb = eastbound.
3. Uncontrolled T-intersection. Northbound Rhode Island Street traffic yields to eastbound/westbound Division Street traffic. Analyzed assuming STOP-sign control for northbound Rhode Island Street.
4. Intersection 2-way STOP-controlled.
5. At the intersection of Seventh/Brannan, SFMTA planned improvement for early 2011 were assumed for the analysis of "plus project" conditions. Improvements include restriping of westbound and eastbound approaches. Additional adjustments to signal timing assumed.
6. The intersection of Sixteenth/Rhode Island was signalized in April 2012. At the time of the original transportation analysis (April 2011), this intersection was not signalized, although the signalization (and operation at LOS B following signalization) was discussed under the Existing plus Project analysis. An updated signalized Existing condition was added for comparison. Under Existing plus Project and Variants 1 and 2, this intersection would also operate at LOS B conditions, similar to Variant 3.

Source: LCW Consulting, 20~~11~~12.

Page 184, bottom of the page, discussion of Variant 3 impacts is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Traffic – Existing plus Variant 3 Impacts

Impact TR-55: Implementation of Variant 3 would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable)

Variant 3 would generate 460 inbound and 300 outbound vehicle trips (total of 760 vehicle trips) during the p.m. peak hour (compared to 762 vehicle trips for the proposed project). Intersection operating conditions would be similar to the proposed project. At the signalized intersection of Division/Brannan/ Potrero/Tenth, which currently operates at LOS E during the p.m. peak hour, Variant 3 would add a total of 130 vehicles during the p.m. peak hour. Variant 3 would contribute substantially to the eastbound critical left/through movement that that would operate at LOS E, and therefore the contribution to the existing LOS E conditions at this intersection would be considered significant. This would be considered a ***significant*** project impact and is the same impact as Impact TR-1 identified for the proposed project on pages 176-178.

As discussed in Impact TR-1 on page 178, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less than significant level. Therefore, Variant 3-related traffic impact at the intersection of Division/Brannan/Potrero/Tenth would remain ***significant and unavoidable***.

Impact TR-56: Implementation of Variant 3 would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (Significant and Unavoidable)

At the signalized intersection of Eighth/Brannan, which currently operates at LOS E during the p.m. peak hour, Variant 3 would add a total of 291 vehicle trips during the p.m. peak hour. Variant 3 would contribute substantially to the northbound critical right turn and to the eastbound critical through/right movements that would operate at LOS E or LOS F, and therefore, the contribution to the existing LOS E conditions would be considered significant. This would be considered a ***significant*** project impact, and is the same impact as Impact TR-2 identified for the proposed project identified on page 178.

As discussed in Impact TR-2 in the Draft EIR on page 178, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less than significant level. Therefore, Variant 3-related traffic impact at the intersection of Eighth/Brannan would remain ***significant and unavoidable***.

Impact TR-57: Implementation of Variant 3 would have less than significant traffic impact at one unsignalized study intersection where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions. (*Less than Significant)*

At the unsignalized intersection of Division/Rhode Island the worst approaches would deteriorate to LOS E or LOS F conditions during the p.m. peak hour, however, Caltrans signal warrants would not be met. Therefore, these impacts would not be considered a significant project impact. Traffic impact at the intersection of **Division/Rhode Island** under Variant 3 would be ***less than significant***.

It should be noted that in April 2012, SFMTA signalized the intersection of Sixteenth/Rhode Island, and with signalization, this intersection currently operates at LOS B conditions. With the

addition of vehicle trips generated by the Variant 3, the intersection would continue to operate at LOS B conditions.

Impact TR-58: Implementation of Variant 3 would have less than significant traffic impacts at 13 study intersections that would operate at LOS D or better under Existing plus Project conditions. (Less than Significant)

As indicated in Table 10, page 177, with implementation of Variant 3, the following 13 study intersections would continue to operate at LOS D or better during the p.m. peak hour. Therefore, traffic impacts at these locations would be ***less than significant***:

- Seventh/Harrison
- Ninth/Bryant
- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Seventh/Townsend
- Alameda/Potrero
- Sixteenth/Kansas/Henry Adams
- Eighth/Townsend/Division/Henry Adams
- Division/King/De Haro
- Alameda/Henry Adams
- Alameda/Rhode Island
- Sixteenth/Rhode Island

Impact TR-59: Implementation of Variant 3 would have less than significant traffic impacts at the intersections of the proposed Bluxome Alley with Seventh and Eighth Streets. (Less than Significant)

Variant 3 impacts at the new intersections of the proposed Bluxome Alley (referred to as Brannan Alley under the proposed project and Variants 1 and 2) on the south side of the 801 Brannan site would be similar to those described in Impact TR-5 identified for the proposed project on pages 179-180, and traffic impacts would be ***less than significant***. **Improvement Measure I-TR-5**, described on page 180, related to striping a "Keep Clear" zone on Seventh Street at Bluxome Alley (was Brannan Alley), would also be applicable to Variant 3.

Page 188, above the Bicycle Impacts heading, discussion of Variant 3 impacts is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Transit – Variant 3 Impacts

Impact TR-60: Implementation of Variant 3 would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit service, or cause a substantial increase in transit delays or operating costs. (Less than Significant)

In total, Variant 3 would generate about 424 transit trips (266 inbound and 158 outbound) during the p.m. peak hour (as compared with 425 transit trips for the proposed project). About 321 of the 424 transit trips would be to and from San Francisco origins and destinations, and 103 trips would be to and from the East Bay, South Bay, and North Bay. The addition of the project-generated transit trips to the Muni and regional service providers would not substantially affect transit operations, and impacts on the **capacity** utilization of the local and regional transit lines would be ***less than significant.***

Since the design of Variant 3 would be similar to the proposed project, and since the number of transit trips would be similar, the transit impacts associated with Variant 3 would be similar to those described in Impact TR-16 for the proposed project. Since Variant 3 would not substantially affect the capacity utilization of the local and regional transit lines, and would not affect the **operations** of the adjacent and nearby Muni bus lines as described on pages 185-186, Variant 3 impacts on transit would be ***less than significant.***

Implementation of **Improvement Measure I-TR-16**, which would provide a curbside bus stop adjacent to the project site on Henry Adams Street, would also be applicable for Variant 3.

Page 190, bottom of the page, discussion of Variant 3 impacts is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Bicycle – Variant 3 Impacts

Impact TR-61: Implementation of Variant 3 would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas. (Less than Significant)

The San Francisco *Planning Code* requires that Variant 3 provide a total of 200 bicycle parking spaces (127 for the 801 Brannan site, and 73 bicycle parking spaces for the One Henry Adams site). Because Variant 3 would provide 729 bicycle parking spaces, it would meet the *Planning Code* requirements. In addition to the on-site bicycle parking, Variant 3 would provide 60 additional bicycle parking spaces at bicycle racks on the sidewalks along the 801 Brannan site. The project sponsor would work with the SFMTA as to the location and number of racks. In addition to the on-site bicycle parking, Variant 3 would provide 60 additional bicycle parking spaces at bicycle racks on the sidewalks along the 801 Brannan site. The project sponsor would work with the SFMTA as to the location and number of racks.

At the 801 Brannan site Variant 3 would provide a total of 489 bicycle parking spaces for the residential (482 spaces), commercial (one space), and replacement (six spaces) parking uses. Bicycle parking would be provided within bicycle storage areas on each floor of the market rate building, and an additional 50 bicycle spaces that would be provided at the MOH-constructed building. At the One Henry Adams site, Variant 3 would provide 240 bicycle parking spaces for the residential uses within two secure rooms on the ground floor level. No bicycle parking would be required for the retail uses since less than 20,000 sq.ft. of retail uses would be provided and since no vehicle parking for retail uses would be provided.

It is anticipated that a portion of the 465 walk/other trips generated by Variant 3 would be bicycle trips. Although Variant 3 would result in an increase in the number of bicyclists and vehicles on the surrounding streets, this increase would not be substantial enough to adversely affect bicycle travel in the area.

As noted in Impact TR-19 on page 189, Bicycle Route #123 (Class III – signed route only) runs along Henry Adams Street adjacent to the project site where no project access driveways are proposed to be located. Unlike the proposed project, Variant 3 would not remove the 90-degree parking spaces currently provided within the Henry Adams Street sidewalk right-of-way between Division and Alameda streets. These parking spaces would be reconfigured to 60-degree angled parking, and a total of 28 parking spaces would be provided.

As described in the impact discussion above, although Variant 3 would result in an increase in the number of vehicle and bicycle trips in the vicinity of the project sites, these new trips would not substantially affect bicycle travel in the area. Therefore, Variant 3 impacts on bicyclists would be ***less than significant***.

Page 193, bottom of the page, discussion of Variant 3 impacts is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Pedestrian – Variant 3 Impacts

Impact TR-62: Implementation of the proposed project with Variant 3 would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. (Less than Significant)

Under Variant 3, pedestrian conditions would be similar to those described for the proposed project under Impact TR-22 on pages 191-192. Overall, Variant 3 would add about 889 pedestrian trips to the surrounding streets during the p.m. peak hour (as compared with 890 pedestrian trips for the proposed project). This includes 424 transit trips and 465 walk/other trips during the p.m. peak hour. In general, the new pedestrian trips generated by Variant 3 would be accommodated on the existing and proposed sidewalks, and would not substantially affect pedestrian operations on the nearby sidewalks and crosswalks. As the sidewalks and crosswalks currently have low pedestrian volumes, the conditions would continue to remain acceptable with Variant 3.

Both the 801 Brannan and One Henry Adams sites under Variant 3 would include improvements that would enhance pedestrian conditions in the area, including:

- The sidewalk improvements along the south side of Brannan Street between Seventh and Eighth streets as part of development at the 801 Brannan site, and along the west side of Rhode Island Street and the east side of Henry Adams Street between Alameda and Division streets as part of development at the One Henry Adams site.
- As part of development at the 801 Brannan site, on the south side of Brannan Street between Seventh and Eighth streets, the rolled curbs would be eliminated and 11-foot wide sidewalks would be constructed.
- As part of development at the One Henry Adams site, a 14-foot 6-inch wide sidewalk set back from Henry Adams Street would be constructed. On Rhode Island Street a new 15-foot-wide sidewalk would be constructed, the existing two curb cuts and loading area would be eliminated, and two new curbcuts into the proposed parking garage would be provided.
- As part of development at the One Henry Adams site, the following corner sidewalk bulbouts: 8-foot-wide bulbouts on the northwest corner of the intersection of Alameda/Rhode Island, 8-foot-wide bulbouts on the northeast corner of the intersection of Alameda/Henry Adams, and an approximately 6-footwide bulbout on the southeast corner of the intersection of Division/Henry Adams.
- Provision of two publicly-accessible midblock passages between Brannan Street and the proposed Bluxome Alley as part of development at the 801 Brannan site, and one publicly-accessible midblock passage between Henry Adams Street and Rhode Island Street as part of development at the One Henry Adams site.
- Provision of Bluxome Alley between Seventh and Eighth streets, a private alley.

As described above, under Variant 3, development at both the 801 Brannan and One Henry Adams sites would provide enhancements to the existing sidewalks adjacent to the project sites that would improve the existing pedestrian environment for pedestrians and would

accommodate the project-generated pedestrian trips. Therefore, Variant 3's impacts on pedestrians would be ***less than significant.***

Implementation of **Improvement Measure I-TR-22a** identified on page 192, which would provide crosswalks adjacent to the One Henry Adams site, would also be applicable to Variant 3. Because, as noted above, the One Henry Adams site development under Variant 3 would include bulbouts on the northwest corner of the intersection of Alameda/Rhode Island, on the northeast corner of the intersection of Alameda/Henry Adams, and on the southeast corner of the intersection of Division/Henry Adams, Improvement Measure I-TR-22b, page 192, which would install a corner bulbout on the northwest corner of the Alameda/Rhode Island intersection under the proposed project, or Variant 1 or 2, would not be applicable.

Page 198, bottom of the page, discussion of Variant 3 impacts is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Loading – Variant 3 Impacts

Impact TR-63: Implementation of Variant 3 would not result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones. (Less than Significant)

Under Variant 3, the 801 Brannan site would include five off-street loading spaces. The market rate building would include four off-street loading spaces located along Bluxome Alley (as compared to the proposed project's six off-street loading spaces). Two of the four spaces would be 8 by 20 feet in dimension, and two spaces would be 10 by 25 feet in dimension. Access between the loading facilities on Bluxome Alley and the residential and retail uses would be provided from within the garage. In addition, similar to the proposed project, the MOH-constructed building would contain one off-street loading space that would be 10 feet wide and 25 feet in length. Separate service/trash rooms would also be provided in each building with access through the garages.

Development of the One Henry Adams site under Variant 3 would not provide any off-street loading areas (as compared to three off-street spaces for the proposed project). Instead, the project sponsor would seek an exception and request designation of four yellow commercial vehicle loading/unloading zones on the streets adjacent to the project site:

- On Division Street – approximately 30 feet between the crosswalk across Division Street and the existing bus stop would be designated for commercial vehicle loading/unloading (this area currently accommodates two parked vehicles). The loading space would be 8 feet wide and 30 feet in width.
- On Rhode Island Street – two on-street zones would be requested: One commercial vehicle loading/unloading zone adjacent to the North Building located between Division Street and the mews, and one commercial vehicle loading zone adjacent to the South Building between the two project garage driveways. Both spaces would be 10 feet wide and 30 feet in length.
- On Alameda Street – one commercial vehicle loading/unloading zone adjacent to the South Building in the vicinity of the residential lobby. The loading space would be 8 feet wide and 40 feet in length.

The proposed commercial vehicle loading/unloading zones would need to be approved at a public hearing by the SFMTA.

Under Variant 3, the proposed off-street and curbside loading supply would adequately accommodate the estimated loading demand. At the 801 Brannan site new residential and retail uses would generate about 19 truck freight and service vehicle trips per day (as compared with 17 trips for the proposed project), which would result in a demand one loading space during the peak hour and average hour of loading activities. At the One Henry Adams site new residential and retail uses would generate about nine truck freight and service vehicle trips per day (as compared with 11 trips for the proposed project), which would result in a demand for one loading space during the peak and average hours of loading activities. Because there are no other land uses on the project block, it is anticipated that the proposed on-street loading spaces would generally be available for project-generated loading demand.

Similar to the proposed project, trash and recycling rooms would be provided in each building. At the 801 Brannan site, residential move-in and move-out activities would occur from Bluxome Alley and from within the loading spaces in the MOH-constructed building. At the One Henry Adams site, residential move-in and move-out activities would occur from the proposed curbside loading spaces on Division, Rhode Island, and Alameda streets, and carted to the residential lobbies. Curb parking on Division, Rhode Island, and Alameda streets would need to be reserved through the local station of the San Francisco Police Department.

Since Variant 3 would provide all required off-street loading spaces within the private alley consistent with the requirements of the *Planning Code*, and since the residential and retail loading demand could be accommodated within the loading spaces being provided, loading impacts would be ***less than significant.***

Improvement Measure I-TR-25a on page 197 related to providing on-street commercial vehicle loading/unloading zones, **Improvement Measure I-TR-25b** on page 197 related to providing curbside passenger loading/unloading zones, and **Improvement Measure I-TR-25c** on page 197 related to reserving on-street parking for move-in and move-out operations would also be applicable to Variant 3.

Page 199, bottom of the page, discussion of Variant 3 impacts is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Emergency Vehicle Access – Variant 3 Impacts

Impact TR-64: Implementation of Variant 3 would not result in a significant emergency vehicle access impact. (Less than Significant)

Under Variant 3, emergency vehicle access would remain the same as under the proposed project. Therefore, the impact related to emergency vehicle access would be the same as described in Impact TR-28 for the proposed project on page 199. Therefore, Variant 3's impact on emergency vehicle access would be ***less than significant.***

Page 204, above the Cumulative Traffic Impacts heading, discussion of Variant 3 construction impacts is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Construction – Variant 3 Impacts

Impact TR-65: Implementation of Variant 3 would not result in construction-related transportation impacts because of their temporary and limited duration. (Less than Significant)

For Variant 3, transportation impacts associated with construction activities would be similar to those under the proposed project, as described in Impact TR-31 on pages 200-203. Under Variant 3, and similar to the proposed project, the market rate buildings at the 801 Brannan site would be constructed in 24 months, and the two buildings at the One Henry Adams site would be constructed in 18 months. Like the proposed project, the BMR parcel would be developed at such time as determined by the MOH.

As described for the proposed project, it is not anticipated that any lane closures would be required, and any temporary sidewalk of traffic lane closures are subject to review and approval by the City's Interdepartmental Traffic Advisory Staff Committee (TASC), SFMTA, and the Department of Public Works (DPW). It is also not anticipated that any bus stop relocations would be required, however, if it is determined that temporary Muni stop relocation would be needed during construction of the building and/or reconstruction of the sidewalk, the relocation would be coordinated with the Muni Street Operations and Special Events office.

Construction of Variant 3 would displace existing reserved parking spaces for nearby 600 Townsend, 690 Townsend, and 2 Henry Adams. During construction, the parking demand associated with the reserved parking spaces would be accommodated within other private or public off-street facilities. Existing public off-street facilities would have available capacity to accommodate the displaced parking demand.

Construction period impacts resulting from Variant 3 are considered short-term, and similar to Impact TR-31 above, construction-related transportation impacts would be ***less than significant.***

Improvement Measure I-TR-31 identified on page 203 related to limiting construction truck deliveries to non-peak hours would also be applicable to Variant 3.

CUMULATIVE TRAFFIC IMPACTS

Page 206, paragraph 3:

Line 1: ~~Both~~ <u>All three</u> variants ~~for the 801 Brannan site~~ would result in …

Page 206, bullets:

- Proposed project with 801 Variant 2: Impacts C-TR-41 through C-TR-47
- <u>Proposed Variant 3: Impacts C-TR-66 through C-TR-72</u>

Page 218, above the Parking Information heading, discussion of Variant 3 cumulative traffic impacts is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Traffic – 2025 Cumulative plus Variant 3 Impacts

Impact C-TR-66: Implementation of Variant 3 in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan/ Potrero/Tenth under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to the proposed project, during the p.m. peak hour Variant 3 would result in a significant impact at the intersection of Division/Brannan/Potrero/Tenth under Existing plus Variant 3 conditions (Impact TR-55 in this document). This would be considered a significant cumulative impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City and County of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Variant 3's cumulative traffic impacts at Division/Brannan/Potrero/Tenth would therefore be ***significant and unavoidable.***

Impact C-TR-67: Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant traffic cumulative impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to the proposed project, during the p.m. peak hour, Variant 3 would result in a significant impact at the intersection of Eighth/Brannan under Existing plus Project conditions (Impact TR-56 described above). This would be considered a significant cumulative impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City and County of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Variant 3's cumulative traffic impacts at Eighth/Brannan would therefore be ***significant and unavoidable.***

Impact C-TR-68: Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Seventh/ Townsend under Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the proposed project in Impact C-TR-36 on page 208, Variant 3 would contribute substantially to the eastbound critical left turn movement that would operate at LOS F, and therefore the contribution to LOS F conditions would be considered significant. This would be considered a significant cumulative impact.

To improve operations at the intersection of Seventh/Townsend, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City and County of

San Francisco. Variant 3's cumulative traffic impacts at the intersection of Seventh/Townsend, therefore, would be ***significant and unavoidable.***

Impact C-TR-69: Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/ Henry Adams under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the proposed project in Impact C-TR-37 on pages 208-209, Variant 3 would contribute substantially to the southbound critical movement, and therefore the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

To improve operations at the intersection of Sixteenth/Kansas/Henry Adams, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City and County of San Francisco. Variant 3's cumulative traffic impacts at the intersection of Sixteenth/Kansas/ Henry Adams, therefore, would be ***significant and unavoidable.***

Impact C-TR-70: Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. (Significant and Unavoidable with Mitigation)

Similar to that described for the proposed project in Impact C-TR-38 on pages 209-210, Variant 3 would contribute substantially to the northbound critical movement, and therefore, the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

Under 2025 Cumulative conditions, Caltrans traffic signal warrants would be met at the intersection of Division/Rhode Island, and to improve operations, the intersection would need to be signalized. With signalization, during the p.m. peak hour the average vehicle delays would decrease, and intersection operations under 2025 Cumulative conditions would improve to LOS B. **Mitigation Measure M-C-TR-38** identified on page 210 would also be applicable to Variant 3, and signalization of the intersection would reduce the project contribution to the 2025 Cumulative impacts to a less than significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, and that the details of the Mitigation Agreement are not available at this time, Variant 3's cumulative traffic impact at the intersection of Division/Rhode Island, therefore, would be considered ***significant and unavoidable.***

Impact C-TR-71: Implementation of Variant 3, in combination with other foreseeable projects, would have less than significant traffic impacts at six study intersections that would operate at LOS E or LOS F under 2025 Cumulative conditions. (Less than Significant)

At 6 of the 11 study intersections that would operate at LOS E or LOS F under 2025 Cumulative p.m. peak hour conditions, Variant 3's contribution to traffic volumes at the critical movements was determined to represent less than cumulatively considerable contributions, and therefore, cumulative traffic impacts would be less than significant.

The six intersections are:

- Seventh/Harrison
- Ninth/Bryant

- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Sixteenth/Rhode Island

The poor operating conditions at these study intersections would be due to traffic volume increases associated with other developments in the proposed project vicinity. Because Variant 3 would not result in considerable contribution to the poor operating conditions, Variant 3 impacts at these intersections would be ***less than significant***.

Impact C-TR-72: Implementation of Variant 3, in combination with other foreseeable projects, would have less than significant traffic impacts at five study intersections that would operate at LOS D or better under 2025 Cumulative conditions. (Less than Significant)

Under 2025 Cumulative conditions the intersections of Eighth/Townsend/Division/Henry Adams, Alameda/Potrero, Division/De Haro, Alameda/Henry Adams, and Alameda/Rhode Island would continue to operate at LOS D or better during the p.m. peak hour; therefore, Variant 3's traffic impacts at these intersections would be ***less than significant***.

Page 220, footnote 123:

Scott Sanchez, Zoning Administrator, City and County of San Francisco, Planning Department, ~~e-mail communication~~ Letter of Determination to Neil Sekhri, Gibson, Dunn & Crutcher, *op. cit.*

PARKING INFORMATION

Page 221, paragraph 2:

Last sentence: While a parking deficit is not assumed to be a significant physical environmental impact, implementation of **Improvement Measure I-TR-Parking A** below, would further reduce the parking deficit by ~~providing an insert in the resident's move-in packet that includes transit service information to encourage the use of alternative modes for travel~~ implementing a Transportation Demand Management program.

Page 222, paragraph 2:

Line 1: **801 Brannan site Variants 1, ~~and Variant~~ 2, and 3:** Implementation of Variant 1, 2, or 3 at the ~~either~~ 801 Brannan ~~Variant 1 or Variant 2~~ site would result in …

Line 2: ~~Both~~ All three variants …

Line 3: … parking, and ~~both~~ would provide 95 …

Line 4: … carshare spaces. ~~801 Brannan~~ Variant 1 would …

Line 5: … spaces, ~~while 801 Brannan~~ Variant 2 would … retail spaces, and Variant 3 would provide 419 residential and retail spaces at this site.

Line 6: … for Variant 1, ~~and~~ …

Line 7: … for Variant 2, and between 332 and 465 spaces for Variant 3.

Last line: … Variant 1, ~~and~~ 176 spaces for Variant 2, and 264 spaces for Variant 3 at this site.

Page 222, paragraph 3, is revised as follows:

Improvement Measure I-TR-Parking A related to ~~a transportation insert for the move in packet for new residents~~ the implantation of a Transportation Demand Management program, and **Improvement Measure I-TR-Parking B**, related to installation of parking meters on Seventh and Brannan Streets, would also be applicable to the 801 Brannan Variants 1, ~~and Variant~~ 2, and 3.

One Henry Adams Site

Page 224, paragraph 1:

Last sentence: Implementation of **Improvement Measure I-TR-Parking A**, below, would further reduce the parking deficit by ~~providing an insert in the resident's move-in packet that includes transit service information to encourage the use of alternative modes for travel~~ implementing a Transportation Demand Management program.

Page 224, bottom of page, discussion of Variant 3 parking information is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

One Henry Adams Variant 3: Implementation of Variant 3 at the One Henry Adams site would result in similar or increased parking shortfalls compared to the proposed One Henry Adams site described above. Like the proposed project, Variant 3 would comply with the *Planning Code* requirements for parking. Variant 3 would provide 162 residential spaces and two carshare spaces, compared to 154 residential and three carshare spaces included for the proposed project at the One Henry Adams site. During the midday peak period, the shortfall would be between 159 and 220 spaces for Variant 3, compared to between 211 and 272 spaces for the proposed project at the One Henry Adams site. Overnight, the parking shortfall would be 264 spaces for Variant 3, compared to 154 spaces for the proposed project at the One Henry Adams site. Variant 3 would not include the 71 replacement parking spaces included at the proposed project at the One Henry Adams site. As discussed above, this reduction in parking supply would not substantially affect areawide conditions.

Implementation of **Improvement Measure I-TR-Parking A**, below, would further reduce the parking deficit under One Henry Adams Variant 3 by implementing a Transportation Demand Management program

Page 226, Improvement Measure I-TR-Parking A is revised as follows:

IMPROVEMENT MEASURE I-TR-PARKING A: ~~(TRANSIT INFORMATION)~~ TRANSPORTATION DEMAND MANAGEMENT

As an improvement measure to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor could implement the following Transportation Demand Management (TDM) measures:

i. Provide a TDM program coordinator and provide training for the coordinator

ii. ~~p~~ Provide a transportation insert for the move-in packet that would provide information on transit service (Muni and BART lines, schedules and fares), information on where ~~FastPasses~~ Clipper Cards/transit passes could be purchased, and information on the 511 Regional Rideshare Program.

iii. Offer employee and customer incentive to increase use of alternate modes to the car.

iv. Establish a "ride board" through which residents can offer or request rides.

v. Provide ongoing transportation information (e.g., local and regional transit maps/schedules, maps of bicycle routes, internet links) for all users, including residents, employers, and employees.

vi. Ensure that bicycle parking is located at a central site within each building, and provide signage indicating the location of bicycle parking.

vii. Provide and maintain bicycles (and related amenities such as locks, baskets, lights) for use by tenants.

viii. Provide information and/or signage indicating paths of access to bicycle facilities.

ix. For the 801 Brannan site, provide signage for nearby bicycle lanes on Seventh and Eighth Street, and bicycle routes on Townsend and Fifth streets. For the 1 Henry Adams site provide signage for nearby bicycle lanes on Division, Seventh, Eighth, and 16th streets, and bicycle routes on Townsend and Henry Adams streets.

x. Ensure that bicycle safety strategies are developed along streets bordering the two project sites, thus avoiding conflicts with private autos, transit vehicles, and loading vehicles.

CONCLUSION

Page 226, paragraph 1:

Line 1: … under either the proposed project or ~~either v~~ Variant 1, 2, or 3 would …

Page 226, bullets, set 1:

- TR-1 (V1: TR-6; V2: TR-11; V3: TR-55) Intersection: Division/ Brannan/Potrero/Tenth
- TR-2 (V1: TR-7; V2: TR-12; V3: TR-56) Intersection: Eighth/Brannan
- C-TR-34 (V1: C-TR-41; V2: C-TR-48; V3: C-TR-66) Cumulative: Division/Brannan/Potrero/Tenth
- C-TR-35 (V1: C-TR-42; V2: C-TR-49; V3: C-TR-67) Cumulative: Eighth/Brannan
- C-TR-36 (V1: C-TR-43; V2: C-TR-50; V3: C-TR-68) Cumulative: Seventh/Townsend
- C-TR-37 (V1: C-TR-44; V2: C-TR-51; V3: C-TR-69) Cumulative: Sixteenth/Kansas/ Henry Adams
- C-TR-38 (V1: C-TR-45; V2: C-TR-52; V3: C-TR-70) Cumulative: Division/ Rhode Island

Pages 226-227, bullets, set 2:

- TR-3 (V1: TR-8; V2: TR-13; V3: TR-57) Sixteenth/Rhode Island; Division/Rhode Island
- TR-4 (V1: TR-9; V2: TR-14; V3: TR-58) 12 study intersections
- TR-5 (V1: TR-10; V2: TR-15; V3: TR-59) Brannan Alley/ Seventh and Eighth Streets
- TR-16 (V1: TR-17; V2: TR-18; V3: TR-60) Transit
- TR-19 (V1: TR-20; V2: TR-21; V3: TR-61) Bicycle

- TR-22 (V1: TR-23; V2: TR-24; V3: TR-62) Pedestrian Movement
- TR-25 (V1: TR-26; V2: TR-27; V3: TR-63) Loading
- TR-28 (V1: TR-29; V2: TR-30; V3: TR-64) Emergency Vehicle Access
- TR-31 (V1: TR-32; V2: TR-33; V3: TR-65) Construction
- C-TR-39 (V1: C-TR-46; V2: C-TR-53; V3: C-TR-71) Cumulative: Six Study Intersections
- C-TR-40 (V1: C-TR-47; V2: C-TR-54; V3: C-TR-72) Cumulative: Five Study Intersections

E. NOISE

Page 228, paragraph 2:

Last line: … of the proposed project, or ~~either v~~ Variant 1, 2, or 3.

SAN FRANCISCO GENERAL PLAN

Page 232, last paragraph:

Line 2: … ~~either v~~ Variant 1, 2, or 3.

Last line: … ~~either v~~ Variant 1, 2, or 3.

SAN FRANCISCO NOISE ORDINANCE

Page 233, paragraph 2:

Last Line: … ~~either v~~ Variant 1, 2, or 3.

Existing Ambient Noise Levels

Page 235, paragraph 1:

Line 2: … ~~either v~~ Variant 1, 2, or 3

Line 5: … ~~either v~~ Variant 1, 2, or 3Page 236, last paragraph:

Significance Criteria

Page 236, last paragraph:

Line 3: … project, or ~~either v~~ Variant 1, 2, or 3, …

CONSTRUCTION NOISE

Page 237, paragraph 1:

Line 6: … project, or ~~either v~~ Variant 1, 2, or 3.

Page 237, Impact NO-1, Impact Statement:

Line 2: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 237, Impact NO-1 discussion, paragraph 1:

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3.

Line 5: … project, or ~~either v~~ Variant 1, 2, or 3, …

NOISE COMPATIBILITY

Page 240, Impact NO-2, Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 240, Impact NO-2 discussion, paragraph 1:

Line 3: … project, or ~~either v~~ Variant 1, 2, or 3.

Page 243, paragraph 1:

Line 2: … or ~~either v~~ Variant 1, 2, or 3, …

One Henry Adams Site

Page 244, paragraph 3:

Last line: … project, or ~~either v~~ Variant 1, 2, or 3.

CUMULATIVE TRAFFIC AND OPERATIONAL NOISE

Page 244, Impact C-NO-3 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Line 2-3: **… project, or ~~either v~~ Variant 1, 2, or 3,**

Page 244, Impact C-NO-3 discussion, paragraph 1:

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3.

Lines 3-4: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 244, Impact C-NO-3 discussion, paragraph 2:

Line 3: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 245, paragraph 1:

Line 1-2 … project, or ~~either v~~ Variant 1, 2, or 3, …

CONCLUSION

Page 245, Conclusion, paragraph 1:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Line 4: … project, or ~~either v~~ Variant 1, 2, or 3.

Line 7: … project, or ~~either v~~ Variant 1, 2, or 3, …

Line 10: … project, or ~~either v~~ Variant 1, 2, or 3, …

F. AIR QUALITY

Page 246, paragraph 1:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 248, paragraph 1:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

SAN FRANCISCO DUST CONTROL ORDINANCE

Page 264, paragraph 2:

Last line: … project, or ~~either v~~ Variant 1, 2, or 3.[156]

SAN FRANCISCO HEALTH CODE PROVISIONS REGARDING ROADWAY GENERATED POLLUTANTS

Page 264, last paragraph:

Lines 4-5: … project, or ~~either v~~ Variant 1, 2, or 3, ~~is~~ would be required…

Page 266, last paragraph:

Line 2: … those from ~~the two~~ ~~v~~ Variants 1 and 2. Because total development under Variant 3 would be approximately 0.01 percent larger than the proposed project (11,556, sq.ft.). air quality emissions from Variant 3 would be similar to the proposed project..

Impact Analysis

Page 268, paragraph 2:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 268, paragraph 3:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 268, Impact AQ-1 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 268, Impact AQ-1 discussion, paragraph 1:

Line 1: … activities, including under ~~either v~~ Variant 1, 2, or 3, …

Page 269, paragraph 3:

Last line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 270, after bullets, paragraph 1:

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 270, after bullets, paragraph 2:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 270, after bullets, paragraph 3:

Line 3: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 270, Impact AQ-2 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 271, paragraph 1:

Line 2: … project, ~~or either variant,~~ and these results…

Line 12: Construction phasing and activity under ~~either v~~ Variant 1, 2, or 3 would not …

Page 271, paragraph 2:

Line 9: … under ~~either v~~ Variant 1, 2, or 3 would …

Page 271, last paragraph:

Line 4: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 272, Impact C-AQ-3 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 272, Impact C-AQ-3 discussion, paragraph 1:

Line 6: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 272, Impact AQ-4 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 273, paragraph 1:

Line 7: … project, or ~~either v~~ Variant 1 or 2. Variant 3 would also not include wood- or gas-burning fireplaces.

Page 273, paragraph 2:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Line 5: … computer program for the proposed project and Variants 1 and 2.

Line 9: … project, or ~~either v~~ Variant 1 or 2 would be …

Line 10: … but ~~each v~~ Variants 1 and 2 would exceed …

Lines 15-16: … ~~v~~ Variant 1 or 2.

Last line: … unavoidable. As noted above under Approach to Analysis, Variant 3 is similar to the proposed project and Variants 1 and 2, and the probable emissions for Variant 3 would be within the range of URBEMIS calculations completed for the proposed project and Variants 1 and 2.

Page 273, last paragraph:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 275, paragraph 1:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Line 6: … ~~either v~~ Variant 1, 2, or 3, …

Page 275, paragraph 2:

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 275, paragraph 3:

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3, …

Last line: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 275, Impact C-AQ-5 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 275, Impact C-AQ-5 discussion, paragraph 1:

Line 1: … project, or ~~either v~~ Variant 1 or 2 would …

Page 276, paragraph 1:

Line 1: … emissions for ~~either v~~ Variant 1 or 2 would …

Line 3: … criteria air pollutants. As noted above under Impact C-AQ-5, with a development scenario that within the range of scenarios analyzed, Variant 3's emissions would also fall within the emissions calculated.

Line 4: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 276, Impact AQ-6 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 276, Impact AQ-6, after bullets, paragraph 1:

Line 1: … project, nor ~~either v~~ Variant 1, 2, or 3, …

Lines 3-4: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 276, last paragraph:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Line 3: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 277, Impact AQ-7 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 277, Impact AQ-7 discussion, paragraph 1:

Last line: … project, or ~~either v~~ Variant 1, 2, or 3.

Page 277, Mitigation Measure M-AQ-7, paragraph 1:

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3.

Page 278, following bullet point, paragraph 1:

Last line: … project, or ~~either v~~ Variant 1, 2, or 3.

Page 278, Impact AQ-8 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 278, Impact AQ-8 discussion, paragraph 1:

Line 2: … project and ~~its v~~ Variants 1 and 2 to determine …

Line 3: … project, or ~~either v~~ Variant 1 or 2 …

801 Brannan Site

Page 280, paragraph 1:

Line 6: … project, or ~~either v~~ Variant 1, 2, or 3 …

One Henry Adams Site

Page 280, paragraph 1:

Line 3: … or ~~either v~~ Variant 1, 2, or 3. …

801 Brannan Site

Page 284, paragraph 1:

Line 7: … project, or ~~either v~~ Variant 1, 2, or 3 …

One Henry Adams Site

Page 284, last paragraph:

Line 2: … or ~~either v~~ Variant 1, 2, or 3. …

MITIGATION MEASURE M-AQ-8 (OPERATIONAL HEALTH RISK – TACS, INCLUDING PM2.5):

Page 285, paragraph 1:

Line 2: … or ~~either v~~ Variant 1, 2, or 3. …

Page 285, last paragraph:

Line 6: … or ~~either v~~ Variant 1, 2, or 3. …

Page 285, Impact C-AQ-9 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 286, paragraph 1:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 286, Impact AQ-10 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 286, Impact AQ-10 discussion, paragraph 1:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Lines 4-5: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 286, Impact AQ-10 discussion, paragraph 2:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 5: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 286, Impact AQ-11 Impact Statement:

Line 1: **… proposed project or ~~either v~~ Variant 1, 2, or 3 …**

Page 286, Impact AQ-11 discussion, paragraph 1:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Last line: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

CONCLUSION

Page 287, paragraph 1:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 287, after first set of bullets, paragraph 1:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 288, paragraph 1:

Line 2: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 4: … ~~either v~~ Variant 1's, 2's, or 3's, …

G. GREENHOUSE GAS EMISSIONS

Page 289, paragraph 1:

Line 4: … as well as the ~~two~~ three variants ~~for the 801 Brannan site~~ ~~is~~ are evaluated …

Page 304, Impact C-GG-1, impact statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 304, Impact C-GG-1 discussion, paragraph 2:

Line 1: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 8: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 305, paragraph 1:

Line 6: The tables also identify the compliance of the project variants ~~for the 801 Brannan site~~ …

Pages 306-314, Table 24 is revised as follows:

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (Environment Code, Section 421)	All employers of 20 or more employees must provide at least one of the following benefit programs: 1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or (2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or (3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or ~~either~~ ~~v~~ Variant 1, 2, or 3, employers at the retail uses on-site would comply with the Commuter Benefits Ordinance.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or ~~either~~ ~~v~~ Variant 1, 2, or 3, employers at the retail uses on-site would comply with the Emergency Ride Home Program.
Transportation Management Programs (*Planning Code*, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning	☒ Project Complies ☐ Not	Under the proposed project, or ~~either~~ ~~v~~ Variant 1, 2, or 3, the project sponsor would implement a Transportation Management Program.

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
	districts (including downtown and mixed-use districts in the City's eastern neighborhoods and south of market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.	Applicable ☐ Project Does Not Comply	
Transit Impact Development Fee (Administrative Code, Chapter 38)	Establishes fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or ~~either~~ ~~v~~ Variant 1, 2, or 3, the project sponsor would comply with the requirements to pay a Transit Impact Development Fee as applicable.
Jobs-Housing Linkage Program (*Planning Code* Section 413)	The Jobs-Housing Program found that new large scale development attracts new employees to the City who require housing. The program is designed to provide housing for those new uses within San Francisco, thereby allowing employees to live close to their place of employment. The program requires a developer to pay a fee or contribute land suitable for housing to a housing developer or pay an in-lieu fee.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or ~~either~~ ~~v~~ Variant 1, 2, or 3, the project sponsor would comply with the requirements of the Jobs-Housing Linkage Program as applicable.
Bicycle Parking in New and Renovated Commercial Buildings (*Planning Code*, Section 155.4)	Professional Services: (A) Where the gross square footage of the floor area is between 10,000-20,000 feet, 3 bicycle spaces are required. (B) Where the gross square footage of the floor area is between 20,000-50,000 feet, 6 bicycle spaces are required. (3)Where the gross square footage	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The two buildings funded by the project-sponsor at the 801 Brannan site would include 23,367 sq.ft. of retail. The proposed project and would not require any retail bicycle parking spaces under this section. However, Section 155(j) states that one bicycle parking space is required for every 20 vehicle parking spaces provided, and the most restrictive provision shall prevail. The proposed project

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
	of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required. Retail Services: (A) Where the gross square footage of the floor area is between 25,000 square feet - 50,000 feet, 3 bicycle spaces are required. (2) Where the gross square footage of the floor area is between 50,000 square feet- 100,000 feet, 6 bicycle spaces are required. (3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required.		includes 30 retail vehicle parking spaces; therefore one bicycle parking space would be required. Variants 1, ~~and~~ 2, and 3 include 34,928, ~~and~~ 31,777, and 29,518 sq.ft. of retail respectively. Under ~~both~~ all three variant scenarios, three retail bicycle parking spaces would be required. The proposed project would provide one retail bicycle parking space (in a supply of 172 bicycle spaces), and Variants 1, ~~and~~ 2, and 3 would ~~each~~ provide three bicycle parking spaces (out of a total supply of 158, ~~and~~ 162, and 439 bicycle parking spaces, respectively), complying with *Planning Code*, Section 155.4.
Bicycle parking in parking garages (*Planning Code*, Section 155.2)	(C) Garages with more than 500 automobile spaces shall provide 25 spaces plus one additional space for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle parking spaces.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The two buildings funded by the project-sponsor at the 801 Brannan site would provide 470parking spaces , not counting carshare spaces. It would therefore not be required to provide 25 bicycle parking spaces under Section 155.2. Variant 1 would provide 632 parking spaces, not counting carshare spaces. It would therefore be required to provide 28 bicycle spaces. Variant 2 would provide 608 parking spaces, not counting carshare spaces. It would therefore be required to provide 27 spaces. Variant 3 would provide 417 parking spaces, not counting carshare spaces. It would therefore not be required to provide bicycle parking spaces pursuant to *Planning Code* 155.2. Pursuant to the provisions of Section 155.4, above, and Section 155.5, below, the project variants

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
			would be required to provide, and would provide, larger numbers of bicycle parking spaces associated with their uses than required by *Planning Code*, Section 155.2, therefore complying. As noted above, Section 155.2 is not applicable to the two buildings funded by the project-sponsor under the proposed project or the one building funded by the project sponsor under Variant 3 at the 801 Brannan site.
Bicycle parking in Residential Buildings (*Planning Code*, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The ~~two~~ building(s) funded by the project-sponsor at the 801 Brannan site under the proposed project, Variant 1, ~~and~~ Variant 2, and Variant 3 would include 435, 570, ~~and~~ 585, 432 residential units respectively, requiring **121**, **155**, ~~and~~ **159, and 120** bicycle parking spaces, respectively. The two buildings funded by the project-sponsor would provide **122** bicycle spaces, and Variants 1, ~~and~~ 2, and 3 would provide **158**, ~~and~~ **162, and 439** bicycle parking spaces, respectively~~,~~. The ~~122~~ spaces included in the buildings funded by the project sponsor under the proposed project include one space required for the retail component of the project. The 158, ~~and~~ 162, and 439 total bicycle spaces provided by Variants 1, ~~and~~ 2, and 3, respectively, include three retail bicycle parking spaces. Therefore, the proposed project, Variant 1, ~~and~~ Variant 2, and Variant 3 would provide **121**, **155**, and **159, and 436** residential bicycle parking spaces, complying with *Planning Code*, Section 155.5.

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
Car Sharing Requirements (*Planning Code*, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Table 166 of the *Planning Code* indicates that for projects with 201 or more residential units, 2 carshare spaces are required plus 1 for every 200 units greater than 200, and for projects providing 25-49 non-residential parking spaces, 1 carshare space is required. With 345 residential units and 30 retail parking spaces, the two buildings funded by the project sponsor under the proposed project would be required to provide 3 carshare spaces. Because they include 5 carshare spaces, they meet this requirement. With 570 residential units and 44 retail parking spaces, Variant 1 would be required to provide 4 carshare spaces. Because it provides 6 carshare spaces, it meets this requirement. With 585 residential units and 41 retail parking spaces, Variant 2 would be required to provide 4 carshare spaces. Because it provides 5 carshare spaces, it meets this requirement. With 432 residential units and 15 retail parking spaces, Variant 3 would be required to provide 3 carshare spaces. Because it includes 5 carshare spaces, it meets this requirement.
Parking requirements for San Francisco's Mixed-Use zoning districts (*Planning Code* Section 151.1)	The *Planning Code* has established parking maximums for many of San Francisco's Mixed-Use districts.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	In UMU Districts, parking for 1-BR units is permitted up to 0.75 spaces per unit. Parking for 2-BR + units is permitted up to 1 space per unit. Parking for retail uses is permitted up to one for each 500 sq.ft. of gross floor area up to 20,000 sf, plus one for each 250 sf in excess of 20,000.

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
			With 245 1BR and 190 2+BR, the two buildings funded by the project sponsor under the proposed project would be permitted 373 residential parking spaces. With 23,367 sf of retail, the proposed project would be permitted 53 retail parking spaces. Because it provides 345 residential and 30 retail parking spaces, the two buildings funded by the project sponsor under the proposed project would comply. With 300 1BR and 270 2+BR, Variant 1 would be permitted 495 residential spaces. With 34,928 sf of retail, Variant 1 would be permitted 59 retail spaces. Because it provides 493 residential and 44 retail spaces, Variant 1 would comply. With 320 1BR and 265 2+BR, Variant 2 would be permitted 505 residential parking spaces. With 31,777 sf of retail, Variant 2 would be permitted 47 retail parking spaces. Because it provides 472 residential parking spaces and 41 retail spaces, Variant 2 would comply. With 245 studio and 1BR units and 191 2+BR, the two buildings funded by the project sponsor under the Variant 3 would be permitted 374 residential parking spaces. With 29,518 sf of retail, the proposed project would be permitted 78 retail parking spaces. Because it provides 309 residential and 15 retail parking spaces, the two buildings funded by the project sponsor under Variant 3 would comply.
Energy Efficiency Sector			
San Francisco	Commercial buildings greater than	X Project	Under the proposed project, , or

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	5,000 sf will be required to be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements. By 2008 large commercial buildings will be required to have their energy systems commissioned, and by 2010, these large buildings will be required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings will be required to have their systems commissioned by 2009, with enhanced commissioning by 2011.	Complies ☐ Not Applicable ☐ Project Does Not Comply	~~either v~~ Variant 1, 2, or 3, the project sponsor would comply with San Francisco's Green Building Requirements for energy efficiency with respect to the commercial development.
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, , or ~~either v~~ Variant 1, 2, or 3, the project sponsor would comply with San Francisco's Green Building Requirements for energy efficiency by being 15 percent more energy efficient than Title 24 energy efficiency requirements at this site.
San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater ordinance and stormwater design guidelines.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, , or ~~either v~~ Variant 1, 2, or 3, the project sponsor would comply with San Francisco's Green Building Requirements and with the San Francisco Stormwater Management Ordinance by incorporating Low Impact Design approaches at this site to minimize impacts to the urban hydrology, stormwater collection system, and water quality or runoff
San Francisco	All new commercial buildings	☒ Project	Under the proposed project, , or

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
Green Building Requirements for water efficient landscaping (SF Building Code, Chapter 13C)	greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.	Complies ☐ Not Applicable ☐ Project Does Not Comply	~~either~~ ~~v~~ Variant 1, 2, or 3, the project sponsor would comply with San Francisco's Green Building Requirements for water efficient landscaping at this site.
San Francisco Green Building Requirements for water use reduction (SF Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, , or ~~either~~ ~~v~~ Variant 1, 2, or 3, the project sponsor would comply with San Francisco's Green Building Requirements for water use reduction at this site.
Residential Water Conservation Ordinance (SF Building Code, Housing Code, Chapter 12A)	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired. Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, , or ~~either~~ ~~v~~ Variant 1, 2, or 3, the project sponsor would comply with San Francisco's Residential Water Conservation Ordinance by following at least the minimum standards specified in the ordinance.

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
	(subject to CEQA) would be issued.		
Renewable Energy Sector			
San Francisco Green Building Requirements for renewable energy (SF Building Code, Chapter 13C)	By 2012, all new commercial buildings will be required to provide on-site renewable energy or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6. Credit 2 requires providing at least 2.5% of the buildings energy use from on-site renewable sources. Credit 6 requires providing at least 35% of the building's electricity from renewable energy contracts.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project, , or ~~either v~~ Variant 1, 2, or 3, would comply with the renewable energy requirements of San Francisco's Green Building as applicable.
Waste Reduction Sector			
San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, , or ~~either v~~ Variant 1, 2, or 3, the project sponsor would comply with San Francisco's Green Building Requirements with respect to solid waste. Recycling, composting, and trash areas would be provided adjacent to loading spaces in the garages of the proposed project, or either variant.
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, , or ~~either v~~ Variant 1, 2, or 3, the project sponsor would comply with San Francisco's Mandatory Recycling and Composting Ordinance by providing adequate recycling and composting containers in the garages of the proposed project, or either variant.
San Francisco Green Building Requirements for construction and demolition debris	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris	X Project Complies ☐ Not	Under the proposed project, , or ~~either v~~ Variant 1, 2, or 3, the project sponsor would comply with San Francisco's Green Building Requirements for construction and

Table 24
Regulations Applicable to the Private Development Project and Variants ~~at~~ for the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
recycling (SF Building Code, Chapter 13C)	to recycling.	Applicable ☐ Project Does Not Comply	demolition debris recycling.
San Francisco Construction and Demolition Debris Recovery Ordinance (SF Environment Code, Chapter 14)	Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of the Department of the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, , or ~~either~~ ~~v~~ Variant 1, 2, or 3, the project sponsor would comply with the San Francisco Construction and Demolition Debris Recovery Ordinance by submitting a waste diversion plan to the Department of the Environment.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (*Planning Code* Section 428)	*Planning Code* Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, , or ~~either~~ ~~v~~ Variant 1, 2, or 3, the project sponsor would comply with the San Francisco's Street Tree Planting Requirements for New Construction by providing approximately 55 street trees at this site.
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, , or ~~either~~ ~~v~~ Variant 1, 2, or 3, no wood burning fireplaces would be installed.

Pages 320-325, Table 26 is revised as follows:

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (Environment Code, Section 421)	All employers of 20 or more employees must provide at least one of the following benefit programs: 1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or (2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or (3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project or Variant 3, employers at the retail uses on-site would comply with the Commuter Benefits Ordinance.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project or Variant 3, employers at the retail uses on-site would comply with the Emergency Ride Home Program.
Transportation Management Programs (*Planning Code*, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City's eastern neighborhoods and south of market) to implement a Transportation Management	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would implement a Transportation Management Program.

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
	Program and provide on-site transportation management brokerage services for the life of the building.		
Transit Impact Development Fee (Administrative Code, Chapter 38)	Establishes fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with the requirements to pay a Transit Impact Development Fee, as applicable.
Jobs-Housing Linkage Program (*Planning Code* Section 413)	The Jobs-Housing Program found that new large scale development attracts new employees to the City who require housing. The program is designed to provide housing for those new uses within San Francisco, thereby allowing employees to live close to their place of employment. The program requires a developer to pay a fee or contribute land suitable for housing to a housing developer or pay an in-lieu fee.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with the requirements of the Jobs-Housing Linkage Program, as applicable.
Bicycle parking in Residential Buildings (*Planning Code*, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	The proposed project or Variant 3 would include 239 residential units, requiring 72 bicycle parking spaces. The proposed project and Variant 3 would comply with the requirements for bicycle parking by providing 73 or 240 bicycle parking spaces, respectively.
Car Sharing Requirements (*Planning Code*, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Table 166 indicates that for projects with 201 or more residential units, 2 carshare spaces are required plus 1 for every 200 units greater than 200. The proposed project's or Variant 3's 239 residential units would therefore require two carshare spaces. The proposed project or Variant 3 would comply by providing three or two carshare spaces, respectively.
Parking requirements for	The *Planning Code* has established parking maximums for many of	[X] Project	In UMU Districts, parking for 1-BR units is permitted up to 0.75 spaces

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
San Francisco's Mixed-Use zoning districts (*Planning Code* Section 151.1)	San Francisco's Mixed-Use districts.	Complies ☐ Not Applicable ☐ Project Does Not Comply	per unit. Parking for 2-BR + units is permitted up to 1 space per unit. Parking for retail uses is permitted up to one for each 500 sq.ft. of gross floor area up to 20,000 sf. With 139 1BR units and 100 2BR units, the proposed project would be permitted 204 residential parking spaces. With 19,760 sf of retail use, the proposed project would be permitted 39 retail parking spaces. The proposed project includes 154 residential parking spaces and no retail spaces, complying with this Section of the *Planning Code*. With 135 studio and 1BR units and 100 2BR units, Variant 3 would be permitted 201 residential parking spaces. With 13,138 sf of retail use, Variant 3 would be permitted 26 retail parking spaces. Variant 3 includes 162 residential parking spaces and no retail spaces, complying with this Section of the *Planning Code.*
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements. By 2008 large commercial buildings will be required to have their energy systems commissioned, and by 2010, these large buildings will be required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings will be required to have their systems commissioned by 2009, with enhanced commissioning by 2011.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with San Francisco's Green Building Requirements for energy efficiency as applicable to the commercial use proposed.
San Francisco Green Building	Under the Green Point Rated system and in compliance with the	☒ Project	Under the proposed project or Variant 3, the project sponsor would

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	☐ Complies ☐ Not Applicable ☐ Project Does Not Comply	comply with San Francisco's Green Building Requirements for energy efficiency by being at a minimum 15 percent more energy efficient than Title 24 energy efficiency requirements at this site.
San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater ordinance and stormwater design guidelines.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with San Francisco's Green Building Requirements and with the San Francisco Stormwater Management Ordinance by incorporating Low Impact Design approaches at this site to minimize impacts to the urban hydrology, stormwater collection system, and water quality or runoff.
San Francisco Green Building Requirements for water efficient landscaping (SF Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with San Francisco's Green Building Requirements for water efficient landscaping at this site.
San Francisco Green Building Requirements for water use reduction (SF Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with San Francisco's Green Building Requirements for water use reduction at this site.
Residential Water Conservation Ordinance (SF Building Code, Housing Code, Chapter 12A)	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with San Francisco's Residential Water Conservation Ordinance.

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
	3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired. Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.		
Renewable Energy Sector			
San Francisco Green Building Requirements for renewable energy (SF Building Code, Chapter 13C)	By 2012, all new commercial buildings will be required to provide on-site renewable energy or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6. Credit 2 requires providing at least 2.5% of the buildings energy use from on-site renewable sources. Credit 6 requires providing at least 35% of the building's electricity from renewable energy contracts.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project, or Variant 3, would comply with the San Francisco Green Building Requirements for renewable energy as applicable
Waste Reduction Sector			
San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with San Francisco's Green Building Requirements with respect to solid waste. Recycling, composting, and trash areas would be provided adjacent to loading spaces in the garages of the proposed project at this site.
Mandatory Recycling and Composting	The mandatory recycling and composting ordinance requires all persons in San Francisco to	X Project Complies ☐ Not	Under the proposed project or Variant 3, the project sponsor would comply with San Francisco's

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
Ordinance (Environment Code, Chapter 19)	separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	Applicable ☐ Project Does Not Comply	Mandatory Recycling and Composting Ordinance by providing adequate recycling and composting containers in the garages of the proposed project.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with San Francisco's Green Building Requirements for construction and demolition debris recycling.
San Francisco Construction and Demolition Debris Recovery Ordinance (SF Environment Code, Chapter 14)	Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with the San Francisco Construction and Demolition Debris Recovery Ordinance.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (*Planning Code* Section 428)	*Planning Code* Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, the project sponsor would comply with the San Francisco's Street Tree Planting Requirements for New Construction by providing approximately 40 street trees at this site.
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project or Variant 3, no wood burning fireplaces would be installed.

Page 326, paragraph 1:

Line 11: … project, or Variant 1, 2, or 3, would be …

Line 13: … project, or ~~either v~~ Variant 1, 2, or 3, would be …

H. CEQA CHECKLIST UPDATE

Page 327, paragraph 2:

Lines 8-9: … or ~~either v~~ Variant 1, 2 or 3, because it is required by law for all projects, and the proposed project's, or ~~either~~ any of the three variant's, …

9. WIND AND SHADOW

Page 328, Impact WS-1, Impact Statement:

Line 1: **Impact WS-1: Neither the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …**

Page 328, Impact WS-1 discussion, paragraph 1:

Line 6: The proposed project buildings, or those of ~~either v~~ Variant 1, 2, or 3, …

Line 7: … because of the building~~'s~~' exposure …

Line 10: … proposed project's, or ~~either~~ any of the three variant's, …

Line 11: … proposed project's, or any ~~either~~ variant's, …

Page 328, Impact WS-2, Impact Statement:

Line 1: **Impact WS-2: Neither the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …**

Page 328, footnote 196:

[196] Charles Bennett, Wind Evaluation of the Proposed Projects, One Henry Adams Street and 801 Brannan Street, May 25, 2011; and Charles Bennett, Wind Evaluation of the Proposed Projects, One Henry Adams Street and 801 Brannan Street, December 18, 2012. Th~~is~~ese memorand~~um~~a ~~is~~ are available for public review in Project File No.2000.618E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

Page 328, footnote 198:

[198] Charles Bennett, May 25, 2011, *op. cit.*; and Charles Bennett, December 18, 2012, *op. cit*.

Page 329, Impact WS-2 discussion, paragraph 3:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Lines 2-4: … or two 68-foot-high buildings (Variants 1 and 3). At the One Henry Adams site, ~~for which~~ development would be the same under the proposed project or ~~either v~~ Variants 1 and 2. It would differ somewhat under Variant 3, but under all three variants, three one-story structures would be replaced with two 68-foot-high buildings.

Page 329, Impact WS-2 discussion, paragraph 4:

Last line, to top of page 330:

… the proposed project, or ~~either v~~ Variant 1, 2, or 3, would not reach any Proposition K protected properties.[200] However, the shadow fan analys~~i~~es …

Page 330, Impact WS-2 discussion, paragraph 1:

Line 2: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 330, Impact WS-2 discussion, paragraph 2:

Line 7: … the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …

Line 8: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 330, Impact WS-2 discussion, Footnote 200:

[200] Diego R. Sánchez, Planner, San Francisco Planning Department, letter to Amir Massih, June 22, 2012, CASE NO: 2000.618K, ADDRESS: 801 Brannan Street, BLOCK/LOT: 3783 / 001 ~~Ben Fu, Planner, San Francisco Planning Department, *Section 295 Compliance 801 Brannan and 1 Henry Adams Streets*, August 4, 2010~~; and Diego R. Sánchez, Planner, San Francisco Planning Department, letter to Navjot Athwal, November 29, 2012, CASE NO: 2012.0701K, ADDRESS: 1 Henry Adams, BLOCK/LOT: 3911 / 001. A copy of th~~is~~ese reports ~~is~~ are available for review at the Planning Department, 1650 Mission Street, 4th Floor, in Project File No. ~~2000.618~~ 2012.0701K.

10 RECREATION

Page 330, Impact RE-1, Impact Statement,

Line 1: **… the proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 331, Impact RE-1 discussion, paragraph 3,

Lines 1-2: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 332, Impact RE-1 discussion, paragraph 1:

Lines 4-5: … 147 employees; Variant 3: 821 units, 49,674 square feet of retail, 1,852 residents, 142 employees). Thus, development anticipated under the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 332, Impact RE-1 discussion, paragraph 2:

Line 10: … One Henry Adams site,[209] Variants 1, ~~and~~ 2, and 3 would exceed the …

Page 332, Impact RE-1 discussion, footnote 206:

Line 3: … for estimating resident population of the studio and one-bedroom …

Page 333, Impact RE-1 discussion, paragraph 1:

Line 1: Total ~~required~~ provided open space would exceed required open space …

Line 4: Total ~~required~~ provided open space would exceed required open space …

Last line: … the One Henry Adams Site). Under Variant 3, there would be approximately 71,374 square feet of open space (44,574 sq.ft. at the 801 Brannan site and 26,800 at the One Henry Adams site). Total provided open space would exceed required open space by about 27,040 square feet (13,146 sq.ft. at the 801 Brannan site and 13,894 sq.ft. at the One Henry Adams site).

Page 333, Impact RE-1 discussion, paragraph 3:

Line 3: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 8: … the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Page 333, Impact RE-2, Impact Statement:

Line 1: **Development under the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …**

Page 333, Impact RE-2 discussion, paragraph 1:

Line 1: … the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Line 5: ~~either v-~~ Variant 1, 2, or 3, …

Last line: … The proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

11 UTILITIES AND SERVICE SYSTEMS

Page 334, Introduction, paragraph 1:

Line 2: The proposed project, or Variant 1, 2, or 3,

Page 334, Impact UT-1, Impact Statement:

Line 1: **Implementation of the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …**

Page 334, Impact UT-1 discussion, paragraph 1:

Line 1: … the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Line 6: … project, or ~~either v-~~ Variant 1, 2, or 3, …

Line 8: … the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Line 10: … the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Last line: … the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Page 335, Impact UT-2, Impact Statement:

Line 1: **The proposed project, or ~~either v-~~ Variant 1, 2, or 3, …**

Page 335, Impact UT-2 discussion, paragraph 1:

Line 12: … proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Page 335, Impact UT-2 discussion, paragraph 3:

Line 1: The proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Page 335, Impact UT-2 discussion, paragraph 4:

Lines 1-2: …The approximately 1,860 residents of the proposed project, the ~~and~~ approximately 1,855 residents of Variant 2, and the approximately 1,852 residents of Variant 3 would consume an additional 93,000, ~~and~~ 92,750, and 92,600 gallons of water per day (gpd), respectively.

Page 335, Impact UT-2 discussion, footnote 211:

Lines 1-2: … ~~1,860 residents =93,000 or~~ 50 gallons per capital per day ~~x 1,855 = 92,750 gpd~~ …

Page 336, Impact UT-2 discussion, paragraph 1:

Line 1: … the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Line 7: … the proposed project, or ~~either v~~ Variant 1, 2, or 3.

Line 10: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 12: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 14: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 336, Impact UT-3, Impact Statement:

Line 1: **Impact UT-3: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 336, Impact UT-3 discussion, footnote 213:

Lines 3-4: The proposed project and ~~both~~ its variants are included …

Page 337, Impact UT-3 discussion, paragraph 1:

Last line: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 337, Impact UT-3 discussion, paragraph 2:

Line 1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 4: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 7: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 337, Impact UT-4, Impact Statement:

Line 1: … operation of proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 337, Impact UT-4 discussion, paragraph 1:

Line 9: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 337, Impact UT-4 discussion, paragraph 2:

Line 2: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 338, Impact UT-4 discussion, paragraph 1:

Line 5: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 338, Impact UT-4 discussion, paragraph 2:

Line 1: … the proposed project, and Variants 1, 2, and 3, …

12 PUBLIC SERVICES

Page 338, Introduction, paragraph 1:

Lines 3-5: Variant 1 would add 809 units and 54,598 square feet of retail space, ~~while~~ Variant 2 would add 824 units and 51,447 square feet of retail space, and Variant 3 would add 821 units and 49,674 square feet of retail space.

Last line : 1,825 residents and 156 employees, ~~while~~ Variant 2 would add 1,855 residents and 147 employees, and Variant 3 would add 1,852 residents and 142 employees.

Page 338, Impact PS-1, Impact Statement:

Line 1: **Impact PS-1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 339, Impact PS-1 discussion, paragraph 2:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 3: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 4: … the project, or ~~either v~~ Variant 1, 2, or 3, …

Page 340, Impact PS-1 discussion, paragraph 2:

Line 1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 3: … the proposed 801 Brannan and One Henry Adams Streets project, or ~~either v~~ Variant 1, 2, or 3, …

Line 5: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 13: proposed project, or Variant 1, 2, or 3, would not represent…

Line 15: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 340, Impact PS-2, Impact Statement:

Line 1: **Impact PS-2: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 341, Impact PS-2 discussion, paragraph 1:

Line 11: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 13: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 341, Impact PS-3, Impact Statement:

Line 1: **Impact PS-3 (Government Services): The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 341, Impact PS-3 discussion, paragraph 1:

Lines 5-7: … approximately 1,825 new residents and 156 new employees under Variant 1, ~~or~~ 1,855 residents and 147 employees under Variant 2, or 1,852 residents and 142 employees under Variant 3 would not require new or physically altered government facilities. Therefore, the impacts of the proposed project~~'s~~, or ~~either v~~ Variant~~'s~~ 1's, 2's, or 3's, ~~impacts~~ on government services would be ***less than significant***.

13 BIOLOGICAL RESOURCES

Page 342, Impact BI-1, Impact Statement, line 1:

Line 1: **Impact BI-1: Neither the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …**

Page 342, Impact BI-1 discussion, paragraph 1:

Line 2: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Lines 4-5: … the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …

Line 7: … the proposed project, or ~~either v~~ Variant 1, 2, or 3.

Page 342, Impact BI-2, Impact Statement, line 1:

Line 1: **The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 342, Impact BI-2 discussion, paragraph 1:

Line 1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 343, Impact BI-2 discussion, paragraph 1:

Last line: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 343, Impact BI-2 discussion, paragraph 3:

Line 4: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 343, Impact BI-2 discussion, paragraph 4:

Lines 4-5: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 344, Impact BI-3, Impact Statement, line 1:

Line1: **Impact BI-3 (Trees): The proposed project, nor ~~either v~~ Variant 1, 2, or 3, …**

Page 347, Impact BI-3 discussion, paragraph 1:

Line 1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 6: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

14 GEOLOGY AND SOILS

Page 347, Impact GE-1, Impact Statement:

Line1: **Neither the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …**

Page 350, Impact GE-1 discussion, paragraph 1 (following 2 bullet points):

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, would be required …

Line 10: … proposed project, or ~~either v~~ Variant 1, 2, or 3, that would not require …

Line 11: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 350, Impact GE-2, Impact Statement:

Line 1: **Neither the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …**

Page 350, Impact GE-2 discussion, paragraph 1:

Line 1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 5: … proposed project, and its ~~either~~ variants …

Line 8: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 351, Impact GE-3, Impact Statement:

Line 1: **Neither the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …**

Page 351, Impact GE-3 discussion, paragraph 1:

Line 1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Last line: … project, or ~~either v~~ Variant 1, 2 or 3.

Page 351, Impact GE-4, Impact Statement:

Line 2: **… neither the proposed project, nor ~~its v~~ Variants 1, 2, or 3, …**

Page 351, Impact GE-4 discussion, paragraph 1:

Line 2: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

15 HYDROLOGY AND WATER QUALITY

Page 351, Impact HY-1, Impact Statement:

Line1: **Neither the proposed project, nor ~~either v~~ Variant 1, 2, or 3, …**

Page 351, Impact HY-1 discussion, paragraph 1:

Line 1: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 3: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 351, Impact HY-1 discussion, paragraph 2:

Line 4: … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Lines 5-6 … proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 352, Impact HY-2 discussion, paragraph 1:

Line 5: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 11: … With the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 353, Impact HY-3 discussion, paragraph 3:

Line2: Construction of the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Line 7: Therefore, the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 354, Impact HY-3 discussion, paragraph 2:

Last line: … the proposed project, or ~~either v~~ Variant 1, 2, or 3.

Page 354, Impact HY-3 discussion, paragraph 3:

Line 3: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 354, Impact HY-4, Impact Statement:

Line 1: **The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 355, Impact HY-4 discussion, paragraph 2:

Lines 2-3: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 356, Impact HY-4 discussion, paragraph 1:

Line 5: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 356, Impact HY-4 discussion, paragraph 2:

Line 1: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 356, Impact HY-5, Impact Statement:

Line 1: **The proposed project, or ~~either v-~~ Variant 1, 2, or 3, …**

Page 356, Impact HY-5 discussion, paragraph 1:

Last line: … the proposed project, or ~~either v-~~ Variant 1, 2, or 3.

16 HAZARDS AND HAZARDOUS MATERIALS

Page 357, Impact HZ-1 discussion, paragraph 1:

Line 2: … project, or ~~either v-~~ Variant 1, 2, or 3, (significance criter~~ion~~ a 16e and 16f …

Page 358, Impact HZ-1 discussion, paragraph 1:

Last line: … would apply to the proposed project, or ~~either v-~~ Variant 1, 2, or 3.

Mitigation Measure M-HZ-1 (EN-K-1): Other Hazardous Building Materials

Page 358, paragraph 2:

Line 3: … renovation for the proposed project, or ~~either v-~~ Variant 1, 2, or 3.

Page 358, Impact HZ-1 discussion, paragraph 1 after Mitigation Measure M-HZ-1:

Line 4: … project, or ~~either v-~~ Variant 1, 2, or 3, …

Line 7: … ensure that the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Page 358, Impact HZ-2, Impact Statement:

Line 1: **The proposed project, or ~~either v-~~ Variant 1, 2, or 3, …**

Page 359, Impact HZ-2 discussion, paragraph 1:

Line 1: … under the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

Page 359, Impact HZ-3, Discussion, paragraph 1:

Line 5: … that the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …

17 MINERAL AND ENERGY RESOURCES

Page 359, Impact ME-1, Impact Statement:

Line 1: **Neither the proposed project, nor ~~either v-~~ Variant 1, 2, or 3, …**

Page 359, Impact ME-1 discussion, paragraph 1:

Lines 6-7: … the proposed project, or ~~either v-~~ Variant 1, 2, or 3.

Line 8: … the proposed project, or ~~either v-~~Variant 1, 2, or 3.

Line 9: Thus, the proposed project, or ~~either v-~~Variant 1, 2, or 3 …

Last line: … as a result of the proposed project, or ~~either v-~~ Variant 1, 2, or 3.

Page 359, Impact ME-2, Impact Statement:

Lines 1-2: **Implementation of the proposed project, or ~~either v-~~ Variant 1, 2, or 3, …**

Page 360, Impact ME-2 discussion, paragraph 1:

Line 3: … ~~either v~~ Variant 1, 2, or 3, to meet …

Line 6: … neither the proposed project nor ~~either v~~ Variant 1, 2, or 3 would cause …

18 AGRICULTURAL AND FOREST RESOURCES

Page 360, Impact AG-1, Impact Statement:

Line 3: **… would the proposed project, or ~~either v~~ Variant 1, 2, or 3, conflict with …**

Page 360, Impact AG-1 discussion, paragraph 1:

Line 5: … project, or ~~either v~~ Variant 1, 2, or 3, would not convert …

Line 8: … neither the proposed project, nor ~~either v~~ Variant 1, 2, or 3, would involve …

Line 10: … the proposed project, or ~~either v~~ Variant 1, 2, or 3, would have no …

VI. OTHER CEQA ISSUES

A. GROWTH INDUCEMENT

Page 362, paragraph 1:

Line 3: … project, or ~~either v~~ Variant 1, 2, or 3 …

Page 362, paragraph 2:

Line 2: … Variants 1, ~~and~~ 2, and 3 would have 809, ~~and~~ 824, and 821 residential units, and 34,928, ~~and~~ 31,777, and 49,674 square feet of retail space, respectively.…

Line 4: … project, ~~while~~ Variant 2 would have …

Line 5: … more retail space, and Variant 3 would have less than one percent fewer residential units and less than one percent less retail space.

Line 7: … employees, ~~and~~ Variant 2 would have … retail employees, and Variant 3 would have 1,852 residents and 142 employees.

Line 8: … variants ~~for the 801 Brannan site~~ would be …

Line 9: … characteristics, ~~neither~~ none of the variants would …

B. SIGNIFICANT UNAVOIDABLE IMPACTS

Page 362, paragraph 1:

Line 4: … project, or ~~either v~~ Variant 1, 2, or 3, …

LAND USE

Page 362, Impact C-LU-4, Impact Statement:

Line 1: **Impact C-LU-4: The proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 362, Impact C-LU-4 discussion, paragraph 1:

Line 1: … the proposed project's, or ~~either v~~ Variant 1's, 2's, or 3's, …

Line 3: … the proposed project's, or ~~either v~~ Variant 1's, 2's, or 3's, …

TRANSPORTATION

Page 364, before impact statement Impact TR-12, the following is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Impact TR-55: (Signalized intersection of Division/Brannan/Potrero/Tenth). Implementation of Variant 3 would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable)

No feasible mitigation measures have been identified to reduce the project impact at this intersection to a less than significant level. Therefore, the Variant 3-related traffic impact at the intersection of Division/Brannan/Potrero/Tenth would remain significant and unavoidable.

Impact TR-56: (Signalized intersection of Eighth/Brannan). Implementation of Variant 3 would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (Significant and Unavoidable)

No feasible mitigation measures have been identified to reduce the project impact at this intersection to a less than significant level. Therefore, the Variant 3-related traffic impact at the intersection of Eighth/Brannan would remain significant and unavoidable.

Page 370, before the Air Quality heading, the following is inserted. The text of this insertion is entirely new and not shown in underline, in order to allow for ease of reading:

Impact C-TR-66: (Cumulative Impact at the intersection of Division/Brannan/Potrero/Tenth). Implementation of Variant 3 in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan/Potrero/Tenth under 2025 Cumulative conditions. (Significant and Unavoidable)

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Since no feasible mitigation measures have been identified to address this impact, Variant 3's cumulative traffic impacts at Division/Brannan/Potrero/Tenth would therefore be significant and unavoidable.

Impact C-TR-67: (Cumulative Impact at the intersection of Eighth/Brannan). Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant traffic cumulative impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (Significant and Unavoidable)

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Since no feasible mitigation measures have been identified to address this impact, Variant 3's cumulative traffic impacts at Eighth/Brannan would therefore be significant and unavoidable.

Impact C-TR-68: (Cumulative Impact at the intersection of Seventh/Townsend). Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Seventh/Townsend under Cumulative conditions. (Significant and Unavoidable)

To improve operations at the intersection of Seventh/Townsend, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Since no feasible mitigation measures have been identified to address this impact, Variant 3's cumulative traffic impacts at the intersection of Seventh/Townsend would therefore, be significant and unavoidable

Impact C-TR-69: (Cumulative Impact at the intersection of Sixteenth/Kansas/Henry Adams). Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions. (Significant and Unavoidable)

To improve operations at the intersection of Sixteenth/Kansas/Henry Adams, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Since no feasible mitigation measures have been identified to address this impact, Variant 3's cumulative traffic impacts at the intersection of Sixteenth/Kansas/Henry Adams would therefore, be significant and unavoidable.

Impact C-TR-70: (Cumulative Impact at the intersection of Division/Rhode Island). Implementation of Variant 3, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. (Significant and Unavoidable)

Under 2025 Cumulative conditions, Caltrans traffic signal warrants would be met at the intersection of Division/Rhode Island, and to improve operations, the intersection would need to be signalized. With signalization, during the p.m. peak hour the average vehicle delays would decrease, and intersection operations under 2025 Cumulative conditions would improve to LOS B. Mitigation Measure M C-TR-38 would also be applicable to the proposed project with 801

Brannan Variant 1, and signalization of the intersection would reduce the project contribution to the 2025 Cumulative impacts to a less than significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, Variant 3's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered significant and unavoidable with mitigation.

AIR QUALITY

Page 370, Impact AQ-4 Impact Statement is revised as follows:

Line 2: **… or ~~either v~~ Variant 1, 2, or 3, …**

Page 370, Impact AQ-4 discussion, paragraph 1:

Line 1: … the proposed project's, or ~~either~~ any of the three variant's, …

Line 5: … or ~~either v~~ Variant 1, 2 or 3 …

Line 10: … or ~~either v~~ Variant 1, 2 or 3.

Page 370, Impact AQ-5 Impact Statement is revised as follows:

Line 2: **… or ~~either v~~ Variant 1, 2, or 3, …**

Page 370, Impact AQ-5 discussion, paragraph 1:

Line 1: … or ~~either v~~ Variant 1, 2 or 3 …

Line 8: … or ~~either v~~ Variant 1, 2 or 3 …

Page 370, Impact AQ-7 Impact Statement is revised as follows:

Line 2: **… or ~~either v~~ Variant 1, 2, or 3, …**

Page 371, Impact AQ-7 discussion, paragraph 1:

Last line: … or ~~either v~~ Variant 1, 2 or 3.

Page 372, paragraph 1:

Last line: … or Variant 1, ~~or~~ 2, or 3.

Page 372, Impact AQ-8 Impact Statement:

Line 1: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 372, Impact AQ-8 discussion, paragraph 1:

Last line: … or ~~either v~~ Variant 1, 2, or 3, …

Page 372, Impact AQ-8 discussion, paragraph 2:

Line 2: … or ~~either v~~ Variant 1, 2, or 3.

Page 372, Mitigation Measure M-AQ-8, paragraph 1:

Line 2: … or ~~either v~~ Variant 1, 2, or 3, …

Page 373, Mitigation Measure M-AQ-8, paragraph 3:

Line 6: … under either the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 373, Impact C-AQ-9 Impact Statement:

Lines 1-2: **… proposed project, or ~~either v~~ Variant 1, 2, or 3, …**

Page 373, Impact C-AQ-9 discussion, paragraph 1:

Line 1: … or ~~either v~~ Variant 1, 2 or 3, …

C. SIGNIFICANT IRREVERSIBLE IMPACTS

Page 374, paragraph 1:

Line 10: … either any of the three variants, requires the adoption …

D. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Page 375, paragraph 2:

Lines 8-9 Because ~~both~~ the three variants for the 801 Brannan site and the one variant for the One Henry Adams site are located at the same sites as the …

Line 11: … same under ~~either v~~ Variant 1, 2, or 3 …

VII. ALTERNATIVES

Page 379, paragraph 1:

Line 2: … ~~either v~~ Variant 1, 2 or 3…

Lines 3-5: As discussed, the project sponsor is proposing ~~two~~ three variations of development ~~at the 801 Brannan site~~ in addition to the proposed project~~,~~; Variants 1 and 2 would involve different development scenarios for the 801 Brannan site and the same development scenario for the One Henry Adams site, compared to the proposed project, as ~~are~~ described in the Project Description and Table 1 on page 9; Variant 3 varies somewhat from the proposed project at the 801 Brannan and One Henry Adams sites, as described in Table 1A on page 23A.

Line 8: … or ~~either~~ any variant …

Line 9: … or ~~either~~ any variant…

Page 379, paragraph 2:

Last line: … ~~either v~~ Variant 1, 2 or 3…

A. ALTERNATIVE A: NO PROJECT

DESCRIPTION

Page 380, paragraph 1:

Line 5: … nor ~~either~~ any-variant…

Line 6: … four under Variants 1 and 3…

Line 7: … 809 under Variant 1 or 821 under Variant 3 …

Line 8: … Variant 2: 51,447 square feet, and Variant 3: 49,674 square feet…

Line 9: … Variant 2: 841 spaces; and Variant 3: 628 spaces …

Line 10 … One Henry Adams site under the proposed project or Variant 1 or 2 also would not occur (Variant 3 would include no such street improvements at the One Henry Adams site). This alternative, however, …

IMPACTS

Page 380, paragraph 2:

Line 3-4: … under Variant 1, ~~or~~ 1,921 p.m. peak-hour person trips and 767 p.m. peak-hour vehicle trips under Variant 2; or 1,908 p.m. peak-hour person trips and 762 p.m. peak-hour vehicle trips under Variant 3…

Line 4: … or any ~~either~~ variant's two …

Line 6: … Variant 2: TR-11; Variant 3: TR-55), and …

Line 7: … Variant 2: TR-12; Variant 3: TR-56). In addition …

Line 7-8: … proposed project's or ~~either v~~ Variant 1's, 2's, or 3's, five significant …

Line 9: …2: C-TR-48; Variant 3: C-TR-66), Eighth/Brannan ...

Line 10: …2: C-TR-49; Variant 3: C-TR-67), Seventh/Townsend …

Last line: … Variant 2: C-TR-50; Variant 3: C-TR-68), Sixteenth/Kansas/Henry Adams …

Line 12: … Variant 2: C-TR-51; Variant 3: C-TR-69), and Division/Rhode Island

Line 13: …Variant 2: C-TR-52; Variant 3: C-TR-70).

Page 381, paragraph 1:

Line 1: …project's, or ~~either~~ any variant's…

Line 18: …project, or ~~either v~~ Variant, 1, 2, or 3, examined …

Page 381, paragraph 2:

Line 2: … project, or ~~either~~ any variant: …

Page 381, paragraph 3:

Line 2: … project, or ~~either~~ any variant, ...

Page 382, paragraph 1:

Last line: … project or ~~either~~ any variant).

B. ALTERNATIVE B: REDUCED PROJECT ALTERNATIVE

DESCRIPTION

Page 382, last paragraph:

Lines 3-4: … project or ~~either~~ any variant). …

Line 5: … development of ~~Brannan A~~ the new alley … or ~~either~~ any of the variants,

Last line: …Brannan Street and ~~Brannan A~~ the new alley.

Page 388, paragraph 1:

Line 7: … at the One Henry Adams site proposed under the proposed project or ~~either v~~ Variant 1 or 2 (Variant 3 would include no such street improvement at the One Henry Adams site).

Lines 8-9: … proposed project~~.~~ ~~Alternative B would also have~~ 24 percent less built area than Variant 1, ~~and~~ 23 percent less built area than Variant 2 or 3~~.~~.

Page 388, paragraph 2:

Line 3: … housing units, ~~or~~ Variant 1's 162, ~~or~~ Variant 2's 165, or Variant 3's 218 affordable…

Page 388, paragraph 3:

Line 11: ~~either~~ any variant's...

Page 388, paragraph 4:

Line 1: … project, or ~~either~~ its variants …

Page 389, paragraph 1:

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3,

Line 5: … project, or ~~either~~ its variants, …

Impacts

Page 389, paragraph 1:

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3,…

Line 3: … project, or ~~either v~~ Variant 1, 2, or 3.

Lines 4: … project, or ~~either~~ any variant.

Last line: …project, or ~~either v~~ Variant 1, 2, or 3.

Page 389, paragraph 2:

Line 2: … project, or ~~either~~ any variant ...

Last line: … project, or ~~either~~ any variant's ...

Page 389, paragraph 3

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, …

Page 390, paragraph 1:

Lines 1-2: Variant 2's 767 vehicle trips and Variant 3's 760 vehicle trips in the weekday p.m. peak hour.

Page 390, paragraph 2:

Lines 1-2: … project, or ~~either v~~ Variant 1, 2, or 3 …

Line 3: … project, or ~~either v~~ Variant 1, 2, or 3 …

Line 4: … Variant 2: TR-11; or Variant 3: TR 55). … ~~either~~ any variant's ...

Line 5: … ~~either~~ any variant's ...

Line 6: … Variant 2: C-TR-48; Variant 3: C-TR-66).

Line 7: … ~~either~~ any variant ...

Line 8: … Variant 2: TR-12; or Variant 3: C-TR-56). … ~~either~~ any variant's ...

Line 10: … Variant 2: C-TR-49; or Variant 3: C-TR-67), Seventh/…

Line 11: … Variant 2: C-TR-50; Variant 3: C-TR-68), Sixteenth/Kansas/Henry Adams …

Line 12: … Variant 2: C-TR-51; Variant 3: C-TR-69), and Division/Rhode Island …

Last line: … Variant 2: C-TR-52; Variant 3: C-TR-70).

Page 390, paragraph 3

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3.

Line 3: … project's, or ~~either~~ any variant's …

Lines 6-7: … project, or ~~either v~~ Variant 1, 2, or 3, (AQ-7 construction …

Page 390, paragraph 4

Line 1: … project, or ~~either v~~ Variant 1, 2, or 3, the Reduced Project Alternative …

Page 391, paragraph 1 (after bullets):

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3, examined …

Page 391, paragraph 2 (after bullets):

Line 3: … project, or ~~either v~~ Variant 1, 2, or 3. However, like the proposed project, or ~~either v~~ Variant 1, 2, or 3, …

Page 391, paragraph 3 (after bullets):

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3, …

Line 4: … project, or ~~either v~~ Variant 1, 2, or 3, …

C. ALTERNATIVE C: MIXED RESIDENTIAL AND PDR

Description

Page 392, paragraph 1:

Line 8: … project, or ~~either v~~ Variant 1, 2, or 3.

Page 392, paragraph 2:

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3, would…

Page 392, paragraph 3:

Line 5: … project, or ~~either v~~ Variant 1, 2, or 3. This alternative…

Last line: … ~~Brannan A~~ the new alley.

Page 392, paragraph 4:

Line 2: … project, or ~~either v~~ Variant 1, 2, or 3, this alternative…

Line 4-5: … or ~~either~~ any variant's …

Page 398, paragraph 1:

Line 9: … project's, or ~~either~~ any variant's excavation of 2,612 cubic yards of soil at the 801 Brannan site. The proposed project and Variants 1 and 2 would also excavate about 10,388 cubic yards at the One Henry Adams site; Variant 3 would excavate about 3,823 cubic yards.

Page 398, paragraph 2:

Line 3: … Variant 2 and Variant 3.

Line 5: … Variant 1's 162, ~~or~~ Variant 2's 165, or Variant 3's 218 affordable units, …

Line 7: …or ~~either~~ any variant's …

Page 398, paragraph 3:

Line 1: … project, or ~~either~~ any variant, Alternative C …

Impacts

Page 399, paragraph 1:

Line 1: … project, or ~~either~~ any variant, …

Line 3: … project, or ~~either~~ any variant.

Line 5: … project, or ~~either~~ any variant.

Line 6: … project's, or ~~either~~ any variant's …

Page 399, paragraph 2:

Line 2: … project, or ~~either~~ any variant, …

Last line: … project, or ~~either~~ any variant.

Page 399, last paragraph:

Line 1: … project, or ~~either~~ any variant.

Page 400, paragraph 1:

Last line: …peak hour, ~~and~~ 33 percent lower than Variant 2's and Variant 3's vehicle trips…

Page 400, paragraph 2:

Line 2: … ~~either~~ any variant, …

Lines 3-4: … or ~~either~~ any variant … TR-1, Variant 1: TR-6, ~~and~~ Variant 2: TR-11, and Variant 3: TR-55). This alternative… ~~either~~ any variant's, significant …

Line 6: … C-TR-48; Variant 3: C-TR-66). It would …

Line 7: … proposed project, or ~~either~~ any variant, …

Line 8: … Variant 1: TR-7, ~~and~~ Variant 2: TR-12; Variant 3: TR-56). … proposed project's or ~~either~~ any variant's ...

Line 10: … Variant 2: C-TR-49; Variant 3: C-TR-67), Seventh…

Line 11: … Variant 2: C-TR-50; Variant 3: C-TR68), Sixteenth…

Line 12: … Variant 2: C-TR-51; Variant 3: C-TR-69), and Division…

Last line: … Variant 2: C-TR-52; Variant 3: C-TR-70.

Page 400, paragraph 3:

Line 3: … project's, or ~~either~~ any variant's, …

Line 7: … project, or ~~either~~ any variant, …

Page 400, last paragraph:

Line 1: … project's, or ~~either~~ any variant's, …

Page 401, paragraph 1 (after bullets):

Line 2: … project, or ~~either~~ any variant, …

Page 401, paragraph 2 (after bullets):

Lines 2-3: … project, or ~~either~~ any variant, …

Page 401, paragraph 3 (after bullets):

Line 2: … project, or ~~either~~ any variant, …

Line 4: … project, or ~~either~~ any variant, …

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Page 402, last paragraph:

Last line: … project, or ~~either~~ any variant, …

Page 403, paragraph 1:

Line 2: … project, or ~~either~~ any variant, …

Line 6: … project, or ~~either~~ any …

Line 10: … project, or ~~either~~ any variant, …

Line 11: … ~~and~~ Variant 2: TR-11 and C-TR-48; and Variant 3: TR-55 and C-TR-66), …

Pages 404-407, Table 28 is revised as follows:

Table 28
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 ~~and~~ 2, and 3

Description:	Proposed Project	Variant 1	Variant 2	Variant 3	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
-Building(s) (Number of buildings at 801 Brannan / Number of buildings at One Henry Adams)	Demolish 4; build 5 (3/2)	Demolish 4; build 4 (2/2)	Demolish 4; build 5 (3/2)	Demolish 4; build 4 (2/2)	Existing 4 (1/3) Remain	Demolish 4; Build 2 (1/1)	Demolish 4; Build 2 (1/1)
-BMR (parcel dedication/City-built)	Yes	No	No	Yes	No	No	No
-Height	5 buildings: all 6-stories, 68 feet	4 buildings: all 6-stories, 68 feet	5 buildings: all 6-stories, 68 feet	4 buildings: all 6-stories, 68 feet	1 building, 33 ft; 1 building, 30 ft.; 2 buildings 20 ft.	4 buildings: two at each site, all 4 stories, 40 feet	4 buildings: two at each site, 2 buildings, 50 feet and two buildings, 55 feet; all 4 stories
-Residential	824 units	809 units	824 units	821 units	none	497 units	264 units
-Retail	50,087 sq.ft.	54,598 sq.ft.	51,447 sq.ft.	49,674 sq.ft.	none	3,000 sq.ft.	1,000 sq.ft.
-Office	none	none	none	none	1,615 sq.ft.	none	none
-Showroom	none	none	none	none	14,549 sq.ft.	18,500 sq.ft.	442,875 sq ft.
-Exhibition	none	none	none	none	137,000 sq.ft.	none	none
-Industrial (vacant manufacturing)	none	none	none	none	13,000 sq.ft.	none	none
-Parking	799 spaces	866 spaces	841 spaces	628 spaces	580 spaces	561 spaces	784 spaces
-Building GSF (with parking)	1,149,094 sq.ft.	1,187,943 sq.ft	1,170,391 sq.ft.	1,160,650 sq.ft.	166,204 sq.ft.	898,872 sq.ft.	992,660 sq.ft.
Impacts:							
LU-1 Physical Community	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
LU-2 Adopted Plans and Regulations	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
LU-3 Land Use Character	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-LU-4 Cumulative PDR Land Supply	SU	SU	SU	SU	Avoided	SU	LTS
AE-1 Views and Visual Character	LTS	LTS	LTS	LTS	Avoided	LTS	LTS

Table 28
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 ~~and~~ 2, and 3

Description:	Proposed Project	Variant 1	Variant 2	Variant 3	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
AE-2 Scenic Resources	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AE-3 Light and Glare	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
CP-1 Paleontological Resources	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
CP-2 Archeological Resources	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
CP-3 Human Remains	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
CP-4 Historic Architectural Resources	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
CP-5 Off-Site Resources – New Building Design	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
TR-1 (V1: TR-6; V2: TR-11; V3: TR-55) Intersection: Division/ Brannan/Potrero/Tenth	SU	SU	SU	SU	Avoided	LTS	LTS
TR-2 (V1: TR-7; V2: TR-12; V3: TR-56) Intersection: Eighth/Brannan	SU	SU	SU	SU	Avoided	SU	SU
TR-3 (V1: TR-8; V2: TR-13; V3: TR-57) Intersections: Sixteenth/Rhode Island; Division/Rhode Island	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-4 (V1: TR-9; V2: TR-14; V3: TR-58) 12 study intersections	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-5 (V1: TR-10; V2: TR-15; V3: TR-59) Intersections: Brannan Alley/ Seventh and Eighth Streets	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-16 (V1: TR-17; V2: TR-18; V3: TR-60) Transit	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-19 (V1: TR-20; V2: TR-21; V3: TR-61) Bicycle	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-22 (V1: TR-23; V2: TR-24; V3: TR-62) Pedestrian Movement	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-25 (V1: TR-26; V2: TR-27; V3: TR-63) Loading	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-28 (V1: TR-29; V2: TR-30; V3: TR-64) Emergency Vehicle Access	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
TR-31 (V1: TR-32; V2: TR-33; V3: TR-65) Construction	LTS	LTS	LTS	LTS	Avoided	LTS	LTS

Table 28
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 ~~and~~ 2, and 3

Description:	Proposed Project	Variant 1	Variant 2	Variant 3	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
C-TR-34 (V1: C-TR-41; V2: C-TR-48; V3: C-TR-66) Cumulative: Division/Brannan/Potrero/Tenth	SU	SU	SU	SU	Avoided	LTS	LTS
C-TR-35 (V1: C-TR-42; V2: C-TR-49; V3: C-TR-67) Cumulative: Eighth/Brannan	SU	SU	SU	SU	Avoided	SU	SU
C-TR-36 (V1: C-TR-43; V2: C-TR-50; V3: C-TR-68) Cumulative: Seventh/Townsend	SU	SU	SU	SU	Avoided	SU	SU
C-TR-37 (V1: C-TR-44; V2: C-TR-51; V3: C-TR-69) Cumulative: Sixteenth/Kansas/Henry Adams	SU	SU	SU	SU	Avoided	SU	SU
C-TR-38 (V1: C-TR-45; V2: C-TR-52; V3: C-TR-70) Cumulative: Division/ Rhode Island	SU	SU	SU	SU	Avoided	SU	SU
C-TR-39 (V1: C-TR-46; V2: C-TR-53; V3: C-TR-71) Cumulative: Six Study Intersections	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-TR-40 (V1: C-TR-47; V2: C-TR-54; V3: C-TR-72) Cumulative: Five Study Intersections	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
NO-1 Construction Noise-Other than Pile Driving	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
NO-2 Location of Sensitive Receptors	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-NO-3 Cumulative Traffic and Building Operations	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-1 Construction Dust and Pollutant Concentrations	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-2 Construction – Criteria Air Pollutant Emissions	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-AQ-3 Construction – Cumulative Criteria Air Pollutant Emissions	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-4 Operational Criteria Air Pollutant Emissions	SU	SU	SU	SU	Avoided	LTS	LTS
C-AQ-5 Cumulative Operational Criteria Air Pollutant Emissions	SU	SU	SU	SU	Avoided	LTS	LTS

Table 28
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 ~~and~~ 2, and 3

Description:	Proposed Project	Variant 1	Variant 2	Variant 3	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
AQ-6 Project Vehicle Local CO Emissions—Intersection and Garage	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-7 Construction Health Risk – TACs, including PM2.5 and DPM	SU w Mit.	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
AQ-8 Operational Health Risk—TACs, including PM2.5	SU w Mit.	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
C-AQ-9 Cumulative Health Risk-- TACs, including PM2.5	SU w Mit.	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
AQ-10 Policy and Plan Consistency	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-11 Objectionable Odors	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
C-GG-1 Greenhouse Gas Emissions	LTS	LTS	LTS	LTS	Avoided	LTS	LTS
FROM CEQA Checklist Update Section V.H. (significant impacts only):							
HZ-1 Other Hazardous Building Materials	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
FROM Initial Study					Avoided		
Noise (Pile Driving)	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
Hazards (Contaminated Soil)	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
Hazards (Underground Storage Tanks)	LTS w Mit.	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.

Notes: S = Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; NA=Not Applicable; w Mit.=with mitigation measure(s).
Source: During Associates, 20~~11~~12.

APPENDICES:

1. Comment Letters
2. Transcript of DEIR Public Hearing

PAGE INTENTIONALLY LEFT BLANK

APPENDIX 1:

Comment Letters

PAGE INTENTIONALLY LEFT BLANK

Comment Letter A

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

August 8, 2011

SF080117
SF-80-4.4
SCH#2003112070

Mr. Bill Wycko
City and County of San Francisco
Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko:

801 Brannan and One Henry Adams Streets Project – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the 801 Brannan and One Henry Adams Streets Project. The following comments are based on the Draft Environmental Impact Report.

1. [TR-1]

Forecasting
Please provide PM peak hour turning traffic per intersection diagrams for the Proposed Project conditions and 2025 Cumulative plus Project conditions for our review. Also, discuss why AM peak hour traffic was not analyzed in the report.

2. [TR-2]

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,

GARY ARNOLD
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Comment Letter B

Bill Wycko/CTYPLN/SFGOV
08/08/2011 11:34 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: 801 Brannan/One Henry Adams

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/08/2011 11:34 AM -----

Bill Sugaya
<hs.commish@yahoo.com>
08/06/2011 10:17 AM
Please respond to
Bill Sugaya
<hs.commish@yahoo.com>

To Bill Wycko <bill.wycko@sfgov.org>
cc
Subject 801 Brannan/One Henry Adams

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Draft EIR, 801 Brannan Street and One Henry Adams Street Project

Dear Mr. Wycko:

On page 84 reference is made to Figure 23 on page 76, which purports to show the location of "Residential buildings in the project vicinity." Figure 23 only shows the 801 Brannan Street site and the immediate properties surrounding it. This figure should be reworked to show all the properties identified as residential, including those near One Henry Adams Street, with their respective addresses, number of units and unit mix. This would help to illustrate that the project "would be compatible with surrounding and planned uses." 1. [LU-1]

Thank you,

Hisashi Sugaya

Comment Letter C

KPFA 94.1
KPFA.ORG

August 4, 2011

Dear Mr. Wycko,

I am writing regarding proposed plans by Bay West to demolish the Concourse and replace it with housing, which I read about in the SFBG article, Replacing the Concourse, August 3 edition.

I could not disagree more with Bay West partner Sean Murphy's cavalier comment that, "The building itself is beyond use as an exhibit hall". The loss of the building to the KPFA Crafts Fair cannot be overestimated. The Concourse is the bedrock of the fair.

The only viable venue in San Francisco for our fair (this year hosting the 41st annual), the building offers many amenities and rental fees are manageable. But what makes it indispensible is its LOCATION. It's accessible from all over the Bay Area, and not just by auto. To maximize its proximity to public transit, we run free shuttles from the Civic Center BART/MUNI Station, which most of our patrons use.

So far, gratefully, we have been able to sustain our event through the economic downturn. The KPFA Crafts Fair (as do many other events) needs the Concourse to continue to thrive. I urge the Planning Commission to give this consideration the highest priority when making decisions regarding the fate of the Concourse.

1. [G-1]

Yours truly,

Jan Etre
Crafts Fair Coordinator

Comment Letter D

SIERRA CLUB
FOUNDED 1892

San Francisco Group
85 Second Street
San Francisco, California 94105

August 5, 2011

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
Re: 801 Brannan Street and One Henry Adams Street Project Draft EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko:

The San Francisco Group of the Sierra Club urges that the 801 Brannan and One Henry Adams projects include at most one parking space per two residential units. The Sierra Club urges a reduction in the amount of parking because of concerns about negative impacts to transit and air quality.

The Sierra Club finds that, in a city that proclaims itself to be transit first, the current proposal for a minimum of 799 parking spaces at 801 Brannan Street and One Henry Adams Street is far too much. In fact, the project increases the space now dedicated to parking at the site by about 26,000 square feet, and both project variants actually dedicate even more square footage to parking than the proposal itself. In addition, all that parking is far too close to three sets of on and off ramps for Interstates 80, 101, and 280. Those on and off ramps range in distance from the project from about 800 to 2,000 feet. 1. [TR-3]

The Sierra Club notes that the project Draft Environmental Impact Report (DEIR) addresses impacts to air quality that will result from construction of the project and additional traffic generated by the project, but believes that no adequate analysis has been done on the impact of increased traffic congestion on the ability of nearby transit to operate according to schedule or on the quality of life to people who live and/or work near the project. 2. [TR-5]

In addition, the Sierra Club has already taken a position expressing concern about "freeway-oriented development" with too much parking. A letter sent this past spring to members of the SF Planning Commission about this concern is included below. 3. [TR-4]

The DEIR has identified several specific **Significant and Unavoidable** impacts to **traffic congestion** and **air quality** from the project. Those that have been deemed **Significant and Unavoidable** are listed below with comments from the Sierra Club. 4. [TR-5]

Impact TR-1: Implementation of the proposed project would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (**Significant and Unavoidable**) (Page 176)

Comment: The 9 Potrero and the 9L Potrero buses pass through the intersection of Division/Brannan/Potrero/Tenth, and the intersection already operates at a level of service (LOS) that is graded "E". It would remain an "E" under the proposed project. The Sierra Club notes that the DEIR evaluates impacts to transit primarily in terms of the ability of Muni to accommodate new riders from the project. The Sierra Club believes that the DEIR lacks an adequate analysis of the impact of increased congestion on the ability of Muni lines, including the 9 and 9L, and other regional transit lines such as Golden Gate Transit which has a bus yard on Eighth Street between Harrison and Folsom, to operate on schedule. The Sierra Club believes the analysis should include a more thorough study of the impact of increased congestion on Muni and other transit.

5. [TR-5]

6. [TR-7]

Impact TR-2: Implementation of the proposed project would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (**Significant and Unavoidable**) (Page 178)

Comment: The Sierra Club notes that this intersection already receives an LOS grade of "E" and would remain an "E" but may sometimes operate at an LOS of "F" during the p.m. peak hours. The 19 Polk Street travels south through this intersection, the 47 Van Ness and 27 Bryant Street buses pass through the intersection of Eighth and Bryant one block north, and Golden Gate Transit maintains a bus yard on Eighth Street between Harrison and Folsom streets. Again, the Sierra Club urges the inclusion of a more thorough study of increased traffic congestion on transit operations, especially the impact of increased congestion on the ability of transit to operate on schedule.

7. [TR-7]

Impact C-TR-34: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan/Potrero/Tenth under 2025 Cumulative conditions. (**Significant and Unavoidable**) (Page 206)

Comment: Again, the Sierra Club notes that the Potrero bus lines pass through this intersection and that no adequate analysis has been done on the ability of Muni to operate on schedule.

Impact C-TR-35: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (**Significant and Unavoidable**) (Page 208)

Comment: Again, the Sierra Club notes that the 19 Polk Street bus passes through this intersection, the 47 Van Ness and 27 Bryant run along Bryant Street one block north, and Golden Gate Transit operates a bus yard on Eighth Street between Harrison and Folsom streets. No adequate analysis has been done of the impact of increased congestion on the ability of transit to operate on schedule.

8. [TR-7]

Impact C-TR-36: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative impact at the intersection of Seventh/Townsend under 2025 Cumulative conditions. (**Significant and Unavoidable**) (Page 208)

Comment: The Sierra Club notes that the 19 Polk Street bus travels north on Seventh Street and has stops at the corner of Seventh at Brannan and Seventh at Bryant. The 47 Van Ness and the 27 Bryant travel northeast on nearby Bryant Street with stops at 9th and Bryant and 8th and Bryant. No adequate analysis has been done on the impact of increased congestion on the ability of Muni, including these buses, to operate according to schedule.

Impact C-TR-37: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions. **(Significant and Unavoidable)** (Page 208)

Comment: The Sierra Club notes that the 22 Fillmore passes through the intersection of 16th and Kansas streets and that the 10 Townsend and the 19 Polk pass through intersections that are one block away. No adequate analysis has been done on the impact of increased congestion on the ability of Muni to operate according to schedule.

Impact C-TR-38: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. **(Significant and Unavoidable with Mitigation)** (Page 209)

Comment: The 10 Townsend and the 19 Polk buses both pass through the intersection of Division/Rhode Island. Under the proposal, this intersection would operate at an LOS of "F" during the p.m. peak hour. The DEIR suggests that Caltrans could signalize the intersection and improve LOS to "B", but the Sierra Club notes that no adequate analysis has been done on the impact of increased congestion – or additional signalization – on the ability of the 10 Townsend or the 19 Polk buses to operate according to schedule.

5. [TR-5]

Impact AQ-4: Operation of proposed project, or either variant, would violate air quality standards with respect to, or generate a cumulatively considerable increase in, criteria air pollutants. **(Significant and Unavoidable)** (Page 272)

Comment: The Sierra Club notes that vehicle trips generated by the project would emit amounts of reactive organic gases and nitrogen oxides at levels that would exceed Bay Area Air Quality Management District (BAAQMD) thresholds according to the DEIR. The DEIR says, "These exceedances would be a significant regional criteria air pollutant air quality impact under the proposed project, or either variant. Feasible mitigation measures are not available and the impact would be **significant and unavoidable**." (Page 273) For this and other reasons, the Sierra Club urges the project sponsor to reduce the amount of parking in the project to no more than one parking spot per two units.

Impact C-AQ-5: Operation of the proposed project, or either variant, would violate air quality standards, resulting in a cumulative impact with respect to criteria air pollution. **(Significant and Unavoidable)** (Page 275)

Comment: For this and other reasons, the Sierra Club urges the project sponsor to reduce the amount of parking in the project to no more than one parking spot per two units.

9. [AQ-1]

Impact AQ-7: Construction of the proposed project, or either variant, would expose sensitive receptors to substantial levels of PM2.5 and other TACs, including DPM, resulting in increased health risk. **(Significant and Unavoidable with Mitigation)** (Page 277)

Comment: The Sierra Club notes that according to the BAAQMD, a minimum of about 500 feet is needed as a buffer zone to ensure a Less Than Significant Impact, but residential buildings now exist well within 360 feet of 801 Brannan Street and 70 feet of One Henry Adams Street, and several busy retail outlets are directly across the street from 801 Brannan Street, including the Gift Center at 888 Brannan Street, REI at 850 Brannan Street, and Hoogasian Flowers at 615 7th Street. Trader Joe's, Bed, Bath & Beyond, and Nordstrom's are also nearby, as is the Hall of Justice and related businesses at 850 Bryant Street. For this and other reasons, the Sierra Club urges the project sponsor to reduce the amount of parking constructed in the project to no more than one parking spot per two units.

Impact AQ-8: Operation of proposed project, or either variant, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAMQD project-level cancer risk threshold of significance of 10 in one million. **(Significant and Unavoidable)** (Page 278)

Comment: According to the DEIR on page 284, cancer-causing TACs (toxic air contaminants) from three roadways – I-80, Brannan Street, and Eighth Street – would exceed the BAAQMD threshold and be graded **Significant and Unavoidable with Mitigation** at the 801 Brannan site, and cancer-causing TACs from I-80 would exceed the threshold at the One Henry Adams site. 9. [AQ-1]

The American Lung Association has also been tracking the health of people who live and work close to highways, and writes in a 2011 report, *Highways May Be Dangerous for Breathing*, "In January 2010, the Health Effects Institute published a major review of the evidence by a panel of expert scientists. The panel looked at over 700 studies from around the world, examining the health effects. They concluded that traffic pollution causes asthma attacks in children, and may cause a wide range of other effects including: the onset of childhood asthma, impaired lung function, premature death and death from cardiovascular diseases, and cardiovascular morbidity. The area most affected, they concluded, was roughly 0.2 mile to 0.3 mile (300 to 500 meters) from the highway."

The Sierra Club notes that most – if not all – of the proposed project exists within 300 to 500 meters of highways and for this reason urges the project sponsor to reduce the amount of parking in the project to at most no more than one parking spot per two units in order to reduce the cumulative impact of air pollution.

Impact C-AQ-9: Operation of the proposed project, or either variant, would expose sensitive receptors to substantial levels of air pollution from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD cumulative cancer risk threshold of significance of 100 in one million. **(Significant and Unavoidable with Mitigation)** (Page 285)

Comment: For this and other reasons, the Sierra Club urges the project sponsor to reduce the amount of parking in the project to no more than one parking spot per two units.

Please reply to: Sue Vaughan, 2120 Clement Street, Apartment 10, San Francisco, CA 94121.

Sue Vaughan
Conservation Committee, San Francisco Group

CC:
Linda Avery, Commission secretary, linda.avery@sfgov.org
Rodney Fong, **rodney@waxmuseum.com**
Hisashi Sugaya, hs.commish@yahoo.com
Kathrin Moore, mooreurban @speakeasy.net
Gwyneth Borden, plangsf@gmail.com
Michael J. Antonini, wordweaver21@aol.com
Ron Miguel, rm@well.com
Christina Olague, c_olague@yahoo.com
Jane Kim, jane.kim@sfgov.org

SF Group
San Francisco Bay Chapter
Sierra Club
March 21, 2011

Christina Olague
SF Planning Commission President
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

Dear President Olague:

The Sierra Club expresses its concern about Transit Oriented Development in the Housing Element where height bonuses near freeway ramps are approved without significant reductions in parking ratios. The Sierra Club notes that high-density, high rise developments have been approved by the Planning Commission in recent years that seem to contradict the intent of transit-oriented development – making it easier for, and more likely that, residents will commute to work at places outside of San Francisco such as the Silicon Valley using cars or company operated shuttles as opposed to mass transit. The SF Group of the SF Bay Chapter has significant concerns about 'freeway-oriented development' and encourages the Planning Commission to significantly reduce parking requirements when considering proposed developments near freeways.

10. [TR-4]

Sincerely,
Sue Vaughan
Member, Conservation Committee of the SF Group of the SF Bay Chapter, Sierra Club, Sent on behalf of the San Francisco Group

CC:
Linda Avery, Commission secretary, linda.avery@sfgov.org
Rodney Fong, **rodney@waxmuseum.com**
Hisashi Sugaya, hs.commish@yahoo.com
Kathrin Moore, mooreurban @speakeasy.net
Gwyneth Borden, plangsf@gmail.com
Michael J. Antonini, wordweaver21@aol.com
Ron Miguel, rm@well.com

Comment Letter E

In Response to the Draft EIR for 2000.618E, referenced as 801 Brannan st.

Thank you for receiving feedback about the project.
Of primary concern of numerous arts groups and users is the demolition and loss of the resource known as the San Francisco Concourse Exhibition Center as well as introducing high density market rate housing where there currently is none. I believe the recent Guardian article has articulated some of the additional users that rely on the Concourse Exhibition Center.
http://www.sfbg.com/2011/08/02/replacing-concourse?page=0,0

I will echo the feedback I believe you have received about the value and role the exhibition center plays in providing an affordable, accessible venue for businesses, trade shows, entertainment and the arts. There is not a facility of its kind available in central San Francisco to act as a replacement and we will lose this important business and community by the current development plan. San Francisco has an obligation through the arts component of the master plan to consider the loss and effect of these choices.
Comment most applicable already included in the DEIR:
pg 99 (5 on report)
Create negative economic and cultural effects from demolishing the SF Concourse Exhibition building and losing a center for events and trade shows; and inadequately assessing the effects on the local design industry. Undermine the economic viability of the Showplace Design Center. (EIR, IV.A. Planning Code, page 58; V.A. Land Use, p. 71).

1. [LU-2]

The area in question is also abutting the Service Arts Light Industrial Zone within the WSoMa plan which we have identified to protect for serving a wide variety of commercial and cultural interests, as well as allowing new entertainment permits. By having housing replace the concourse center we not only lose this tremendous resource, but we also will create conflict between the noise producing industries planned to continue adjacent to this site. There are currently no residential amenities proximate to the Brannan site.

I believe the DEIR is remiss in not representing how replacing an industrial and cultural resource with high density housing will effect the neighboring businesses and character of the neighborhood. The city needs more housing, and its time the Planning Dept started encouraging increasing density in the already residential neighborhoods like the western half of the city. Establishing housing in this area will cause extreme pressure on our job and cultural producing neighborhoods SoMa and ShowPlace Square is known for.
If developers were building housing affordable to the standard workforce and families in compatible areas I would applaud the efforts. But the continued encroachment and proven incompatibilities in our mixed use commercial districts are something I hope weighs your decisions.
The area known as One Henry Adams site I believe already has proximate housing and the current uses are not as essential to our regional community.

2. [LU-3]

Thank you for your time and consideration and email is fine for future documents.

Skot Kuiper
WSoMa Citizens Planning Task Force: Arts Representative
415 305 8115 skot@videoamp.org

RECEIVED

AUG 10 2011

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
MEA

Comment Letter F

2533 Nashira St.
Henderson, NV 89044
August 4, 2011

Bill Wycko
Environmental Review Officer
1650 Mission St.
Suite 400
San Franncisco, Ca 98103

Dear Mr. Wycko,

Although a distance from San Francisco, I have had the privilege of doing the KPFA Craft show at the Concourse for seversl years. A well loved show by both artists and attendees for 41 years.

Customers have become friends and we look forward to doing business each year. Layer after layer, year after year-that is what it takes to create the magic, the ambience. It casts a magic spell on all of us. It happens in this exciting city.

KPFA at the Concourse is deeply entwined in the cultural heritage of San Francisco. It is the years to come which will regret the demolishing of the Concourse. The domino effect will be far reaching.

The past cannot be changed. Please take careful consideration.

Thank you for reading this letter. It is from an artist who believes it is the creative arts which can bring back a strong healthy value system to our sad and tired world.

1. [G-1]

Sincerely,

Jane Asari

Jane Asari
Artist
www.janeasari.com

Comment Letter G

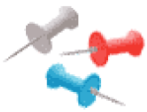
To the powers that be,

The Concourse Exhibition Center is a unique resource that really cannot be replaced. It seems the city is just now figuring out how to use it with the recent Art Market event held there. Where else could such an event be held? Certainly no place that would be as central to the city and as close to the burgeoning tech and arts SOMA/Central Market neighborhoods. Let's keep the concourse and keep using it to showcase the creativity that makes San Francisco so unique! 1. [G-2]

- Todd Berman, member of UESF
1085 Capp St. #2, San Francisco, CA 94110
Todd@TheArtDontStop.org

--
The Art - www.TheArtDontStop.com
https://www.facebook.com/TheArtDontStop

Comment Letter H



Bill Wycko/CTYPLN/SFGOV
08/08/2011 04:52 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: THE CONCOURSE

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/08/2011 04:52 PM -----

SUELLEN FOWLER
<sffg@flameworkglass.com>
08/08/2011 04:50 PM

To <bill.wycko@sfgov.org>
cc <linda.avery@sfgov.org>
Subject THE CONCOURSE

Bill Wycko
bill.wycko@sfgov.org
Environmental Review Officer
1650 Mission Street Suite 400
San Francisco CA 94103

Dear Mr. Wycko,

I am writing to you regarding the Easter Neighborhoods Plan and the proposal for the Concourse exhibition hall at 801 Brannan Street. This proposal only came to my attention a few days ago.

I am a flamework glass artist of 42 years standing. My husband and I have participated in the KPFA Crafts Show for over 25 years. We have been exhibiting at the Concourse ever since KPFA moved its show from Berkeley to San Francisco. We have always enjoyed doing KPFA there; the surroundings are pleasant and clean, our customers have easy access to shuttles and public transportation, and the different bays and levels make the show's layout attractive and interesting.

Tearing down the Concourse would be a significant loss of an important retail outlet to hundreds of self-employed artists, many of whom travel from out of state to participate in the KPFA Crafts Show and other events. The Concourse has provided many of us with a strong sales venue over the decades, even during these hard economic times, and KPFA gives our long time buyers a delightful event at which to visit us and add new work to their collections. Craftsmen and artists do not continue to do shows that aren't profitable, especially these days. Losing KPFA would be a painful cut to our yearly retail earnings, and I am sure would put a significant dent in many other exhibitors' income. 1. [E-1]

I am flummoxed by the critics who think the building is too old to continue to use for public events, given the number of designer, arts, and crafts shows taking place there just this year. There are very few sites available in San Francisco suitable for holding large events. Fort Mason is already over-booked, does not have sufficient parking for the many activities that occur on any given weekend, and does not have the accessibility through public transportation that the Concourse benefits from. The Cow Palace is more suitable for cows and horses, not for art or craft exhibits, nor large office parties or other social events that that sometime occur at the Concourse. The Moscone Center is too big and too expensive for most activities, with even less parking. 2. [G-2]

While housing is always in demand, it seems it shouldn't replace a resource that is already limited. There should be plenty of more suitable locations. If the need for housing is that great, perhaps it should replace a ballpark, or some office buildings. 3. [A-1]

Comment Letter H, cont'd.

Let me also suggest that the general redevelopment plan could easily be reworked to retain the Concourse as a venue for shows and events, and the facility could be given a face lift and remodel for less expense than tearing it down and replacing it. The Concourse could become a community site that provides entertainment and an outlet in the area for commerce in the new neighborhood. It would be a greener plan of action to recycle the building than to raze it, and perhaps create a focus for a local community market and center. Please give this serious consideration as you move forward in your decision making process. 4. [A-2]

Thank you for your attention,

Suellen Fowler

Suellen Fowler Flamework Glass
SFFG@FlameworkGlass.com
707.652.5625
1208 Donner Pass Road
Vallejo CA 94589

08/08/2011

PS: I mailed a hard copy of this letter today, and just received your email address. Thanks. -SF

Comment Letter H, cont'd.

Bill Wycko
Environmental Review Officer
1650 Mission Street Suite 400
San Francisco CA 94103

Dear Mr. Wycko,

I am writing to you regarding the Easter Neighborhoods Plan and the proposal for the Concourse exhibition hall at 801 Brannan Street. This proposal only came to my attention a few days ago.

I am a flamework glass artist of 42 years standing. My husband and I have participated in the KPFA Crafts Show for over 25 years. We have been exhibiting at the Concourse ever since KPFA moved its show from Berkeley to San Francisco. We have always enjoyed doing KPFA there; the surroundings are pleasant and clean, our customers have easy access to shuttles and public transportation, and the different bays and levels make the show's layout attractive and interesting.

Tearing down the Concourse would be a significant loss of an important retail outlet to hundreds of self-employed artists, many of whom travel from out of state to participate in the KPFA Crafts Show and other events. The Concourse has provided many of us with a strong sales venue over the decades, even during these hard economic times, and KPFA gives our long time buyers a delightful event at which to visit us and add new work to their collections. Craftsmen and artists do not continue to do shows that aren't profitable, especially these days. Losing KPFA would be a painful cut to our yearly retail earnings, and I am sure would put a significant dent in many other exhibitors' income. 5. [E-1]

I am flummoxed by the critics who think the building is too old to continue to use for public events, given the number of designer, arts, and crafts shows taking place there just this year. There are very few sites available in San Francisco suitable for holding large events. Fort Mason is already over-booked, does not have sufficient parking for the many activities that occur on any given weekend, and does not have the accessibility through public transportation that the Concourse benefits from. The Cow Palace is more suitable for cows and horses, not for art or craft exhibits, nor large office parties or other social events that that sometime occur at the Concourse. The Moscone Center is too big and too expensive for most activities, with even less parking. 6. [G-2]

While housing is always in demand, it seems it shouldn't replace a resource that is already limited. There should be plenty of more suitable locations. If the need for housing is that great, perhaps it should replace a ballpark, or some office buildings. 7. [A-1]

Let me also suggest that the general redevelopment plan could easily be reworked to retain the Concourse as a venue for shows and events, and the facility could be given a face lift and remodel for less expense than tearing it down and replacing it. The Concourse could become a community site that provides entertainment and an outlet in the area for commerce in the new neighborhood. It would be a greener plan of action to recycle the building than to raze it, and perhaps create a focus for a local community market and center. Please give this serious consideration as you move forward in your decision making process. 8. [A-2]

Thank you for your attention,

Suellen Fowler

Suellen Fowler Flamework Glass
SFFG@FlameworkGlass.com
707.652.5625
1208 Donner Pass Road
Vallejo CA 94589

08/07/2011

Comment Letter I

Sue Hestor
<hestor@earthlink.net>
08/01/2011 04:46 PM

To bill.wycko@sfgov.org, Susan Cleveland <Susan.Cleveland-Knowles@sfgov.org>
cc debra.dwyer@sfgov.org, Christina Olague <c_olague@yahoo.com>
bcc
Subject DEIR posting policy - IGNORED on 801 Brannan Street project

History: This message has been forwarded.

I am following up on the comments I made last Thursday on the need for an extension of the comment period on the 801 Brannan DEIR, which were "rebutted" by Planning staff, at the DEIR hearing on the 801 Brannan/One Henry Adams project. 1. [G-9]

I have had a dialogue with environmental review regarding the deficiencies in posting the **801 BRANNAN SITE** (the project is on two separate blocks, but the only posting problems have been on the 801 Brannan site (the Concourse). As you may remember I had asked in May that your office ask project sponsor to provide a list of the organizations that regularly lease the Concourse for exhibits and festivals so they could be given notice of the DEIR. You denied my request and responded that you try to follow a consistent practice in your noticing. 2. [G-3] 3. [G-4]

San Francisco is NOT a General Law City. It is not governed by CEQA general law provisions on how environmental documents are heard, prepared and given notice. For San Francisco the RULES are those set out in Administrative Code Chapter 31, specifically 31.13(d) for the circulation of DEIRs, and implemented by your 1/22/09 "Instructions for Site Posting for Draft EIRs."

Those Instructions REQUIRE **posting** of a notice of completion of the DEIR:
at the Department office **and**
on the subject site

AND

mailing to the applicant,
to those who will approve the project,
to people who have requested the DEIR, **and**
to people within 300 feet of the project

4. [G-3]

The above are CUMULATIVE obligations. **All** must be followed by terms of **San Francisco** law. *You are not given power to select WHICH are to be followed.*

The Environmental Review Officer is given authority to adopt necessary instructions and guidelines. Those instructions must also be followed. Such **Instructions for Site Posting of DEIRs** were revised on 1/22/09.

They require that the notice

be posted on **all** street frontages of the site
be posted inside any window within 4 feet of the property line
if there is no window, be posted ON THE BUILDING FACADE if the building is within 6 feet of the property line
if it is impossible to post on a window or building facade, that it be **MOUNTED ON A DISPLAY BOARD** and clearly visible to the public

It requires that the posting is up from issuance of the DEIR, and remains visible and readable for the duration of the specified period of public review of the DEIR. In this case there is a 45 day public review period.

The 801 Brannan site faces THREE streets - 275' along 8th Street (main entrance), 275' along 7th Street (secondary entrance) and 825' along Brannan Street. The DEIR was issued on June 22. As of **Tuesday, June 28** and **Thursday, June 30** when I went around this block looking for posted notices, I could see NO notice visible on any of the THREE street frontages - 7th, 8th or Brannan. Despite the fact that the 8th Street facade is within 6 feet of the property line, there was NO POSTING on 8th Street. 4. [G-3]

I sent an email to Debra Dwyer pointing out that deficiency July 1. She replied by sending me a set of the posting photos received from developer and noting that she had contacted developer to correct postings.

On **Saturday July 2** Joan Holden and I went to the block with those photos to checking for postings. There were only TWO photos that purported to show posting on the 801 Brannan block. One near the 7th Street secondary entrance - which had evidence of a sign having been totally removed. One on a utility pole near 8th & Brannan - where it did not attract my attention until I went looking for it. There was no evidence of ANY posting, removed or otherwise on the MAIN 8th Street entrance or facade of the 801 Brannan building.

At some point on or after July 5 - TWO WEEKS AFTER THE DEIR WAS ISSUED AND THE COMMENT PERIOD STARTED RUNNING - additional signs were posted on the 801 Brannan building. There is no declaration of posting in the Department files.

DEIR hearing July 28 - request for extension of posting and comment period

At the hearing I requested an extension of the comment and posting period. This would provide more of a chance that those affected by the proposed demolition of the Concourse - organizations regularly leasing the Concourse who were given NO NOTICE - would see a notice and perhaps have a chance to comment on the DEIR. My request was actively opposed by Environmental Review staff. 5. [G-9]

It is disturbing that the **rules** governing San Francisco DEIRs were not explained - except in passing - but GENERAL CEQA PROVISIONS were cited. When CEQA went into effect there was substantial Commission discussion about how CEQA would be implemented in San Francisco. The rules on who and how notice is given is 6. [G-3]

INTENTIONALLY duplicative. It is was CONSCIOUS AND INTENTIONAL. Staff cannot say, well there were other means of giving notice. The *only* notice that has the possibility of getting the attention of those who LEASE/USE the Concourse is posted notice.

The public has been deprived of the right to have a 45-day comment period by a combination of UNDER-POSTING by the developer, developer removal of the ONLY notice posted on the (secondary entrance) of the Concourse, and a 2 week delay in posting of 801 Brannan, and DEPARTMENT OPPOSITION TO AN EXTENSION OF THE COMMENT PERIOD. . 6. [G-3]

> **It is not acceptable that one of the two blocks was correctly posted. YOU have the responsibility to follow YOUR OWN RULES, as well as Chapter 31, and extend the comment period by two weeks.**

I will drop off a Declaration under Penalty of Perjury regarding my observations of the posting of the 801 Brannan site.

Sue Hestor
846-1021

Comment Letter J

Wycko reponse 8/11/11

sorry for my delay in responding but I have been digging out from being off work for a week; we don't see any deficiency in the noticing under the Administrative Code as both sites were timely posted originally and the portion of notices at 801 Brannan that were removed by unknown parties were remedied Sue Hestor <hestor@earthlink .net> To bill.wycko@sfgov.org 08/08/2011 01:28 cc PM Subject 2nd attempt - DEIR posting policy - IGNORED on 801 Brannan Street project Since you were out of town, I got an "unavailable" message when this was originally sent 8/1. It is VERY HARD to identify and reach organizations that use this facility in August. Some of them will not be able to reply by today. Does env rev still contend that there is NO HARM to having the BUILDING at 801 Brannan NOT HAVE ANY NOTICES POSTED ON IT for the first TWO WEEKS of the notice period? Please give me the courtesy of a reply. Sue Hestor I am following up on the comments I made last Thursday on the need for an extension of the comment period on the 801 Brannan DEIR, which were "rebutted" by Planning staff, at the DEIR hearing on the 801 Brannan/One Henry Adams project. I have had a dialogue with environmental review regarding the deficiencies in posting the 801 BRANNAN SITE (the project is on two separate blocks, but the only posting problems have been on the 801 Brannan site (the Concourse). As you may remember I had asked in May that your office ask project sponsor to provide a list of the organizations that regularly lease the Concourse for exhibits and festivals so they could be given notice of the DEIR. You denied my request and responded that you try to follow a consistent practice in your noticing. San Francisco is NOT a General Law City. It is not governed by CEQA general law provisions on how environmental documents are heard, prepared and given notice. For San Francisco the RULES are those set out in Administrative Code Chapter 31, specifically 31.13(d) for the circulation of DEIRs, and implemented by your 1/22/09 "Instructions for Site Posting for Draft EIRs." Those Instructions REQUIRE posting of a notice of completion of the DEIR: at the Department office and on the subject site AND mailing to the applicant, to those who will approve the project, to people who have requested the DEIR, and to people within 300 feet of the project The above are CUMULATIVE obligations. All must

1. [G-3]
2. [G-9]
3. [G-3]
4. [G-4]
5. [G-3]

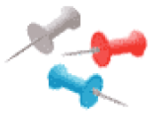
be followed by terms of San Francisco law. You are not given power to select WHICH are to be followed. The Environmental Review Officer is given authority to adopt necessary instructions and guidelines. Those instructions must also be followed. Such Instructions for Site Posting of DEIRs were revised on 1/22/09. They require that the notice be posted on all street frontages of the site be posted inside any window within 4 feet of the property line if there is no window, be posted ON THE BUILDING FACADE if the building is within 6 feet of the property line if it is impossible to post on a window or building facade, that it be MOUNTED ON A DISPLAY BOARD and clearly visible to the public It requires that the posting is up from issuance of the DEIR, and remains visible and readable for the duration of the specified period of public review of the DEIR. In this case there is a 45 day public review period. The 801 Brannan site faces THREE streets - 275' along 8th Street (main entrance), 275' along 7th Street (secondary entrance) and 825' along Brannan Street. The DEIR was issued on June 22. As of Tuesday, June 28 and Thursday, June 30 when I went around this block looking for posted notices, I could see NO notice visible on any of the THREE street frontages - 7th, 8th or Brannan. Despite the fact that the 8th Street facade is within 6 feet of the property line, there was NO POSTING on 8th Street. I sent an email to Debra Dwyer pointing out that deficiency July 1. She replied by sending me a set of the posting photos received from developer and noting that she had contacted developer to correct postings. On Saturday July 2 Joan Holden and I went to the block with those photos to checking for postings. There were only TWO photos that purported to show posting on the 801 Brannan block. One near the 7th Street secondary entrance - which had evidence of a sign having been totally removed. One on a utility pole near 8th & Brannan - where it did not attract my attention until I went looking for it. There was no evidence of ANY posting, removed or otherwise on the MAIN 8th Street entrance or facade of the 801 Brannan building. At some point on or after July 5 - TWO WEEKS AFTER THE DEIR WAS ISSUED AND THE COMMENT PERIOD STARTED RUNNING - additional signs were posted on the 801 Brannan building. There is no declaration of posting in the Department files. DEIR hearing July 28 - request for extension of posting and comment period At the hearing I requested an extension of the comment and posting period. This would provide more of a chance that those affected by the proposed demolition of the Concourse - organizations regularly leasing the Concourse who were given NO NOTICE - would see a notice and perhaps have a chance to comment on the DEIR. My request was actively opposed by Environmental Review staff. It is disturbing that the rules governing San Francisco DEIRs were not explained - except in passing - but GENERAL CEQA PROVISIONS were cited. When CEQA went into effect there was substantial Commission discussion about how CEQA would be implemented in San Francisco. The rules on who and how notice is given is INTENTIONALLY duplicative. It is was CONSCIOUS AND INTENTIONAL. Staff cannot say, well there were other means of giving notice. The only notice that has the possibility of getting the attention of those who LEASE/USE the Concourse is posted notice. The public has been deprived of the right to have a 45-day comment period by a combination of UNDER-POSTING by the developer, developer removal of the ONLY notice posted on the (secondary entrance) of the Concourse, and a 2 week delay in posting of 801 Brannan, and DEPARTMENT OPPOSITION TO AN EXTENSION OF THE COMMENT PERIOD. . It is not acceptable that one of the two blocks was correctly posted. YOU have the responsibility to follow YOUR OWN RULES, as well as Chapter 31, and extend the comment period by two weeks. I will drop off a Declaration under Penalty of Perjury regarding my observations of the posting of the 801 Brannan site. Sue Hestor 846-1021

5. [G-3]

6. [G-9]

7. [G-3]

Comment Letter K



Bill Wycko/CTYPLN/SFGOV
08/11/2011 04:13 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: 801 Brannan - non-compliance with YOUR posting rules for DEIR

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/11/2011 04:13 PM -----

Sue Hestor <hestor@earthlink.net>
08/11/2011 03:17 PM

To bill.wycko@sfgov.org
cc
Subject 801 Brannan - non-compliance with YOUR posting rules for DEIR

Re your reply -

There were only TWO signs posted at the 1/2 mega-block site of 801 Brannan (275' x 825' lot). One was on the 7th Street frontage and **it had been removed by Tuesday, June 28**. The other was on a UTILITY POLE that was not visible unless you went looking for it ON THAT PARTICULAR POLE near 8th/Brannan intersection. There is no provision in the CODE or in your procedures for posting on a pole instead of on the BUILDING - where it would get people's attention. The **825'** building frontage on Brannan and the (primary entrance) **275'** building frontage were unposted until some time after July 5.

The signs on 801 Brannan were *first/finally* posted on all 3 building frontages of the site two weeks after the DEIR was released.

I continue to protest the inadequacy of notice of posting on **801 Brannan building** - the SINGLE BUILDING in this two block project that needs effective posting because there is no other way to reach the periodic users of the Concourse - a list of renters known only to project sponsor.

1. [G-3]

The ERO is responsible for ensuring that CEQA procedures are followed. Part of the requirements to be followed are YOUR OWN Instructions for *Site Posting for Draft Environmental Impact Reports* rules. They WERE NOT FOLLOWED. Those same instructions provide for monitoring and a remedy -

> At least two inspections to **verify continued posting** are required, once within one week of the initial posting and a second time within one week of the end of the applicable notice period. Failure to properly post the property will cause any scheduled hearing to be postponed until after proper site posting notice has been provided.

YOUR OWN RULES look to "continued posting" not just the initial posting. NOR does your reply ever discuss the failure to do ANY posting on the 275' 8th Street facade or the extremely long 825' Brannan Street facade. These facades were not posted (for the first time) until some time after July 5. The DEIR hearing went on as scheduled, and you closed comments without extending the comment period to account for the period of deficient/non-compliant posting. **At no point has Environmental Planning justified the total lack of posting on the 8th Street facade - the PRIMARY ENTRANCE to the Concourse**. The single place where notice might catch the eye of those wanting to do business with the Concourse.

I formally request that my comments be included in the Comments on the project.

1. [G-3]

Sue Hestor

Comment Letter L

maja

August 4, 2011

Bill Wycko
Environmental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Proposed Concourse Demolition

Dear Mr. Wycko:

It is with distress that I learn about the possible demolition of the Concourse building at 8th and Brannan in San Francisco. What a terrible proposal this is!

There are several reasons why the planning commission should deny the redevelopment of this site. To name a few; the Concourse is an architecturally significant building; the Concourse houses a number of events that for a variety of reasons could not move to such other sites as the Mosconi Convention Center, the Cow Palace or the San Mateo Fairgrounds (costs would be prohibitive; the Concourse is of moderate size and *charming* while the other venues are cavernous and sterile); the site is unsuitable for residential because both transit and parking are either lacking or nonexistent.

As a professional artist I travel to top rated art festivals around the country to sell my work. The Concourse is the warmest and most comfortable of all the other venues I visit – it's always a treat to finish the year in such a lovely spot in December for the KPFA Crafts Fair. This show not only provides a venue for its artists but serves as a vehicle to help support KPFA itself.

Clearly money rules where development and politics converge. It would be wonderful if in this case ethics influenced the decision in favor of art, people and history. Please use whatever powers you have preserve this precious space.

Sincerely,

Maja

1. [G-2]
2. [TR-6]
3. [G-1]
4. [CP-1]

Comment Letter M

2207 24th Street

San Francisco, Ca 94107

August 5, 2011

To:

Bill Wycko, Environmental Review Officer
Re: 801 Brannan and One Henry Adams Streets Project Draft EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko,

I am writing in protest to the proposed projects for 801 Brannan.

I am a long time participant of the KPFA Crafts Fair and I am also a resident of Potrero Hill. The current light industrial use of the "Concourse" is a perfect match for the neighborhood. The many shows that come through the concourse foster diversity of events and of people. The scale is not overwhelming and is very friendly and welcoming.

Moving KPFA to the Cow Palace or Moscone would doom KPFA. The Cow Palace is a horrible place for an art venue. Many years ago another art group tried the Cow Palace and it was a disaster for all. No one came to the venue. As for Moscone – the rental would be completely out of reach for KPFA. The kinds of businesses that seek out Moscone are high-tech well financed ventures. Entities such as Mac World, Oracle and the likes seek out and belong in a venue like Moscone.

1. [G-1]

As a resident of Potrero Hill, I for one could not imagine living in that location. The surroundings being light industrial are just not conducive to family living nor tech enough to be attractive to young first time single home dwellers.

In conclusion I ask that the Planning Department to look upon the Concourse as a vital component to the neighborhood. Changing it to housing would create an island that would not fit the neighborhood.

2. [LU-2]

Sincerely,

Terry Ow-Wing

Comment Letter N

Willyjewelry

Hi-Tech surplus materials, recycled.

175 Arroyo Way
San Jose, CA 95112
cell 408-390-2998
tel 408-975-9548
fax 408-975-9548
WILLYjewelry@aol.com
www.WILLYjewelry.com

August 4, 2011

Dear Bill Wycko,

Please reconsider tearing down the Concourse building. As an artist, I am depending on this venue for about 5 to 10 % of my income. A city that values culture, should value it's artists by enabling us to create and sell our art/ craft in affordable locations. We work on shoe string budgets. Art is not created in a vacuum. Ours is a tactile business, and online sales have not been able to replace craft fairs. Customers need to touch before they buy. Customers of handmade crafts want the personal connection with the artists selling the work. If venues to sell crafts is taken away, then customers will stop buying. Suffering artists do NOT produce masterworks. 1. [E-1]

Even closing one venue, along with the existing precarious economic situation, will get us very close to: "Made in China".

Support your bay-area artists by keeping the Concourse.

Thank you for your consideration.

Cordially,

WILLY

Comment Letter O

666 Belvedere Dr.
Benicia,Ca.94510

August 04,2011

Bill Wycko
Environmental Review Officer
1650 Mission Street,Suite 400
San Francisco,Ca.94103

Dear Bill Wycko

I am an Artist that designs unique and one of kind clothing and like many talented Artist primary in the bay area we have had great success displaying and selling our often one of a kind art at the KPFA crafts fair at the Concourse in San Francisco.
Why is it, the city of San Francisco would permit this wonderful Concourse to be destroyed, knowing another special place in San Francisco would no longer exist . 1. [G-1]

Despite the developer's misleading claims as noted , no other centrally located suitable alternatives venues would be available for us. Most Artists are not rich. We spent most of our energy and time creating our art , so we need the Concourse which we can afford to sell our art.
I hope you realize, San Franciscans and customers come from around the world to appreciate and purchase our art at the Concourse. We are special people and the city of San Francisco under no circumstances should remove us from the Concourse. 2. [E-1]

The reason San Francisco and the bay area is so special has always been , because of the great artist that have made this area their home. Artist of San Francisco and the Bay Area are loved and appreciated around the world. Please find a way to hold on to a few other great Artist that need The Concourse to continue selling our art.

Sincerely,
Jae Song

Comment Letter P

Aug 5, 2011

To whom it may concern,

To demolish the S.F. Concourse would not be in the best interests of the artists and workers of San Francisco.

This is the ONLY affordable space left to hold venues that are part of the framework of this city.

1. [E-1]

We are taxpayers and voters who supply creative products that enhance the city.

Do not remove a building that is vital and necessary to the welfare of a creative San Francisco.

2. [G-2]

Sincerely,
Jacqueline Thompson

--
Jacqueline Thompson Ceramics
83 Manchester Street
San Francisco, CA 94110

Comment Letter Q

Colleen Toland
545 Bloomfield Road
Sebastopol CA 95472

August 4, 2011

Dear Bill Wycko,

During the 80's the venue for the craft movement in San Francisco never had a proper home. We showed in odd rooms in Berkeley and in an underground hall in San Francisco.

The establishment of the KPFA Crafts Fair at the Concourse gave a permanent and convenient venue in The City for hundreds of talented artists and craftspeople to showcase their work, enabling a style to develop that has a true regional flavour. 1. [G-1]

Some of us have become international exhibitors, but we still need the direction the San Francisco audience gives us.

There is no other existing venue in the City to support these events. It would be a crying shame if a major city like San Francisco on the world stage could boast of no place extant to display its arts and crafts heritage.

Sincerely,
Colleen Toland

Comment Letter R

August 5, 2011

Mr. Wycko,

I am writing to express my concern regarding the pending decision to demolish the Concourse, reported in the SF Bay Guardian on August 3, 2011.

It is my sincere request that the commission reconsider what this would mean to hundreds of small businesses that generate a significant portion of their livelihood at the KPFA Crafts Fair, held annually at the Concourse during December.

The location of the Concourse is not only a convenient and easily accessible venue but also a recognized address that allows us to direct patrons to the event they look forward to attending each year. Moving the KPFA event to another venue poses a number of challenges that are not readily remedied without years of planning to avoid a severe negative impact.

Today's economy continues to be fragile and forecasts for a full recovery are years away. Still, small businesses under gird our economy and it behooves us to support their efforts. Please allow an opportunity to hear from those who will be most affected by a decision to demolish. I am sure those voices need and want to be heard-- they are an important part of our economy.

1. [G-1]

Sincerely,

Sandra Varner

Sandra Varner, Varner PR Agency, Consultant - KPFA Crafts Fair

510-569-8855, em: SV@VarnerPR.com

Comment Letter S

SHOWPLACE▶EAST

FINE DESIGN SHOWROOMS

29 July 2011

Environmental Review Officer
Re: 801 Brannon and One Henry Adams Street Project Draft EIR
San Francisco Planning Department
1650 Mission Street , Suite 400
San Francisco, CA 94103

RE: 801 Brannan and One Henry Adams Streets Project
Planning Department Case No. 2000.618E
State Clearinghouse No. 2003112070

To Whom It May Concern:

As the property owner of 111 Rhode Island Street, Assessor's block 3914, lots 1 & 2 per book H258, page 0535 in the official records of The City and County of San Francisco, California, the property directly adjacent to the southeastern corner of the proposed One Henry Adams Street Project, I object to the project as proposed on the grounds that **the height and mass of the proposed project would add density to the area that would negatively impact the character of the site and the surrounding area.**

Upon review of the Environmental Impact Report Draft dated June 22, 2011, specifically the One Henry Adams Street project, I strongly disagree with the proposal's conclusion on page 112 with regard to "Views and Visual Character" that "the project would not substantially alter the existing pattern of heights, disrupt the visual continuity of existing buildings or degrade the existing visual context."

1. [AE-1]

The proposal itself argues that the project would "constitute a noticeable change in the visual environment and add to the overall mass and visual density of the existing development and urban form of Showplace Square". It further states that "the height and bulk of the proposed project's buildings would be similar to that of the larger buildings nearby". **It does not mention, however, that all of the existing taller buildings, without fail, are surrounded by smaller buildings and/or open space, creating visual relief from the mass of the larger buildings.**

To further support this argument, page 91 of the report with regard to "Aesthetics: Setting" describes the project vicinity as **"including several scattered areas of vacant land and surface parking lots that reduce the visual density of the project area."** The footprint of the One Henry Adams project would effectively eliminate an entire city block of low profile buildings and surface parking that provide the needed visual relief to which they refer, and would result in a decidedly negative impact on the quality of the light and general aesthetics of this Design District.

111 Rhode Island Street, Suite 4B, San Francisco, CA 94103 • T: 415 474 1700 • F: 415 474 0758
E: info@showplaceeast.com • www.showplaceeast.com

Finally, the report concludes that the visual character of the area is urban, with an **"accessible visual scale".** The addition of the One Henry Adams project as proposed in relation to the surrounding buildings, would tip the scale grossly off-balance.

1. [AE-1]

Thank you for the opportunity to review and comment. I look forward to having my concerns addressed and further action taken to mitigate these anticipated negative impacts.

Sincerely,

Larry Wasserman

Comment Letter T

FIDDL'WIDDIT™

Box 483 Bodega Bay, CA 94923 -- Phone & Fax: (707) 823 5105

4 August 2011

Mr. Bill Wycko, Environmental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Proposed Demolition of the Concourse Exhibition Center

Dear Mr. Wycko,

My wife and I have been pleased to be part of the KPFA Craft Fair even before coming with it from Berkeley to the Concourse. The annual craft fair season ends here at the Concourse for many of us, and KPFA organizers do everything possible to see to it that the year ends on a celebratory note of hope for our community, whatever the level of sales. The recent years of declining sales most likely will not show any dramatic reversal this year. In spite of that, we plan to be at the Concourse to share in the support of the vendor and public community that makes the show so special, important, and yes, even vital to what we do and offer to the larger Bay Area community. From our perspective, the venue is ideal for our needs. Having done the show at a different venue (Berkeley), there is no comparison. Having to move to any of the locations being proposed as alternatives is inconceivable. That is so for many reasons, including price and/or location. The closing of this venue will effectively kill the fair, badly cripple the annual revenue stream for an iconic radio voice of the Bay Area, and give a major blow to the artisan community that identifies this event and this location as a main artery, if not the heart of that community.

City planning priorities change. That is obvious. But when the same metric is used over and over to measure the progress that all planning is meant to support, the resulting picture can only give a distorted, unbalanced result. The diversity of the Bay Area community demands planning sensitivity to a variety of needs beyond what Cost-Benefit ratios can easily measure. To be blunt, it seems reckless to kill a vital part of the San Francisco artisan community for a speculative benefit by replacing the Concourse with a highly questionable project. The community that is at risk is more than just the artisan community.

1. [G-1]

Sincerely,

Paul Wood

Paul Wood

Cc: Jan Etre, KPFA

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX 2:

Transcript of DEIR Public Hearing

THIS PAGE INTENTIONALLY LEFT BLANK

BEFORE THE SAN FRANCISCO PLANNING COMMISSION

REGULAR MEETING

ITEM F.618E

801 BRANNAN AND ONE HENRY ADAMS STREETS PROJECT

PUBLIC HEARING ON THE

DRAFT ENVIRONMENTAL IMPACT REPORT

6:15 P.M.

July 28, 2011

Commission Chambers - Room 400

City Hall, 1 Dr. Carlton B. Goodlett Place

San Francisco, California

REPORTED BY: FREDDIE REPPOND, STENOGRAPHIC REPORTER

A P P E A R A N C E S
SAN FRANCISCO PLANNING COMMISSION:
President Christina Olague
Vice-President Ron Miguel
Jonas Ionin, Commission Secretary
COMMISSIONERS:
Michael Antonini
Kathrin Moore
Hisashi Sugaya
FOR THE PLANNING DEPARTMENT:
John Rahaim, Director
Debra Dwyer
FROM THE PUBLIC:
Sue Hestor
Tim Colen
--oOo--

Thursday, July 28, 2011 6:15 o'clock p.m.
---o0o---
P R O C E E D I N G S

SECRETARY IONIN: Item 20, Case No. 2000.618E, at 801 Brannan and One Henry Adams Street Project, the public hearing on the draft environmental impact report.

MS. DWYER: Good evening, President Olague and Commissioners. I am Debra Dwyer, planning department staff. This is Department Case No. 2000.618E, the 801 Brannan and One Henry Adams Streets Project. The purpose of today's hearing is to take public comment on the adequacy, accuracy, and completeness of the draft EIR. Staff is not here to respond to comments today. And there is no approval action requested at this time.

The project consists of two sites; and the subject properties are located at 801 Brannan Street, the southeast corner of 8th and Brannan, and One Henry Adams Street, which is the block bounded by Division, Rhode Island, Alameda, and Henry Adams Streets in the city's Showplace Square neighborhood.

The proposed project would include demolition of the existing Concourse Exhibition Hall on the 801 Brannan site, and demolition of the three existing commercial-industrial buildings on the One Henry Adams site. The project would include new construction of

three mixed-use residential and retail buildings on the 801 Brannan site as well as two mixed-use residential and retail buildings at the One Henry Adams site. It would include up to 824 dwelling units. There would up to 54,598 square feet of retail, and up to 866 parking spaces. All buildings would be 68 feet tall and are within the UMU urban mixed-use district. The easternmost portion of the 801 Brannan site is proposed to be dedicated to the City in partial fulfillment of the project's inclusionary affordable housing requirement. Up to 150 units of the units proposed would be affordable housing that would be constructed under the direction of the Mayor's Office of Housing.

Two variants are also proposed which would vary the development on the 801 Brannan site but not on the One Henry Adams site. The variants would not include land dedication.

Commissioners, the planning department prepared an EIR for this project because it would have significant effects on the environment. The draft EIR found that the proposed project would result in significant and unavoidable impacts with respect to transportation and circulation as well as to air quality. In addition, the proposed project would result in a cumulatively considerable contribution to

the cumulative PDR land-supply loss which was identified in the Eastern Neighborhoods EIR. Pursuant to the interim procedures for Eastern Neighborhood's building permit review, staff presented the proposed project to the Historic Reservation Commission in June 2010. The HPC Commissioners agreed with the level of environmental review for the proposal as well as the department's conclusions with respect to potential impacts to historic resources; and no significant impacts with respect to historic resources have been identified.

Staff published this draft EIR on June 22nd; and the public comment period closes August 8th. For those who are interested in commenting on the draft EIR in writing written comments should be submitted to the environmental review officer at 1650 Mission Street, Suite 400, by 5:00 p.m. on Monday, August 8th.

For members of the public who provide comments at this hearing today, please state your name and address for the record so that a comments-and-responses document may be mailed to you. Please speak slowly and clearly so that the court reporter can produce an accurate transcript. Comments should be directed to the adequacy and completeness of the EIR. After comments from the general public, we

Page 6

will also take any comments on the draft EIR by the Planning Commission. All comments will be transcribed and responded to in a comments-and-responses document. When the comments-and-responses document is complete, the planning department will provide copies to those who have made comments or who request to receive the CNR document.

This concludes my presentation. And unless the Commission have any questions, I would respectfully request that the public hearing be opened.

Thank you.

PRESIDENT OLAGUE: Thank you.

Let's open it up for public comment. You have three minutes. We have no speaker cards.

SUE HESTOR: Sue Hestor.

Can I have one minute to explain an issue which was omitted by the staff regarding posting of this site? Okay. I'll use it against my time.

This site was not posted adequately in compliance with the rules. 801 Brannan had a grand total of one building site -- one sign on the building on 7th Street, which is the secondary entrance, and that was ripped off. As of six days after the comment -- after the document was released, the only visible sign, if you walked around the block and looked

Page 7

at the poles, there was one pole on the block that still had a sign, but the building itself was not posted. This is the Concourse. No one knows that this is going through this process. The Concourse is a place where exhibitions are held, where fair are held, and no one knows about it. The building was finally posted on the either the 5th or the 6th of July, two weeks later.

The comment period should be extended. It should have had a 60-day comment period because of the scope of this project. It was given 45 days and two of the weeks didn't have any postings on the most critical building that the public is interested in, a building that people go to but have no idea that is about to be demolished. That is my time.

This is an 824-dwelling-unit project, with 799 parking spaces. They are claiming something that I've never seen. They are claiming to put in extra parking because they have a contractual obligation for there because of prior sales of the property. This is Showplace Square. Showplace Square was basically a one ownership. And they contracted a sale and there is a sale in there saying, oh, we have to have 166 extra parking spaces. No, the 166 -- there should be an analysis of the project that does not have the 166

Page 8

parking because they are not supposed to be given incentives to have parking entitlements.

This is a project between two freeway systems. It's been 280 and 101. I use this page of the EIR, which is the page that shows the transit lines. These transit lines here -- all the ones that are in yellow basically don't come very often. There's -- that's the 10, the 19 -- the 47 is a good line; and the 9 is a good line. But the stuff right around here is the 10 and the 19. This doesn't really provide adequate transit service. And I will do written comments on that.

There is no project application at present, so you can't get any information on this project except what's in the EIR, because they've allowed to proceed without filing an application. So we do not know the details of this project. And I don't know it and I'm trying to understand it.

Thank you.

TIM COLEN: Good evening. Tim Colen on behalf of the Housing Action Coalition.

We had a presentation on this project yesterday to the endorsement committee; and it's unusual to us in that it did not have detailed design. It had the massing study, but it had the map laid out

Page 9

of the site. And David Baker was there. We saw an excellent presentation.

It's very early in the game for us. We're very interested in the site. We've known about it for years. I think this is one that got held up, not only by the evolution of the Eastern Neighborhoods, but by the last business cycle as well. This is a terrific opportunity site and we look forward to following it. It's also going to be significant because it's long been recognized as the poster child of land dedication. It has a fabulous opportunity for subsidized housing -- for affordable housing on it. It involves carving off a large chunk of the site. The Mayor's Office of Housing can do. We would love to see the density blown out on that and put lots of housing at this location. There was a lot of enthusiasm about where this is going. We like it and we want to follow it.

Thanks.

PRESIDENT OLAGUE: Thanks.

Is there additional public comment? Seeing none, public comment is closed.

Commissioner Miguel.

VICE PRESIDENT MIGUEL: Yes. I will have written comments, but just as something brief right now, I was shown very early drawings of a project on this

1. [G-3]
2. [G-9]
3. [TR-3]
4. [TR-3]
4. [TR-3]
5. [TR-6]
6. [G-5]
7. [G-6]
8. [G-7]

site by Bill Poland and his then legal counsel -- I don't know if she still is -- Mary Murphy. It could have ten years ago. And it has evolved since then, obviously, through the Eastern Neighborhoods project process and through the economy as well as through what else has been happening in this immediate neighborhood, including one of David Baker's projects that is right adjacent to the area actually. So the public has known about this for a long, long time. The neighborhood associations have known about it for a long, long time. And I actually look forward to seeing the more current iteration in detail as it comes forward.

PRESIDENT OLAGUE: Commissioner Antonini.

COMMISSIONER ANTONINI: Yeah, much as a project earlier -- and I know this is an EIR draft hearing -- but, yes, it has been probably 2003-2004 when we were first hearing, and like a lot of these, held up during the Eastern Neighborhoods situation. And so it's a pleasant surprise that we are finally seeing it come forward. And compliments to architect Baker. I see some of the renderings in here. And from what I can see of them, they look pretty good. So I want to see more.

But that's not what we're here for. We will have a comment period on the environmental -- the draft environmental impact report and then we will all be

able to send our comments in and we will also then take comments and responses and see the project after that is completed.

PRESIDENT OLAGUE: Commissioner Moore.

COMMISSIONER MOORE: I look at this more as a program EIR rather than a project EIR. There is a certain amount of vagueness. The amount of time this particular EIR spans is so long that the architect of the original sketches might not even be in business anymore. I think Mr. Rodney Freedman is probably retired by now.

But be that as it may, I think I would very much like to see a slightly closer tie to some of the ideas which came in through the Eastern Neighborhoods, that this EIR is ultimately tempered by the strong policy issues that underlie building in the Eastern Neighborhoods. And at this moment I don't quite see that. Quite a few things have changed; and this falls within the general considerations and policy decisions we made.

And I am concerned, although I don't have any substantive knowledge to what Ms. Hestor said relative to the deal and the additional parking, that immediately raises my concerns. Particularly, we do have a number of very powerful transit improvements and

larger streetscape ideas in that area which don't necessarily need to be challenged by sites which are over-parked. And anything that is over one, one-plus doesn't quite work for this Commission very well anyway. But I'm just putting that out to notice because I would like to see the quantitative aspect of this EIR to be more in line of what is doable, because I think there is hesitance to create projects which immediately will require a challenge of what the Eastern Neighborhoods asked us to do.

PRESIDENT OLAGUE: Commissioner Antonini.

COMMISSIONER ANTONINI: Yeah. I think we do have to pay careful attention to the final Eastern Neighborhoods decisions that was made. And there were details and some of details involved this and involved allowances for the parking that is proposed here as part of Eastern Neighborhoods. So this is not an exception. This is entirely in line with what was -- even when the Supervisors got a hold of it.

COMMISSIONER MOORE: I appreciate your comment on that, because it is really in that dialogue of the realities of the existing proposal. I totally agree with you.

COMMISSIONER ANTONINI: I think that's what my allowance is in regards to Showplace Square.

PRESIDENT OLAGUE: Commissioner Sugaya.

COMMISSIONER SUGAYA: As long as we're on parking, I don't think the EIR is going to get into that kind of detail anyway. I mean parking is not an environmental impact as far as the City is concerned. So we'll just have to take it up at the time it comes before us in the project approval.

PRESIDENT OLAGUE: Is there any desire to see an extension on the comment period?

VICE PRESIDENT MIGUEL: No.

SUE HESTOR: It wasn't posted for two weeks.

MR. RAHAIM: Commissioners, my understanding is that it was posted and -- excuse me.

Commissioners, my understanding is that it was posted and that some of the signs were removed at some point in the process.

I would also just point out that CEQA requires -- CEQA allows a choice of three different types of posting; and we choose to do all three. So the site was legally posted and noticed. And based on everything -- based on everything that we know.

Debra, you can certainly --

MS. DWYER: Yes, that's correct. The CEQA requirement is actually one of the following, which is publication of an ad in the newspaper, which we did;

8. [G-7]
9. [G-7]
10. [G-5]
11. [G-8]
12. [TR-3]
13. [G-8]
13. [G-8]
14. [TR-3]
15. [G-8]
16. [TR-3]

posting on and around the site; and direct mail to owners and occupants on the site and contiguous properties. We choose to do all three. My understanding is that the sites were posted but some postings at the Concourse Exhibition Hall were removed. When we were made aware of that, I did talk to Sean Murphy, who's the project sponsor; and it was remedied within three days, I believe -- three or four days. And I have also discussed this with Susan Cleveland-Knowles, the City Attorney. So we have complied.

17. [G-9]

PRESIDENT OLAGUE: Because the date currently is August 8th, which is -- I mean I guess we could extend it to the 15th. I don't know if anyone else is.

Commissioner Moore.

18. [G-9]

COMMISSIONER MOORE: If what Director Rahaim and staff is describing, it has already been done. There's a three-tiered notification. I personally do not see any reason to extend it. I personally. But I'm not quite sure how Director Rahaim staggers vacation in the department. We all are leaving on the 11th. And if any staff members have patterned their own vacation after us, then I'm not going to want to futz with that.

PRESIDENT OLAGUE: I understand.

SECRETARY IONIN: Commissioners, if that is

all, then we can move to public comment at this time.

[The item was concluded at 6:31 p.m.]

STATE OF CALIFORNIA)
COUNTY OF SAN FRANCISCO)

CERTIFICATE OF REPORTER

I, FREDDIE REPPOND, a duly authorized Shorthand Reporter and licensed Notary Public, do hereby certify that on the date indicated herein that the above proceedings were taken down by me in stenotype and thereafter transcribed into typewriting and that this transcript is a true record of the said proceedings.

IN WITNESS WHEREOF I have hereunto set my hand on this 1st day of August, 2011.

_____
FREDDIE REPPOND

THIS PAGE INTENTIONALLY LEFT BLANK