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. M-XXXXX
HEARING DATE: November 12, 2015

Hearing Date:	November 12, 2015
Case No.:	**2012.1398E**
Project Address:	1601-1677 Mariposa Street and 485-497 Carolina Street
Zoning:	UMU (Urban Mixed Use) Use District 40-X Height and Bulk District Showplace Square/Potrero Subarea of the Eastern Neighborhoods Rezoning and Area Plan
Block/Lot:	Block 4005/Lots: 001B and 004 and Block 4006/Lots 006, 010, 019, and 020
Project Sponsor:	Related/Mariposa Development Co., LLC Susan Smartt (415) 677-9044 or susan.smartt@related.com
Staff Contact:	Chelsea Fordham– (415) 575-9071 chelsea.fordham@sfgov.org

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED MIXED-USE PROJECT THAT INCLUDES APPROXIMATELY 408,160 SQUARE FEET OF RESIDENTIAL USES (APPROXIMATELY 299 UNITS), 9,555 GROSS SQUARE FEET (GSF) OF GROUND FLOOR COMMERCIAL (RETAIL AND RESTAURANT) AND PRODUCTION, DISTRIBUTION AND REPAIR (PDR) SPACE DISTRIBUTED THROUGHOUT BOTH EAST AND WEST BUILDINGS. THE PROJECT WOULD ALSO INCLUDE VEHICULAR PARKING AND BICYCLE PARKING, PRIVATE- AND PUBLICLY-ACCESSIBLE OPEN SPACE, AND STREETSCAPE AND PUBLIC-REALM IMPROVEMENTS.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the final Environmental Impact Report identified as Case No. 2012.1398E, the "1601 Mariposa Street Mixed-Use Project" at 1601-1677 Mariposa Street and 485-497 Carolina Street.

Street and various other parcels, above (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 May 14, 2014.

B. The Department held a public scoping meeting on June 13, 2014 in order to solicit public comment on the scope of the 1601 Mariposa Street Project's environmental review.

C. On December 17, 2014, 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.

D. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on December 17, 2014.

E. On December 17, 2014, 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.

F. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on December 17, 2014.

2. The Commission held a duly advertised public hearing on said DEIR on January 22, 2015 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 February 17, 2015.

3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 63-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 Comments and Responses document, published on October 15, 2015, 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 Comments and Responses 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 November 12, 2015, the Commission reviewed and considered the information contained in 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 the Preferred Project, analyzed in the Comments and Responses document, and as further refined as described in the various proposed approvals for the 1601 Mariposa project.

8. The Planning Commission hereby does find that the FEIR concerning File No. 2012.1398E reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby 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:

   A. Will have significant, project-specific effects on the environment by contributing considerably to existing LOS F conditions at one study intersections (i.e., Mariposa/Mississippi Streets); and

   B. Will have significant cumulative effects on the environment by contributing to substantial delays at two study intersections (i.e., Mariposa/Mississippi Streets; 16th/Arkansas Streets) ; and

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 November 12, 2015.

Jonas Ionin

Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

RTC



FINAL RESPONSES TO COMMENTS ON DEIR

1601 Mariposa Street Mixed Use Project

PLANNING DEPARTMENT
CASE NO. 2012.1398E

STATE CLEARINGHOUSE NO. 2014052044

October 15, 2015

SAN FRANCISCO
PLANNING
DEPARTMENT

Draft EIR Publication Date:	**DECEMBER 17, 2014**
Draft EIR Public Hearing Date:	**JANUARY 22, 2015**
Draft EIR Public Comment Period:	**DECEMBER 17, 2014 – FEBRUARY 17, 2015**
Final EIR Certification Hearing Date:	**NOVEMBER 12, 2015**

FINAL
RESPONSES TO COMMENTS ON DEIR

1601 Mariposa Street Mixed Use Project

PLANNING DEPARTMENT
CASE NO. 2012.1398E

STATE CLEARINGHOUSE NO. 2014052044

October 15, 2015

SAN FRANCISCO
PLANNING
DEPARTMENT

Draft EIR Publication Date:	**DECEMBER 17, 2014**
Draft EIR Public Hearing Date:	**JANUARY 22, 2015**
Draft EIR Public Comment Period:	**DECEMBER 17, 2014 – FEBRUARY 17, 2015**
Final EIR Certification Hearing Date:	**NOVEMBER 12, 2015**

SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: October 15, 2015

TO: Members of the Planning Commission and Interested Parties

FROM: Sarah B. Jones, Environmental Review Officer

Re: Attached Responses to Comments on Draft Environmental Impact Report Case No. 2012.1398E: 1601 Mariposa Street Mixed Use Project

Attached for your review please find a copy of the Responses to Comments on the Draft Environmental Impact Report (EIR) for the above-referenced project. **This document, along with the Draft EIR, will be before the Planning Commission for Final EIR certification on November 12, 2015.** The Planning Commission will receive public testimony on the Final EIR certification at the November 12, 2015 hearing. Please note that the public review period for the Draft EIR ended on February 17, 2015; any comments received after that date, including any comments provided orally or in writing at the Final EIR certification hearing, will not be responded to in writing.

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 the Responses to Comments document in addition to the Draft EIR, you technically have the Final EIR. If you have any questions concerning the Responses to Comments document or the environmental review process, please contact Chelsea Fordham at 415-575-9071.

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

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I. INTRODUCTION

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 1601 Mariposa Street Mixed Use Project (project), to respond in writing to comments on environmental issues, and to revise the Draft EIR as necessary to provide additional clarity. Additionally, this RTC document presents changes to the project that have occurred since publication of the Draft EIR (referred to herein as the "Preferred Project") and ensures that the environmental impacts associated with the Preferred Project are adequately addressed and evaluated as part of the Final EIR. Pursuant to the California Environmental Quality Act (CEQA), Public Resource Code Section 21091(d)(2)(A) and (B), the Planning Department has considered the comments received on the Draft EIR, evaluated the issues raised and provides written responses herein that address each substantive environmental issue that has been raised. In accordance with CEQA, the responses to comments focus on clarifying the project description and addressing physical environmental effects associated with the proposed project. Such effects include physical impacts or changes attributable to the project rather than any social or financial implications of the project. Therefore, this document focuses primarily on responding to comments that relate to physical environmental issues in compliance with CEQA.[1] In addition, this RTC document includes text changes to the Draft EIR initiated by Planning Department staff.

None of the comments received provide new information that warrants recirculation of the Draft EIR. The comments do not identify new significant impacts or a substantial increase in the severity of previously identified impacts or feasible project alternatives or mitigation measures that are

[1] *CEQA Guidelines* 2014. Sections 15064(c) and 16064(d).

considerably different from those analyzed in the Draft EIR and/or that the project sponsor has not agreed to implement.

The Draft EIR together with this RTC document constitute the Final EIR for the 1601 Mariposa Street Mixed Use Project, as revised, in fulfillment of CEQA requirements and consistent with *CEQA Guidelines* Section 15132. The Final EIR has been prepared in compliance with CEQA, including the *CEQA Guidelines*[2] and the San Francisco Administrative Code, Chapter 31. It is an informational document for use by: (1) governmental agencies (such as the City and County of San Francisco) and the public to aid in the planning and decision-making process by disclosing the physical environmental effects of the project and identifying possible ways of reducing or avoiding the potentially significant impacts; and (2) the City and Planning Commission prior to their decision to approve, disapprove, or modify the project. If the Planning Commission approves the project, it would be required to adopt CEQA findings and a mitigation monitoring and reporting program (MMRP) to ensure that mitigation measures identified in the Final EIR are implemented. See below for further description of the environmental review process.

ENVIRONMENTAL REVIEW PROCESS

An environmental evaluation (EE) application was submitted to the Planning Department on February 28, 2013. The filing of the EE application initiated the environmental review process as outlined below.

Notice of Preparation and Public Scoping

The San Francisco Planning Department, as lead agency responsible for administering the environmental review of projects within the City and County of San Francisco under CEQA prepared a Notice of Preparation (NOP) of an EIR with a Community Plan Exemption Checklist on May 14, 2014.

[2] Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act.

As described in the Draft EIR, the Planning Department sent the NOP to governmental agencies, organizations, and persons interested in the proposed project (see Appendix A in the Draft EIR).

During the approximately 30-day public scoping period that ended on June 13, 2014, the Planning Department accepted comments from agencies and interested parties identifying environmental issues that should be addressed in the EIR. In addition, verbal comments were received at a public scoping meeting held by the Planning Department on June 4, 2014. During the review and comment period, a total of 121 letters, emails, and comment cards were submitted to the Planning Department, in addition to oral comments provided at the scoping meeting. Comments received during the scoping process were considered in preparation of the Draft EIR (see pages 280 through 305 of the Draft EIR for a summary of the comments received on the NOP).

A Community Plan Exemption Checklist was circulated with the NOP. The CPE Checklist found that the following potential individual and cumulative environmental effects of the project, as fully analyzed in the CPE Checklist, were adequately covered in the *Eastern Neighborhoods FEIR*: land use and land use planning; population and housing; cultural and paleontological resources; noise; air quality; greenhouse gas emissions; wind; recreation, utilities and services systems; public services; biological resources; geology and soils; hydrology and water quality; mineral and energy resources; and agriculture and forest resources. As such, these issue topics, other than recreation, are not further addressed in the Draft EIR. The CPE Checklist determined that the proposed project could result in potentially significant environmental impacts, and that an EIR would be required under CEQA to analyze the following environmental topics: transportation and circulation; hazards and hazardous materials; and shadow. Although the CPE Checklist determined that impacts related to recreation would be less than significant, this topic was later included in the Draft EIR.

Draft EIR Public Review

The Planning Department published a Draft EIR[3] for the project on December 17, 2014, and circulated the Draft EIR to local, State, and federal agencies and to interested organizations and individuals for a period of 63 days, to February 17, 2015. Paper copies of the Draft EIR were made available for public review at the following locations: (1) San Francisco Planning Department, 1650 Mission Street and Planning Information Counter, 1660 Mission Street; (2) San Francisco Main Library, 100 Larkin Street; (3) San Francisco State University Library, 1630 Holloway Avenue; and (4) Hastings College of the Law-Library, 200 McAllister Street. Electronic copies were also available on the Planning Department's web page (http://www.sf-planning.org/sfceqadocs). On December 17, 2015, the Planning Department also distributed notices of availability of the Draft EIR; published notification of its availability in a newspaper of general circulation in San Francisco; posted the notice of availability at the San Francisco County Clerk's office; and posted notices at locations near the project site. The distribution list for the Draft EIR, as well as all documents referenced in the Draft EIR, were also available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

During the Draft EIR public review period, the Planning Department received written comments from one public agency, one City board or commission, seven non-governmental organizations, and 62 individuals (or groups of individuals). Multiple submissions were also provided by some of these commenters. Attachment 1 of this RTC document includes copies of the comment letters submitted during the Draft EIR public review period.

During the public review period, the San Francisco Planning Department conducted a public hearing to receive verbal comments on the Draft EIR. The public hearing was held before the San Francisco Planning Commission on January 22, 2015, at San Francisco City Hall. A court reporter present at the

[3] City and County of San Francisco, Draft Environmental Impact Report, 1601 Mariposa Street Mixed Use Project, State Clearinghouse No. 2014052044 and San Francisco Planning Department Case No. 2012.1398E, December 17, 2015.

public hearing transcribed the oral comments verbatim and prepared written transcripts (see Attachment 2 of this RTC document).

Responses to Comments Document and Final EIR

The comments received during the public review period are the subject of this RTC document, which addresses all substantive written and oral comments on the Draft EIR. Under *CEQA Guidelines* Section 15201, members of the public may comment on any aspect of the project. Further, the *CEQA Guidelines* Section 15204(a), states that the focus of public review should be "on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated." In addition, "when responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR." *CEQA Guidelines* Section 15088 specifies that the lead agency is required to respond to the comments on the major environmental issues raised in the comments received during the public review period. Therefore, this RTC document is focused on the sufficiency and adequacy of the Draft EIR regarding the significance of the environmental impacts of the proposed project that was evaluated in the Draft EIR (i.e., the Draft EIR project), and also those associated with the Preferred Project, as described in Chapter II, Project Description and Draft EIR Analysis Revisions of this RTC document.

The San Francisco Planning Department distributed this RTC document for review to the San Francisco Planning Commission as well as to the agencies, neighborhood organizations, and persons who commented on the Draft EIR. The Planning Commission will consider the adequacy of the Final EIR—consisting of the Draft EIR and the RTC document—in complying with the requirements of CEQA. If the Planning Commission finds that the Final EIR complies with CEQA requirements, it will certify the Final EIR and will then consider the associated MMRP, and the Large Project Authorization and other requested approvals for the Preferred Project.

Consistent with *CEQA Guidelines* Section 15097, the MMRP is designed to ensure implementation of the mitigation measures identified in the Final EIR and adopted by decision-makers to mitigate or avoid the project's significant environmental effects. CEQA also requires the adoption of findings prior to approval of a project for which a certified EIR identifies significant environmental effects (*CEQA Guidelines* Sections 15091 and 15092). If the EIR identifies significant adverse impacts that cannot be mitigated to less-than-significant levels, the findings must include a Statement of Overriding Considerations for those impacts (*CEQA Guidelines* Section 15093[b]) if the Preferred Project is approved. The project sponsor would be required to implement the MMRP as a condition of project approval.

DOCUMENT ORGANIZATION

This Responses to Comments document consists of the following sections, plus supplemental attachments, as described below:

- *Chapter I: Introduction* – This chapter includes a discussion of the purpose of the Responses to Comments document, the environmental review process for the project, and the organization of the Responses to Comments document.
- *Chapter II: Project Description and Draft EIR Analysis Revisions* – This chapter includes a description of the revisions to the proposed project that have been proposed by the project sponsor since publication of the Draft EIR (the Preferred Project). A comparison of the impacts and mitigation measures identified in the Draft EIR and for the Preferred Project is also included in this chapter.
- *Chapter III: List of Persons Commenting* – This chapter provides a list of the agencies, organizations, and individuals who submitted written comments during the public review period or spoke at the public hearing on the Draft EIR. The list is organized into the following groups: federal, State, regional, and local agencies and boards and commissions; organizations; and individuals. The list identifies whether the persons submitted

comments in writing (letter, e-mail, or fax), verbally at the Draft EIR public hearing, or both.

- *Chapter IV: Comments and Responses* – This chapter contains substantive comments on the Draft EIR made verbally during the public hearing and received in writing during the public comment period. The comments are organized by topic, and by subtopic where appropriate. Comments are coded as follows:
  - Comments from agencies are designated by "A-" and an acronym of the agency's name.
  - Comments from non-governmental organizations are designated by "O-" and an acronym of the organization's name.
  - Comments from individuals are designated by "I-" and the commenter's last name.

    In cases where a commenter has spoken at the public hearing and submitted written comments, or has submitted more than one comment letter or email, the commenter's last name, or the acronym or abbreviation of the organization name represented by the commenter, is followed by a sequential number by date of submission.

    Following each comment or group of comments on a topic are the Planning Department's responses. The responses generally provide clarification of the Draft EIR text. They may also include revisions or additions to the Draft EIR. Such changes are shown as indented text, with new text <u>double underlined</u> and deleted material shown as ~~strikethrough~~ text.
- *Chapter V: Draft EIR Revisions* – This section includes all of the changes to the Draft EIR text and graphics noted in the responses to the comments received. Staff-initiated changes to clarify information presented in the Draft EIR are also included, as applicable, and are highlighted by an asterisk (*) in the margin to distinguish them from text changes in response to comments. These changes and minor errata do not result in significant new information with respect to the proposed project, including the level of significance of project impacts or any new significant impacts.

RTC document appendices (called "Attachments" to distinguish them from the Draft EIR Appendices) include the Draft EIR Comment Letters (Attachment 1) and the January 22, 2015 Draft EIR Hearing Transcript (Attachment 2). The comment letters are organized in the order presented in the List of Persons Commenting (see Chapter III).

II. PROJECT DESCRIPTION AND DRAFT EIR ANALYSIS REVISIONS

INTRODUCTION AND BACKGROUND

The Draft EIR evaluated the potential impacts associated with the project described in Chapter II, Project Description of the Draft EIR (pages 25 through 56) (referred to herein as the "Draft EIR Project"). The Draft EIR Project would demolish three existing one- and two-story commercial, office, and warehouse buildings and associated surface parking lots and construct two four-story mixed-use buildings, referred to as the "East" and "West" Buildings. Approximately 320 residential units and 10,000 square feet of ground floor commercial space would be distributed throughout both buildings. A two-level below-grade parking garage under the East Building would contain between 265 and 275 parking spaces and would be accessible from Arkansas Street (upper garage level) and 18th Street (lower garage level). The proposed East and West Buildings would have heights ranging from 31 feet to 40 feet. A total of approximately 39,195 gross square feet (gsf) of publicly accessible and private open space would be developed throughout the project site.

Since publication of the Draft EIR on December 17, 2014, a number of project updates and revisions have occurred, and are referred to in this Response to Comments (RTC) document as the "Preferred Project." A revised application for consideration by decision-makers has since been submitted consistent with the Preferred Project.[1] This chapter presents changes to the project described and evaluated in the Draft EIR and summarizes the environmental impacts that would be associated with revisions to the project, as compared to the project impacts identified in the Draft EIR. This discussion demonstrates that the changes to the project would not result in any new or substantially more severe

[1] Related California, Environmental Evaluation Application and Revised Site Plans, June 1, 2015. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

environmental impacts than those already identified in the Draft EIR, and that there are no new mitigation measures or alternatives which are considerably different from those analyzed in the Draft EIR that would substantially reduce one or more of the project's significant effects on the environment, but which the project sponsor has declined to adopt. Changes to the project and associated environmental impacts are also considered and incorporated into the responses to comments provided in Chapter IV of this document, and as part of the Final EIR, as appropriate.

The Draft EIR also evaluated three alternatives to the Draft EIR Project, including the No Project Alternative, Reduced Density Alternative, and Reduced Height on Mariposa Street Alternative (refer to Draft EIR Chapter V, Alternatives, pages 307 through 348). The Reduced Density Alternative was determined to be the Environmentally Superior Alternative in the Draft EIR because it would, to some extent, meet the project sponsor's objectives while avoiding all of the traffic-related significant unavoidable impacts of the Draft EIR Project.

Individual components of the Preferred Project and how these elements differ from the Draft EIR Project are described in the subsection below.

CEQA CONSIDERATIONS

The Preferred Project would result in minor changes to the Draft EIR Project as described under the "Preferred Project" subsection on page RTC-11, below, and would not result in new or more significant environmental impacts than were identified in the Draft EIR. Per *CEQA Guidelines* Section 15088.5, recirculation of a Draft EIR prior to certification is required only when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification."

"Significant new information" is defined as:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Additionally, *CEQA Guidelines* Section 15088.5(d) states that recirculation is not required if "new information in the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR." The proposed changes associated with the Preferred Project described below would not result in significant new information as defined in *CEQA Guidelines* Section 15088.5. No new impacts or mitigation measures have been identified, no increase in the severity of identified impacts would occur, and no new feasible alternative or mitigation measure has been added to the Draft EIR since publication of the Notice of Availability. In addition, as indicated in Chapter IV of this RTC document, the Draft EIR is considered to be adequate. The Preferred Project is an alternative design scheme that is substantially similar to the project described and evaluated in the Draft EIR. Therefore, the Preferred Project is in addition to the Draft EIR Project and the three alternatives analyzed in the Draft EIR. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines* Section 15088.5 is not required.

PREFERRED PROJECT

The Preferred Project would result in minor modifications to the Draft EIR Project, and would result in the development of a total of 299 residential units and 9,555 gross square feet (gsf) of ground floor commercial (retail and restaurant) and Production, Distribution and Repair (PDR) space distributed throughout both East and West buildings. A two-level below-grade parking garage under the East Building would contain 249 parking spaces and would be accessible from Arkansas Street (upper garage level) and 18th Street (lower garage level). Similar to the Draft EIR Project, the proposed East and West Buildings would have heights ranging from 31 feet to 40 feet. A total of approximately 42,777 gsf of publicly accessible and private open space would be developed throughout the project

site. A comparison of the Draft EIR Project and the Preferred Project is provided in **Table RTC II-1**, below. The minor differences between the two schemes are summarized in the final column of **Table RTC II-1**.

Table RTC II-1: Comparison of Draft EIR Project and Preferred Project Development

Use	Draft EIR Project	Preferred Project	Draft EIR Project and Preferred Project Increase/(Decrease)
Residential Units			
Studio	76	69	(7)
1 Bedroom	116	109	(7)
2 Bedroom	118	111	(7)
3 Bedroom	10	10	0
Total Units	**320**	**299**	**(21)**
Commercial/Light Industrial/Production/Distribution/Repair (PDR) Use			
Retail	2,500	1,398	(1,102)
Restaurant	7,500	4,195	(3,305)
Light Industrial (PDR)	0	3,962	3,962
Total Commercial/PDR Space (gsf)	**10,000**	**9,555**	**(445)**
Total Building Area	427,570	417,715	(9,855)
Building Heights (ft)	31-40	31-40	0
Open Space (gsf)	39,195	42,777	3,582
Parking			
Off-Street Vehicle Spaces	277	249	(28)
On-Street Vehicle Spaces	4	4	0
Total Vehicle Spaces	**281**	**253**	**(28)**
Class I Bicycle Spaces	441	354	(87)
Class II Bicycle Spaces	28	15	(13)
Total Bicycle Spaces	469	369	(100)
On-Street Loading Spaces	3	3	0

Source: Related/Mariposa Development Co., LLC, 2015.

In general, with the exception that the total square footage and mix of uses would be moderately different, the Preferred Project would result in a similar pattern of mixed-use development as the Draft EIR Project. As shown in **Table RTC II-1**, the Preferred Project would include 21 fewer residential units than the Draft EIR Project. A total of 60 units would be affordable units available to low-income households (20 percent of the projects total residential units count and a 6 percent increase in affordable housing units on-site compared to the Draft EIR Project). In addition, the ground floor retail space proposed in the Draft EIR Project on Carolina Street would instead be

developed as 3,962 gsf of PDR uses along this same street as under the Preferred Project and the overall square footage of retail and restaurant space would be reduced by about 4,407 gsf under the Preferred Project compared to the Draft EIR Project. The proposed PDR uses along Carolina Street were analyzed in the Draft EIR as part of the Reduced Height on Mariposa Street Alternative; therefore, this proposed use is consistent overall with the analyses conducted in the Draft EIR. The total size of project buildings (i.e., gsf) under the Preferred Project would be less than the Draft EIR Project. As shown in **Table RTC II-1**, the Preferred Project would result in a reduction of about 9,855 gsf of total building area compared to the Draft EIR Project.

In addition to the change in total building square footage, the Preferred Project would modify the proposed building footprint resulting in an increase of approximately 3,582 gsf of additional ground level open space, compared to the Draft EIR Project. This additional open space is attributed to a new approximately 25- to 49-foot wide east-west publicly-accessible pedestrian pathway that would be located at the project site's northern property line adjacent to Live Oak School. This pathway would replace the private light court included in the Draft EIR Project in this same location. The new east-west pathway would be accessed from Arkansas Street and would connect to the proposed north-south mid-block pedestrian pathway that would provide through access between Mariposa Street and 18th Street. The new pathway would increase the setback from Live Oak School from 20 feet to 35 feet under the Preferred Project.

Figures RTC II-1 through **RTC II-11** reflect the development program for the Preferred Project. These figures generally correspond to Draft EIR Figures II-4 through II-15 (Draft EIR pages 27 through 40), which illustrate the proposed project in Chapter II, Project Description, of the Draft EIR.

The Preferred Project would require the same four modifications, waivers, and exceptions from the Planning Commission in its Large Project Authorization application as identified for the Draft EIR Project: 1) a modification for configuration of the project's rear yard; 2) a waiver of the horizontal mass reduction along Arkansas Street, 18th Street and Carolina Street; 3) an exception for use of three on-street loading spaces in lieu of two off-street loading spaces; and 4) an exception for the 17-foot commercial floor-to-floor height for some areas of the proposed commercial space.

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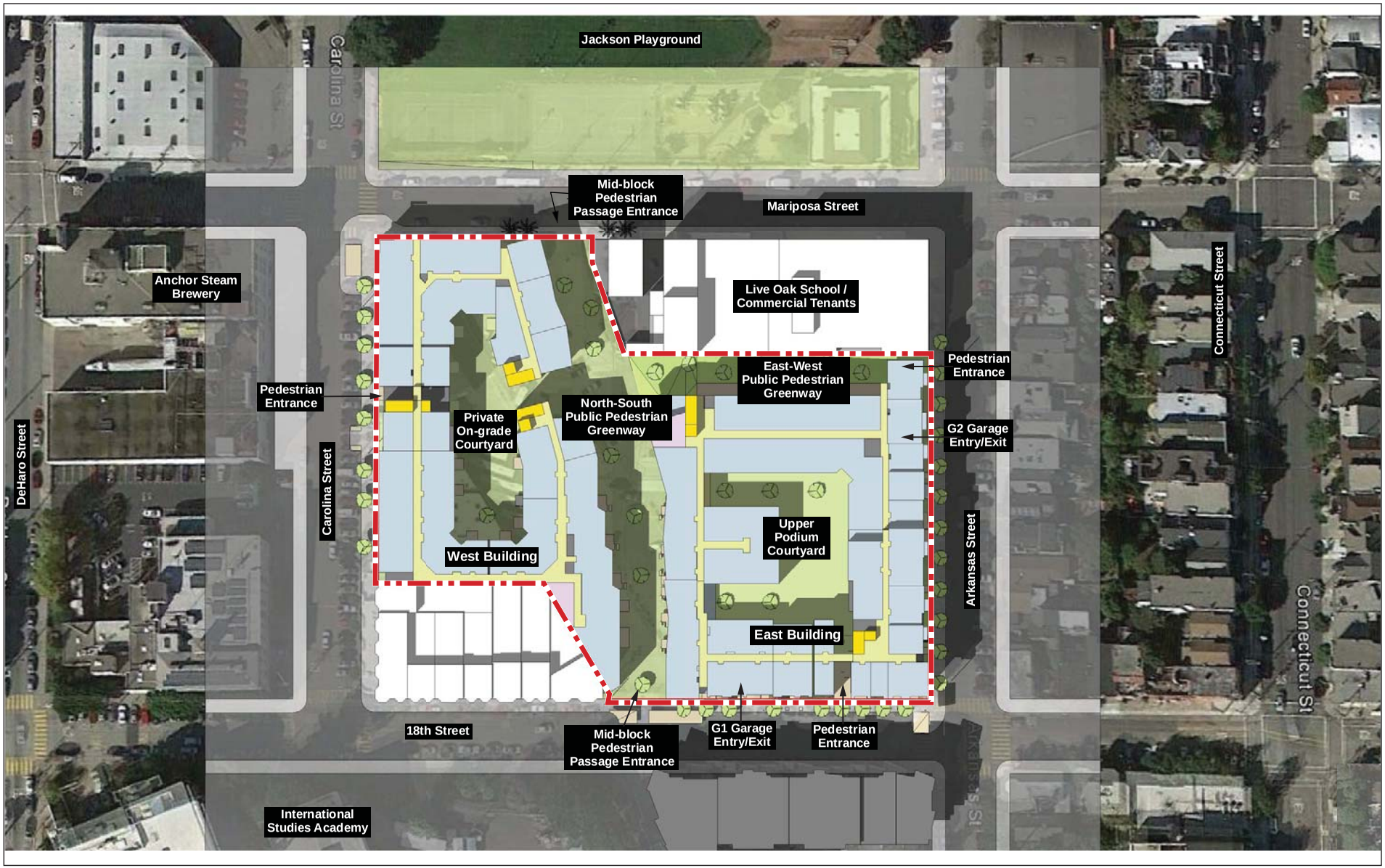


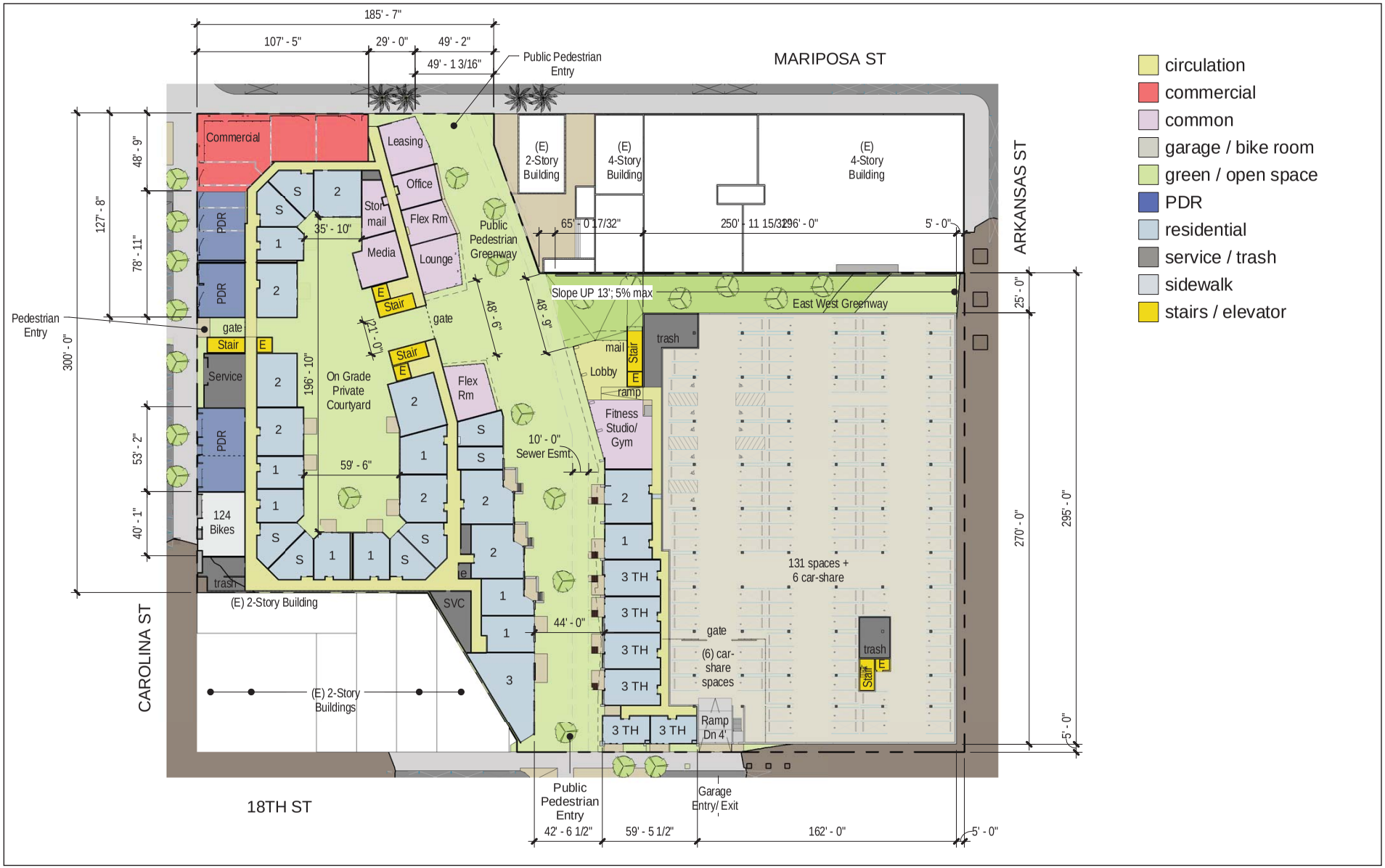
FIGURE RTC II-1

NOT TO SCALE

Project Boundary

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 2015.

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Conceptual Site Plan



RTC-16

FIGURE RTC II-2

NOT TO SCALE

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 11, 2015.



FIGURE RTC II-3

NOT TO SCALE

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 11, 2015.



FIGURE RTC II-4

NOT TO SCALE

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 11, 2015.

1601 Mariposa Street Mixed Use Project EIR

Preferred Project - Level 3 West Building / Level 1 East Building



FIGURE RTC II-5

NOT TO SCALE

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 11, 2015.

1601 Mariposa Street Mixed Use Project EIR

Preferred Project - Level 4 West Building / Level 2 East Building



RTC-20

FIGURE RTC II-6

NOT TO SCALE

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 11, 2015.

1601 Mariposa Street Mixed Use Project EIR

Preferred Project - Roof Plan West Building / Level 3 East Building



FIGURE RTC II-7

NOT TO SCALE

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 11, 2015.

1601 Mariposa Street Mixed Use Project EIR

Preferred Project - Roof Plan West Building / Level 4 East Building

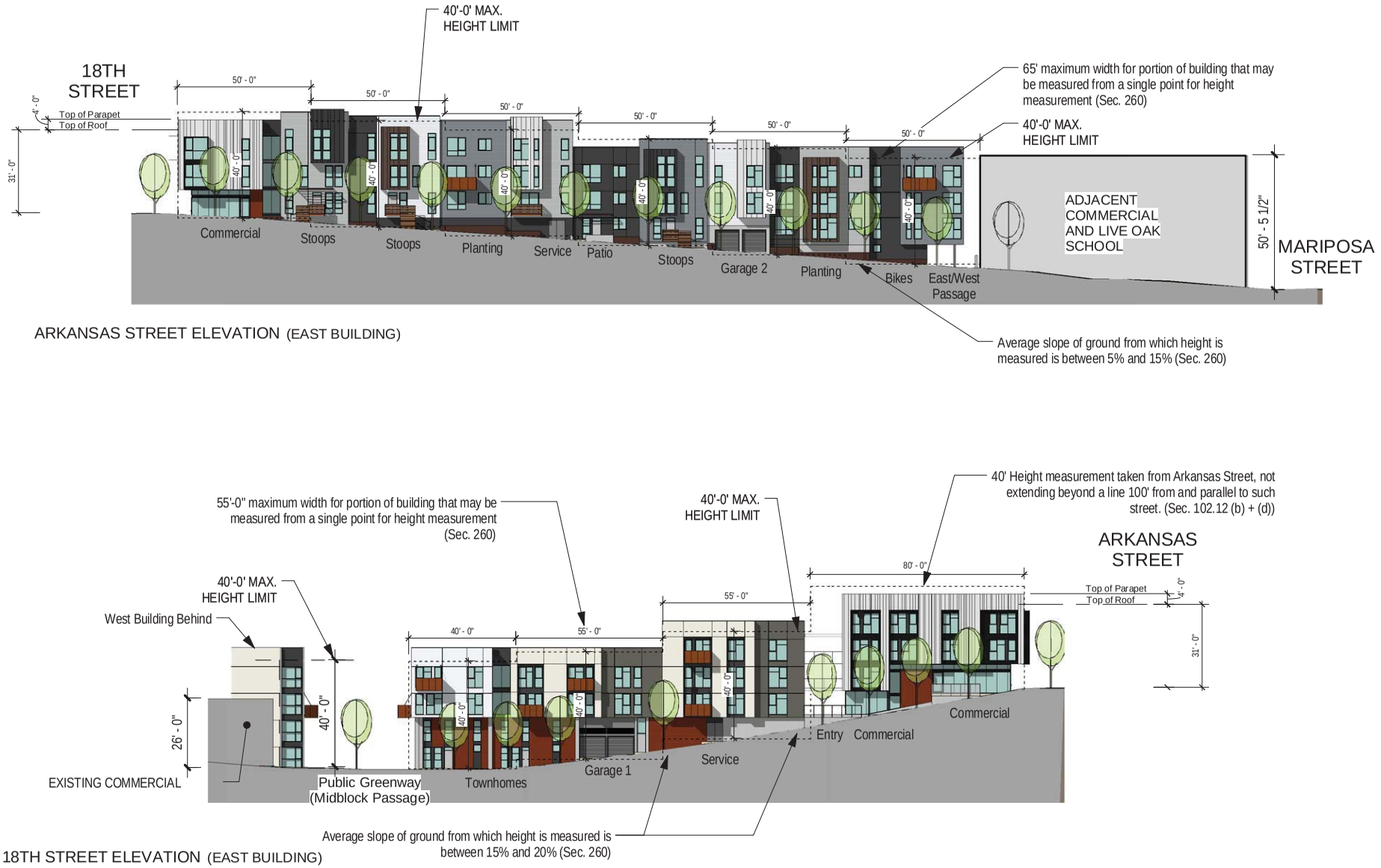


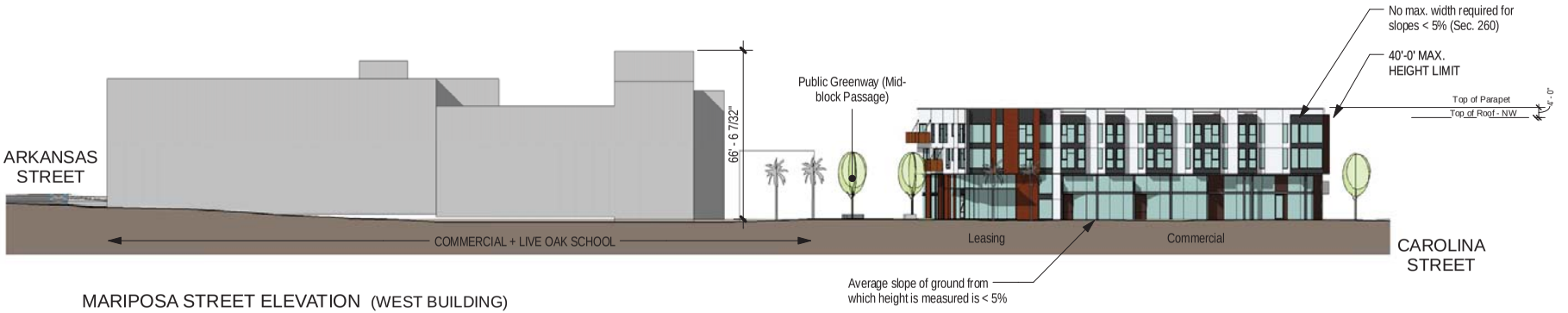
FIGURE RTC II-8

NOT TO SCALE

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 11, 2015.

1601 Mariposa Street Mixed Use Project EIR

Preferred Project - Exterior Elevations - Arkansas Street and 18th Street



MARIPOSA STREET ELEVATION (WEST BUILDING)



CAROLINA STREET ELEVATION (WEST BUILDING)

FIGURE RTC II-9

NOT TO SCALE

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 11, 2015.

1601 Mariposa Street Mixed Use Project EIR

Preferred Project - Exterior Elevations - Mariposa Street and Carolina Street



NORTH-SOUTH PUBLIC PEDESTRIAN GREENWAY ELEVATION, LOOKING EAST



NORTH-SOUTH PUBLIC PEDESTRIAN GREENWAY ELEVATION, LOOKING WEST

FIGURE RTC II-10

NOT TO SCALE

SOURCES: DAVID BAKER ARCHITECTS; RELATED, JUNE 11, 2015.



FIGURE RTC II-11

NOT TO SCALE

SOURCES: FLETCHER STUDIO; RELATED, JANUARY 2014.

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Conceptual Landscape Plan

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ENVIRONMENTAL EFFECTS OF THE PREFERRED PROJECT

In summary, the Preferred Project would be substantially similar to the Draft EIR Project (with about a 9,855 gsf decrease in total building space under the Preferred Project compared to the Draft EIR Project) and, accordingly, the environmental effects of the Preferred Project would generally result in the same impacts as the Draft EIR Project for all environmental topics. While the severity of some impacts would be slightly reduced (i.e., transportation impacts related to level of service at study intersections), the Preferred Project would not avoid the significant unavoidable transportation-related impacts of the Draft EIR Project. However, the Preferred Project also would not create any new significant impacts or increase the severity of identified significant and unavoidable impacts. In all cases, the same mitigation and improvement measures identified for the Draft EIR Project would apply to the Preferred Project (and in all cases as modified in Chapter V, Draft EIR Revisions, in this document). The environmental effects of the Preferred Project, as compared to the environmental effects of the Draft EIR Project, are further summarized below for each topic evaluated in the Draft EIR.

Transportation and Circulation

An evaluation of the Preferred Project's transportation and circulation impacts was conducted to supplement the information and analysis presented in the Transportation Impact Study (TIS) prepared for the Draft EIR Project.[2] As shown in Table IV.A-8 on page 134 of the Draft EIR, the Draft EIR Project would result in a total of 7,595 daily person trips and a total of 1,082 PM peak hour trips. With the Preferred Project, the number of daily person trips would be reduced to 5,343 (or 2,252 fewer trips) and the number of PM peak hour trips would be reduced to 774 (or 308 fewer trips) compared to the Draft EIR Project.[3] As shown in Table IV.A-10 on page 135 of the Draft EIR, the Draft EIR Project would result

[2] DKS Associates, *1601 and 1677 Mariposa Street/485 Carolina Street Project – PDR and Reduced Residential Density Trip Generation Assessment*, June 18, 2015. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

[3] Daily person trips were calculated by DKS Associates consistent with *SF Guidelines* Methodology (see June 18, 2015 DKS memorandum). The daily person trip generation rates for the Preferred Project are based on weekday daily PM peak hour rates associated with the proposed residential uses, as well as employees and customers of the proposed retail and PDR uses. Existing land use trip credits are based on peak hour observations and counts of arriving and departing vehicles. The Preferred Project would result in 2,798 daily trips and 364 PM peak hour trips for retail and PDR uses and 2,545 daily trips and 440 PM peak hour trips for residential uses.

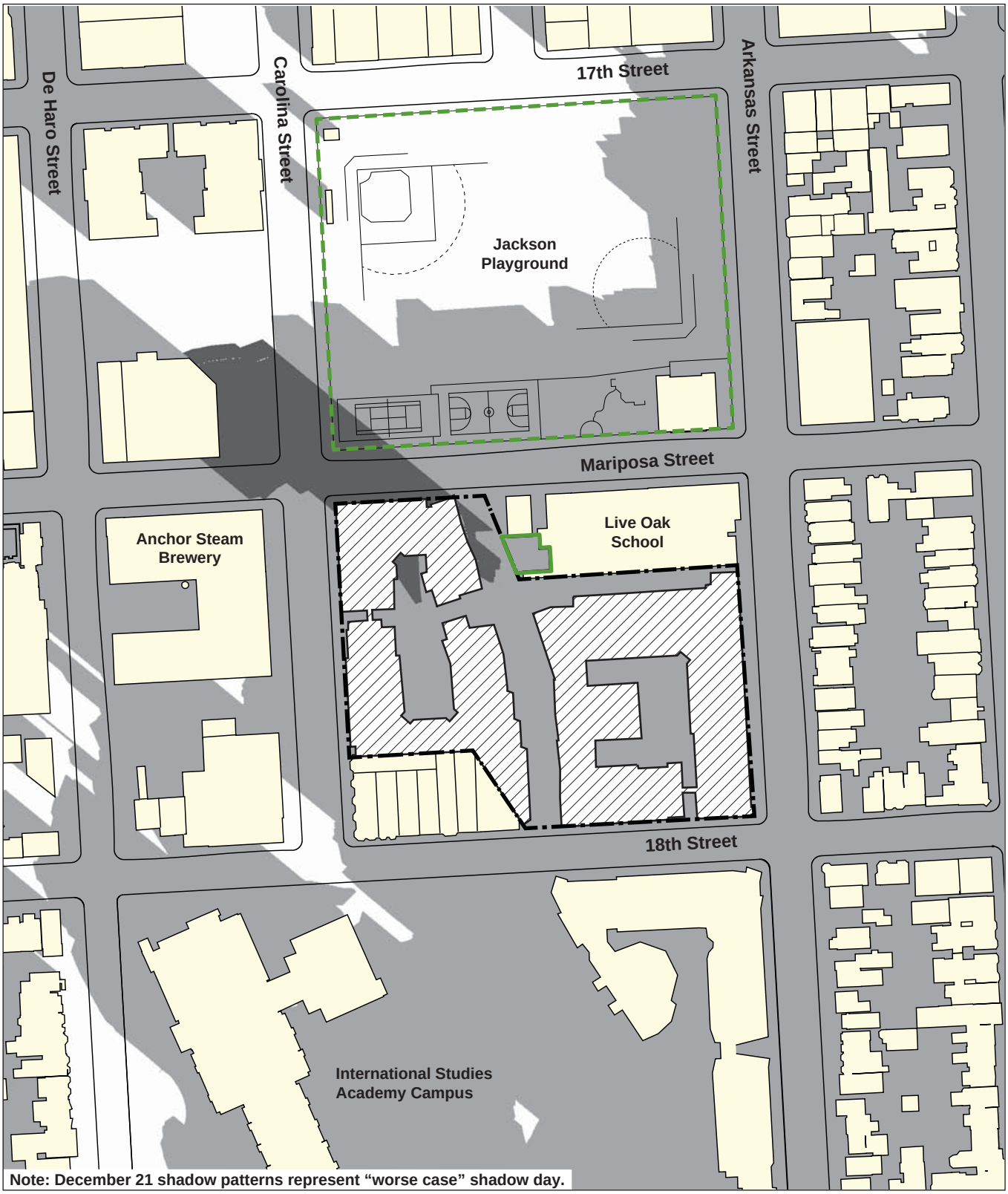
in a total of 452 PM peak hour vehicle trips. With the Preferred Project, the number of PM peak hour vehicle trips would be reduced to 341 (or 111 fewer vehicle trips than the Draft EIR Project).

While there would be a reduction in the number of vehicles added to the 13 study intersections, the traffic impacts of the Preferred Project at these study intersections would be similar in nature to, but less than, those associated with the Draft EIR Project. As with the Draft EIR Project, the Preferred Project would result in significant impacts at the intersection of Mariposa Street/Mississippi Street and cumulatively significant impacts at the 16th Street/Arkansas Street and Mariposa Street/ Mississippi Street intersections. Similar to the Draft EIR Project, feasible mitigation measures were not identified for these impacts under the Preferred Project and these impacts would continue to be significant and unavoidable. Impacts related to transit, bicycle circulation, pedestrian circulation, loading, emergency vehicle access, and construction circulation would continue to be less than significant under the Preferred Project as compared to the Draft EIR Project. The proposed circulation and access to and through the site would be the same with the Preferred Project. Recommended improvement measures I-TR-1a, I-TR-1b, I-TR-4, I-TR-6, and I-TR-8 would also continue to apply to the Preferred Project, which would further reduce the less-than-significant impacts related to vehicle trips, vehicle queues, pedestrian circulation, loading activities, and construction activities.

Shadow

Shadow impacts associated with the Preferred Project were evaluated in a supplemental technical addendum[4] to the *Shadow Technical Memorandum for Jackson Playground* that was prepared for the Draft EIR Project. Shadow-related impacts associated with the Draft EIR Project and with the Preferred Project are discussed below for Jackson Playground and other affected recreational and open space areas. In addition, shadow patterns for the Preferred Project are presented in **Figures RTC II-12 through RTC II-20** (which correspond Draft EIR Figures IV.B-10 though IV.B-18 on pages 201 through 209 of the Draft EIR).

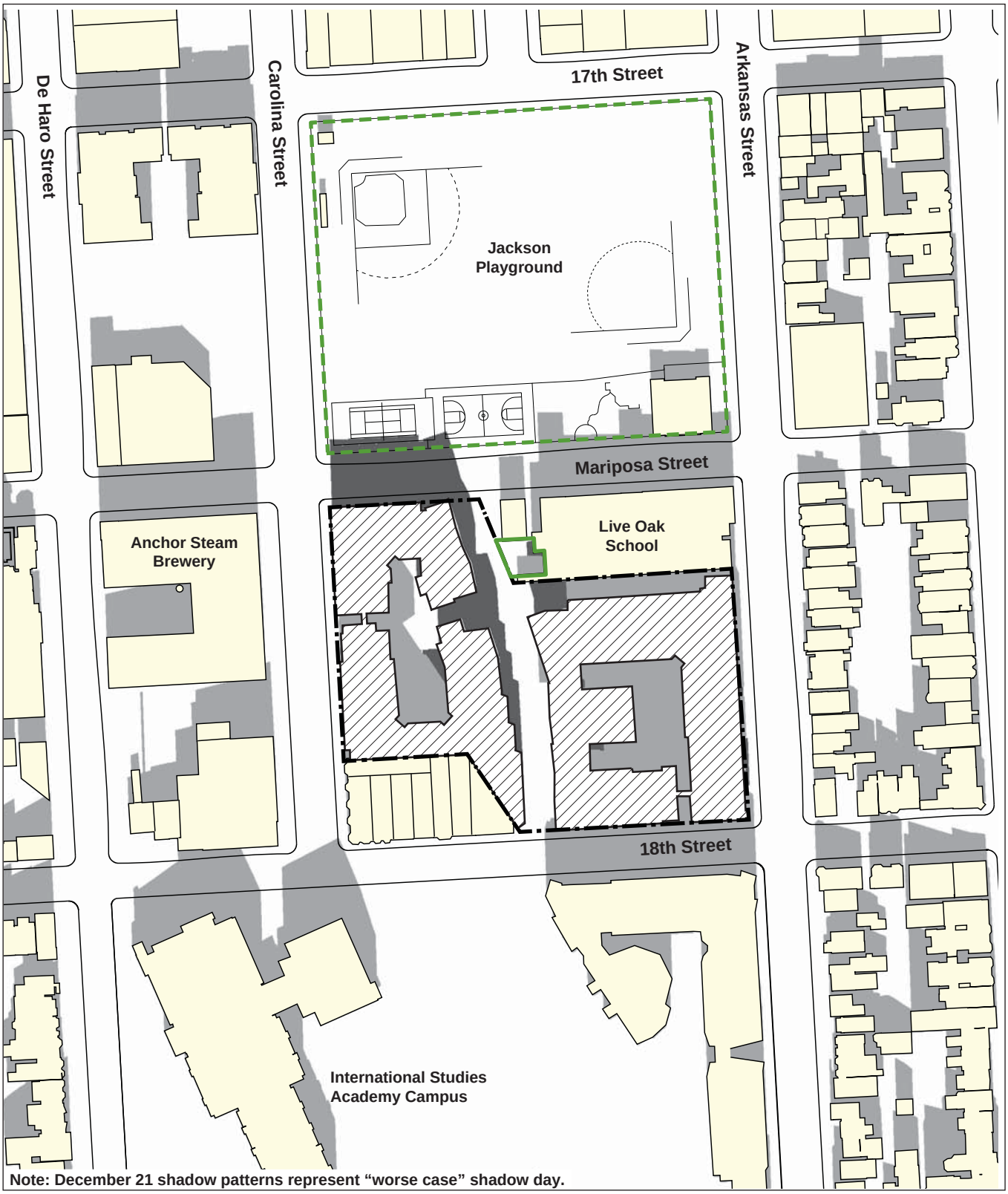
[4] LSA Associates, Inc. and Environmental Vision, 1601 Mariposa Mixed-Use Project – Shadow Analysis of Revised Project and Addendum to November 20, 2014 Shadow Technical Memorandum for Jackson Playground, July 13, 2015.



RTC FIGURE II-12

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Shadow Pattern - December 21, 8:22 a.m. (1 hour after sunrise)

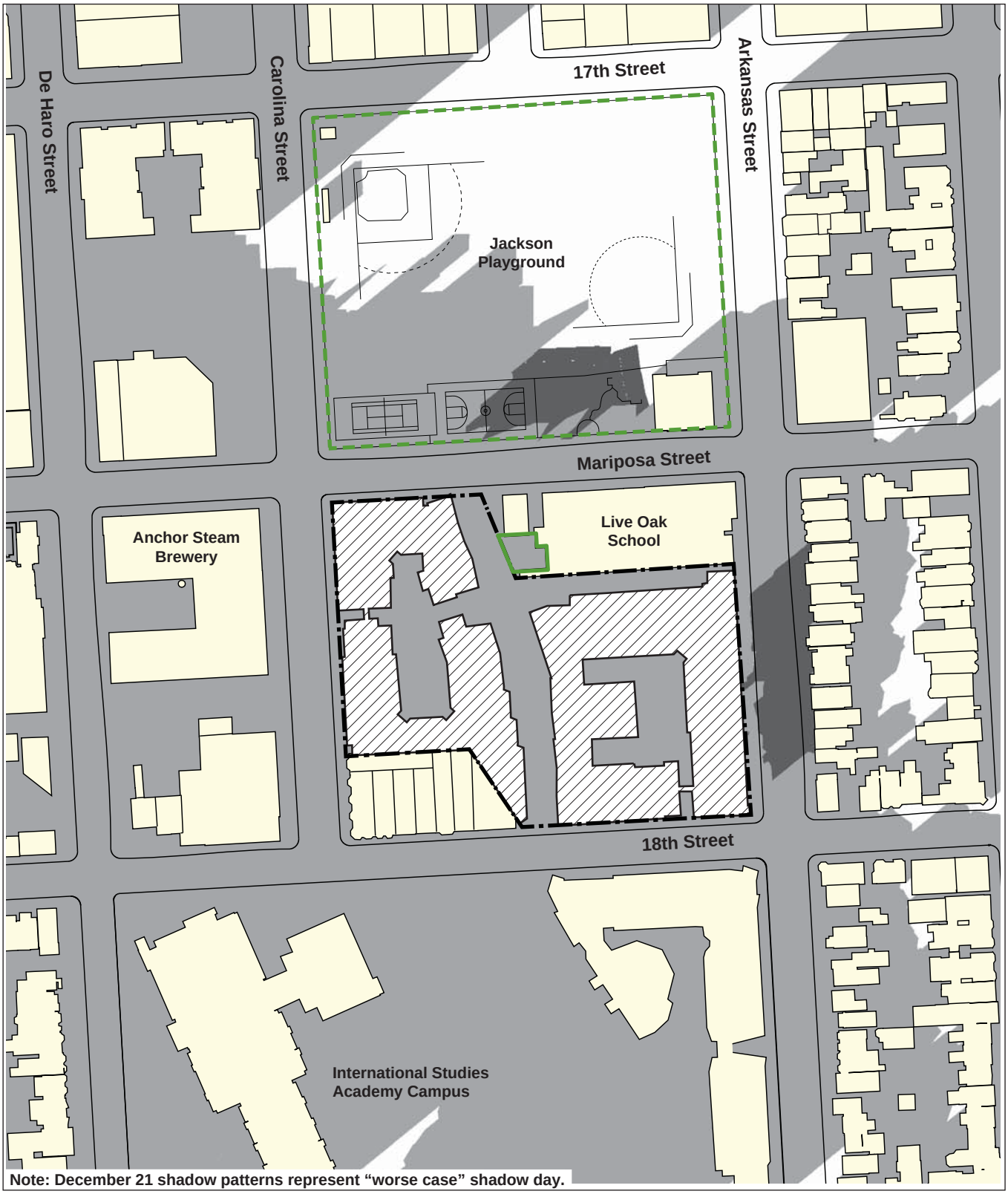
SOURCE: ENVIRONMENTAL VISION, JUNE 30, 2015.



RTC FIGURE II-13

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Shadow Pattern - December 21, 12:00 p.m.

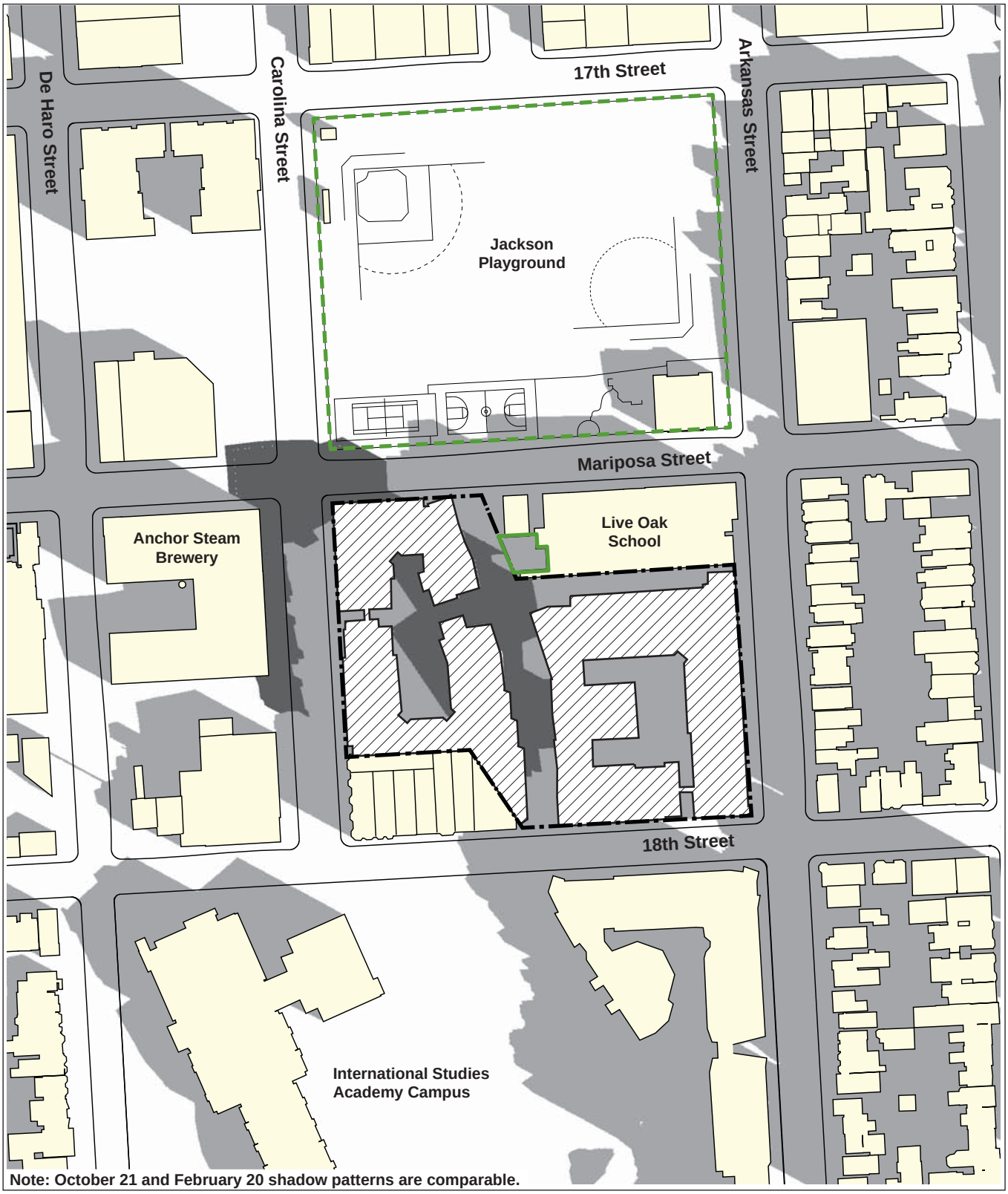
SOURCE: ENVIRONMENTAL VISION, JUNE 30, 2015.



RTC FIGURE II-14

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Shadow Pattern -
December 21, 3:55 p.m. (1 hour before sunset)

SOURCE: ENVIRONMENTAL VISION, JUNE 30, 2015.



RTC FIGURE II-15

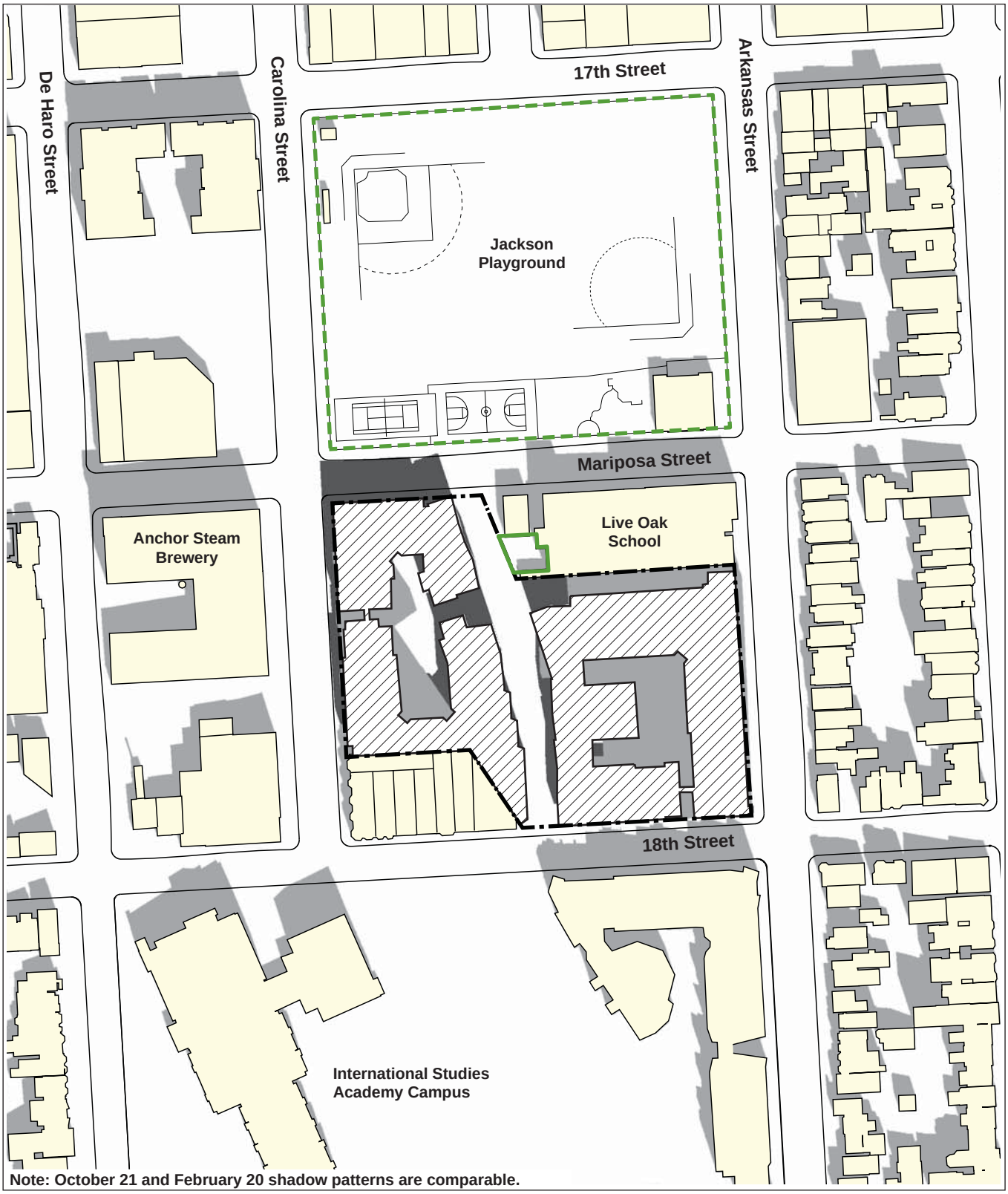
N

0 100 200
FEET

Project Buildings
Existing Shadow
Net New Project Shadow
Project Boundary
Open Space Boundary
Live Oak School Play Area

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Shadow Pattern - October 21, 9:00 a.m.

SOURCE: ENVIRONMENTAL VISION, JUNE 30, 2015.

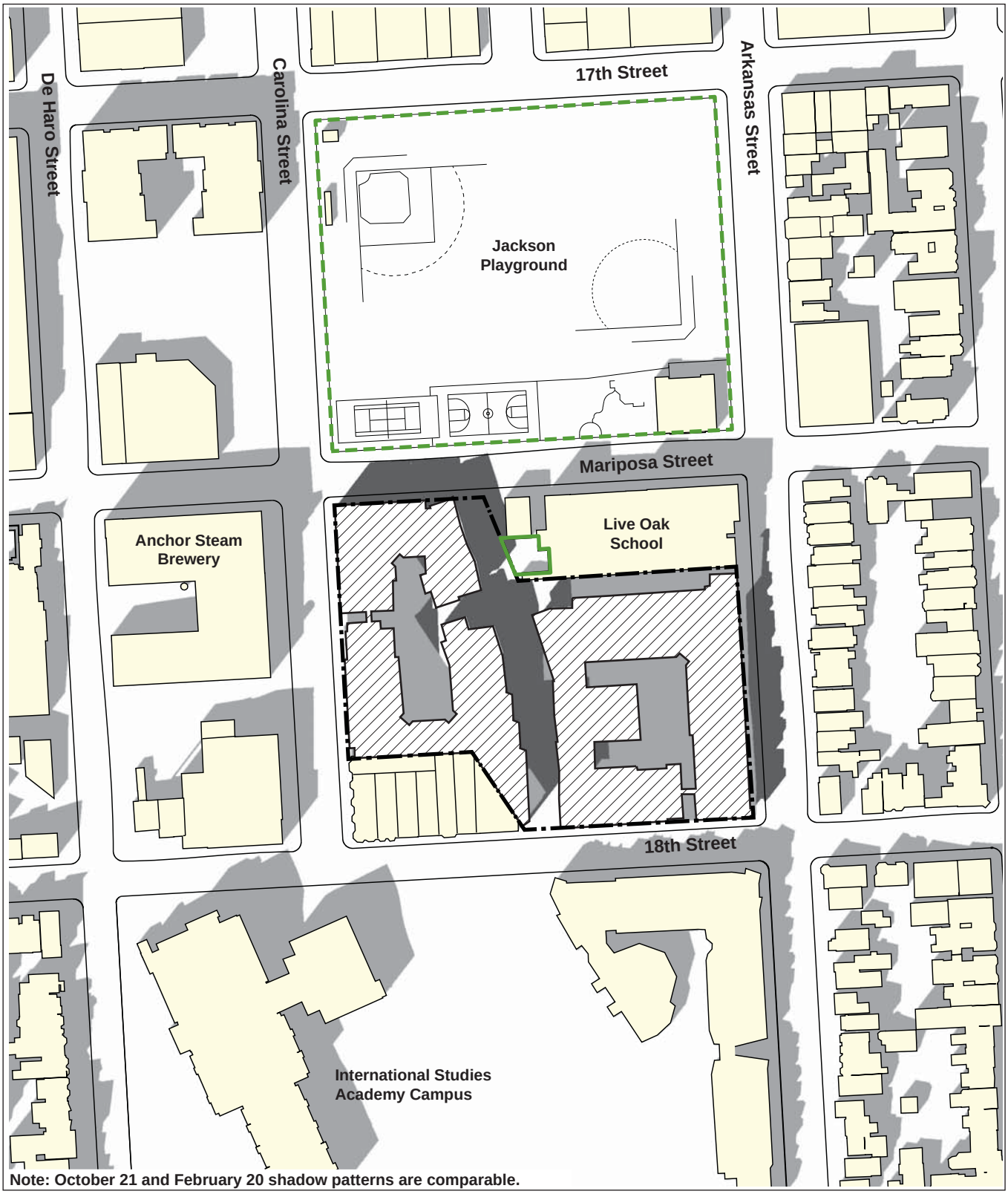


RTC FIGURE II-16

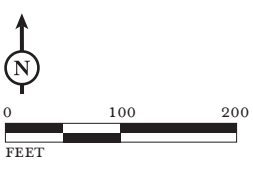
1601 Mariposa Street Mixed Use Project EIR

Preferred Project Shadow Pattern - October 21, 12:00 p.m.

SOURCE: ENVIRONMENTAL VISION, JUNE 30, 2015.



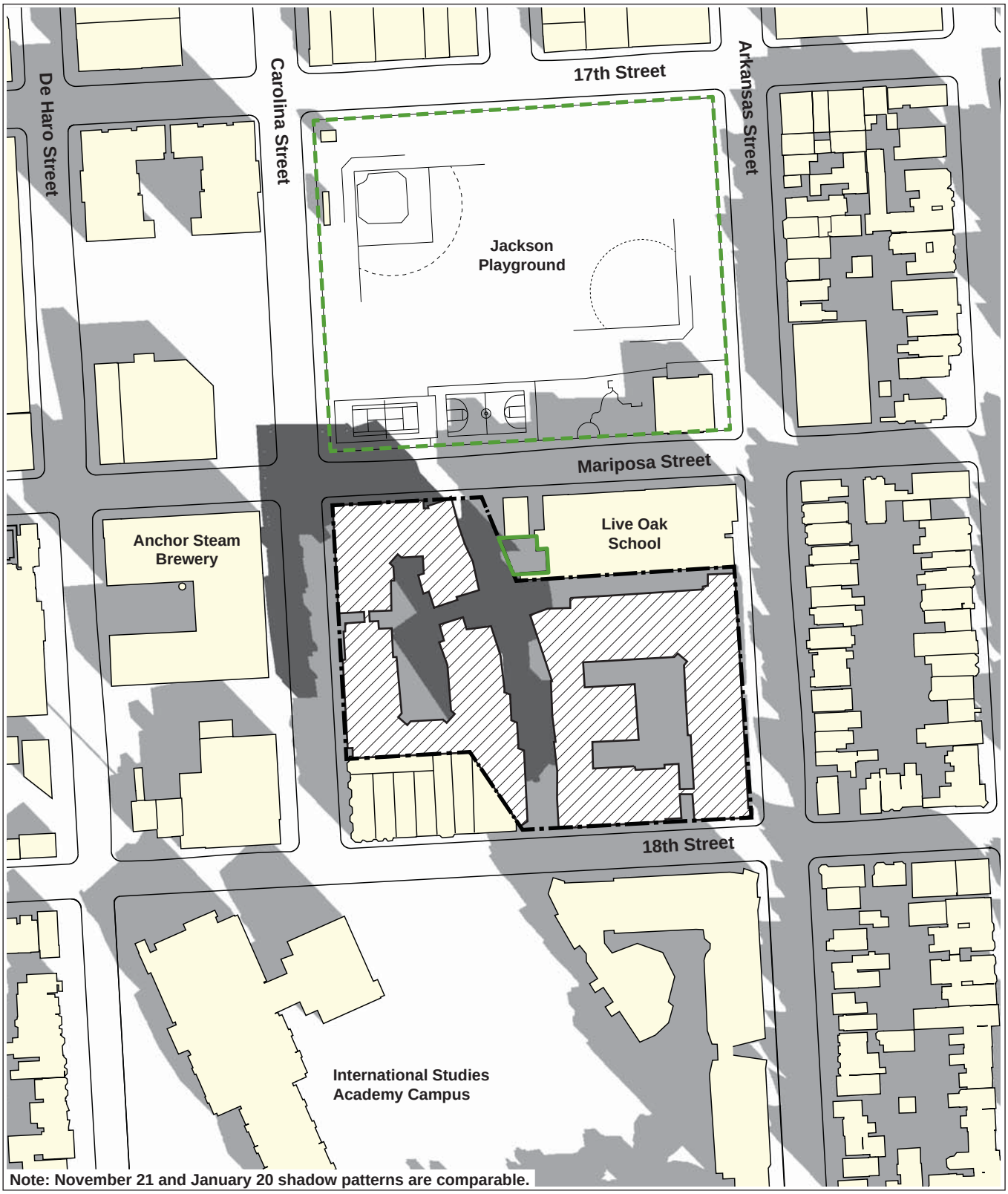
RTC FIGURE II-17



Project Buildings
Existing Shadow
Net New Project Shadow
Project Boundary
Open Space Boundary
Live Oak School Play Area

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Shadow Pattern - October 21, 3:00 p.m.

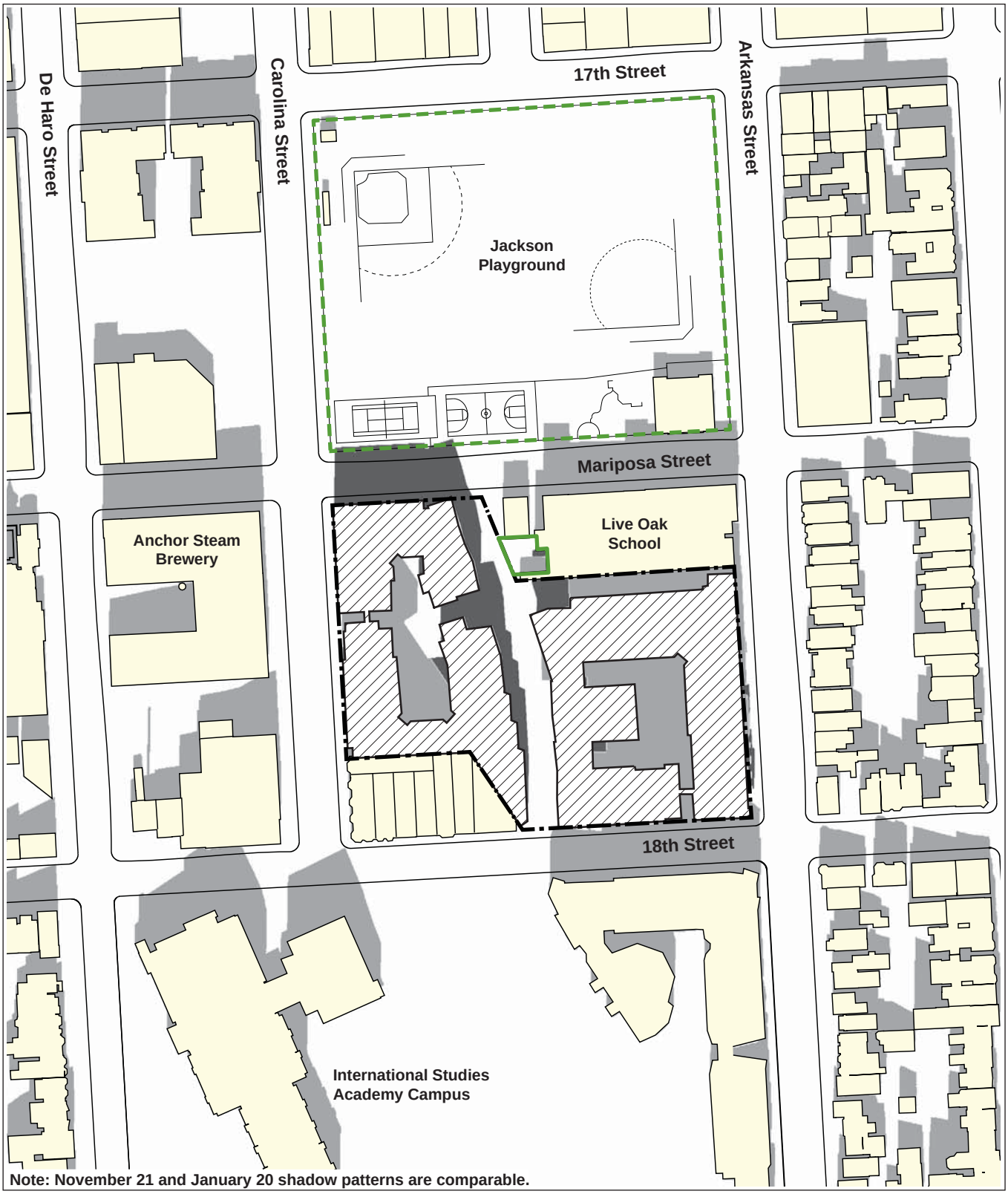
SOURCE: ENVIRONMENTAL VISION, JUNE 30, 2015.



RTC FIGURE II-18

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Shadow Pattern - November 21, 9:00 a.m.

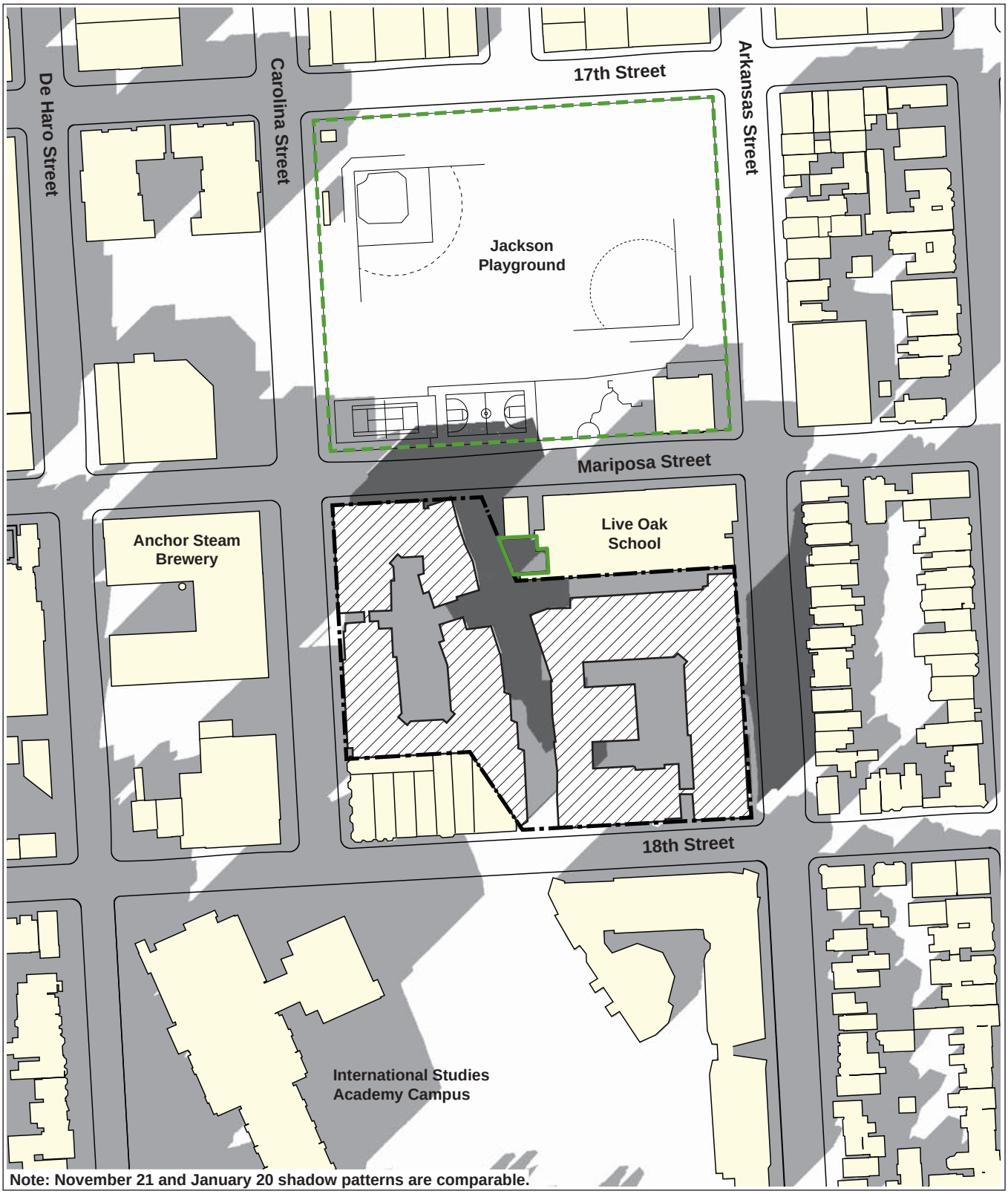
SOURCE: ENVIRONMENTAL VISION, JUNE 30, 2015.



RTC FIGURE II-19

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Shadow Pattern - November 21, 12:00 p.m.

SOURCE: ENVIRONMENTAL VISION, JUNE 30, 2015.



RTC FIGURE II-20

N

0 100 200
FEET

Project Buildings
Existing Shadow
Net New Project Shadow
Project Boundary
Open Space Boundary
Live Oak School Play Area

1601 Mariposa Street Mixed Use Project EIR
Preferred Project Shadow Pattern - November 21, 3:00 p.m.

SOURCE: ENVIRONMENTAL VISION, JUNE 30, 2015.

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The figures depict shadows for the representative morning, noon, and late afternoon hours on December 21, October 21, and November 21. Refer to Figures IV.B-4 through IV.B-9 on pages 195 through 200 of the Draft EIR, which depict the shadow patterns that would occur during the summer months. Because net new shadows would primarily be cast onto open space areas during the winter months, and because shadows cast by either the Draft EIR Project or the Preferred Project would be substantially similar, shadow diagrams for the June and September dates were not updated for the Preferred Project. As summarized below, similar to the Draft EIR Project, development of the Preferred Project would result in less-than-significant impacts related to shadow patterns.

Jackson Playground. The revised shadow diagrams indicate that shadows cast by the Preferred Project onto Jackson Playground would be the same as those identified in the November 20, 2014 diagrams and as described and evaluated in the Draft EIR (pages 194 through 213). No changes are proposed for the West Building and the same amount of net new shadow would be cast by the Preferred Project as the project evaluated in the Draft EIR. Due to the distance from the park and presence of the existing four-story Live Oak School building, shadows cast by the East Building would not reach Jackson Playground under either the Draft EIR Project or the Preferred Project. Therefore, shadow-related impacts identified for Jackson Playground under the Draft EIR would not change with the Preferred Project. As discussed in the Draft EIR, the project would cast minimal net new shadow onto existing open spaces areas within the vicinity of the site. Although the Preferred Project would contribute to the overall significant and unavoidable shadow impacts identified in the *Eastern Neighborhoods FEIR* for Jackson Playground, the overall project contribution to shadow impacts would not be sufficiently substantial enough to adversely affect the use of these facilities, and this impact would be less than significant (Draft EIR page 213).

Private Recreation Areas. The Draft EIR includes an analysis of potential shadow-related impacts to the Live Oak School playground for informational purposes only (Draft EIR pages 213 through 214). The Preferred Project shadow diagrams identify the location of this private open space area. The Draft EIR states that net new shadows would be cast on this area primarily during the evening hours, generally starting at 3:00 p.m. throughout the year. Shadows cast during the fall/spring and summer months are primarily attributed to the West Building; therefore no changes to projected shadow

patterns identified in the Draft EIR for these time periods would occur with the Preferred Project. Minor shadowing would begin during the winter months starting around noon, and these shadows are primarily attributed to the East Building under the Preferred Project. As previously stated, the Preferred Project would result in an increased setback of the East Building from the northern property boundary (from 20 feet to 35 feet).

The Preferred Project shadow diagrams indicate that shadows cast by the Preferred Project onto this area would be slightly reduced compared to the shadows cast by the project evaluated in the Draft EIR. For instance, shadows cast by the East Building would be eliminated on October 21 and would be reduced by about half during the noon hours on November 21 and December 21. Shadows that begin during the late afternoon hours beginning around 3:00 p.m. on November 21 (generally the worst-case shadow day) would be the same under the Preferred Project. However, overall, due to the increased setback of the East Building from the northern property line, shadows cast onto the Live Oak School playground would be slightly reduced for the Preferred Project when compared to the project evaluated in the Draft EIR. Further, as stated in the Draft EIR, new shadows cast onto this space are not anticipated to substantially lessen the use or enjoyment of this area by school students and staff.

Recreation

Similar to the Draft EIR Project, new employees and residents at the site after implementation of the Preferred Project would increase the demand for recreation and open space in the project vicinity. Similar to the Draft EIR Project, the Preferred Project's impacts to recreation would be less than significant. In addition, although the overall amount of development under the Preferred Project would be less than under the Draft EIR Project, approximately 3,582 gsf of additional open space would be provided on-site, resulting in 21,272 gsf of private open space and 21,505 gsf of public open space, totaling 42,777 gsf (as compared to 39,195 total gsf of open space, including 17,690 gsf of private open space and 21,505 gsf of public open space under the Draft EIR Project). Under the Preferred Project, this impact would further reduce the less-than-significant impact related to demand for open space and recreational services that was identified for the Draft EIR Project.

Hazards and Hazardous Materials

Similar to the Draft EIR Project, existing contamination at the site would be remediated as part of demolition and grading activities occurring under the Preferred Project. No changes to these activities as described in the Draft EIR would occur with the Preferred Project. Similar to the Draft EIR Project, the project sponsor would be required to mitigate hazards and hazardous materials impacts to less-than-significant levels and to: 1) remove hazardous building materials during demolition as required by Mitigation Measure HZ-2a; 2) submit and implement a Remedial Design and Implementation Plan (RDIP) during remediation activities as specified under Mitigation Measure HZ-2b; 3) implement a Vapor Intrusion Management System (VIMS) RDIP as specified by Mitigation Measure HZ-2c; 4) and provide a Response Plan Certification, Covenant to Restrict Use of Property, Operations and Maintenance Agreement, and Operations and Maintenance Plan as specified under Mitigation Measure HZ-2d. The above noted hazards and hazardous materials mitigation measures would reduce potential demolition, remediation, construction, and operation-period significant impacts associated with the potential release of hazardous materials under the Preferred Project to a less-than-significant level.

CPE Checklist Topics

The Community Plan Exemption (CPE) Checklist prepared for the Draft EIR Project (see Appendix A of the Draft EIR) determined that impacts in the following areas would be less than significant (some with the mitigation measures identified in the CPE Checklist) and these topics were not further evaluated in the Draft EIR: Land Use and Land Use Planning; Aesthetics; Population and Housing; Cultural and Paleontological Resources; Noise; Air Quality; Greenhouse Gas Emissions; Wind; Utilities and Service Systems; Public Services; Biological Resources; Geology and Soils; Hydrology and Water Quality; Mineral and Energy Resources; and Agriculture and Forest Resources. As previously discussed, the Preferred Project is substantially similar to the project identified and analyzed in the Draft EIR and in the CPE Checklist. For nearly all of these issue topics, impacts of the Preferred Project would be the same as those identified for the Draft EIR Project. Although the overall number of residential units and therefore number of people introduced to the site would be less under the Preferred Project compared to the Draft EIR Project, the overall construction-period and

operation-period impacts for the above-noted environmental topics would be the same or slightly less under both project scenarios and all these impacts with the Preferred Project would be less than significant (in some cases with the implementation of mitigation measures). Similar to the Draft EIR Project, Mitigation Measures 1, 2, 3 and 4 would be required to reduce significant impacts related to cultural and paleontological resources and noise to a less-than-significant level under the Preferred Project (see the Draft EIR Summary Chapter, Table S-2, pages S-14 through S-26).

For the topic of Land Use and Planning, the CPE Checklist determined that the Draft EIR Project would demolish approximately 68,570 sf of existing Production, Distribution and Repair (PDR) uses on the site, and contribute to the significant and unavoidable land use impact identified in the *Eastern Neighborhoods FEIR*. The Preferred Project's contribution to this significant unavoidable impact would be less than that of the Draft EIR Project, given that 3,962 gsf of PDR uses would be constructed on the site. However, the Preferred Project would continue to contribute to this significant and unavoidable impact.

Conclusion

In general, and as detailed above, the Preferred Project would not substantially change the construction and operation impacts identified in the Draft EIR. In some instances the Preferred Project would result in small reductions in the type or duration of construction activities and these revisions would not affect the impact conclusions presented in the Draft EIR. Compared to the Draft EIR Project, the Preferred Project would result in the same number and type of impacts as the Draft EIR Project.

III. LIST OF PERSONS COMMENTING

This chapter presents the agencies, organizations, and individuals who submitted written comments during the public review period or spoke at the public hearing on the Draft EIR. **Table III-1** lists the commenters' names, along with the corresponding commenter codes used in Chapter IV, Responses to Comments, to denote each set of comments, the comment format, and the comment date. This RTC document codes the comments in the following way:

- Comments from agencies are designated by "A-" and the acronym of the agency's name.
- Comments from organizations are designated by "O-" and an acronym of the organization's name. In cases where several commenters from the same organization provided comments, the acronym is followed by the commenter's last name.
- Comments from individuals are designated by "I-" and the commenter's last name.

Within each category, commenters are listed in alphabetical order. In the event of multiple commenters with the same last name, the last name is followed by the commenter's first initial. In cases where commenters provided oral testimony at the public hearing and submitted written comments, or submitted more than one letter or email, comment codes end with a sequential number (e.g., comment codes O-LOS1, O-LOS2, O-LOS3, and LOS4 are used to denote multiple written and verbal comments submitted by the same organization). Comment letters and emails received are included as Attachment 1. The Planning Commission Hearing transcript is included as Attachment 2.

The example below has been constructed to show a breakdown of the comment code components for code O-LOS4. In this example, the commenter submitted multiple comments.

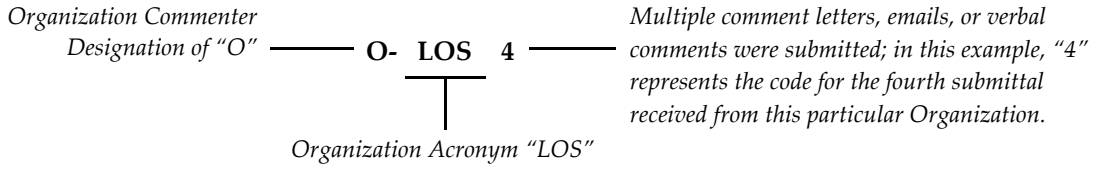


Table RTC-III-1: Commenters on the Draft EIR

Commenter Code	Name of Person and Title	Agency/Organization	Comment Format	Date
Federal, State, Regional and Local Agencies, Boards, and Commissions				
A-CPC-Antonini	Michael Antonini, Commissioner	San Francisco Planning Commission	Transcript	January 22, 2015
A-CPC-Johnson	Christine Johnson, Commissioner	San Francisco Planning Commission	Transcript	January 22, 2015
A-CPC-Moore	Kathrin Moore, Commissioner	San Francisco Planning Commission	Transcript	January 22, 2015
A-CPC-Richards	Dennis Richards, Commissioner	San Francisco Planning Commission	Transcript	January 22, 2015
A-DOT	Patricia Maurice, Acting District Branch Chief	State of California, Department of Transportation	Letter	January 28,2015
Organizations				
O-FOJP	None	Friends of Jackson Playground	Letter	January 22, 2015
O-LOS1	N Scott MacBean, Director of Operations	Live Oak School	Email	February 5, 2015
O-LOS2	N Scott MacBean, Director of Operations	Live Oak School	Transcript	January 22, 2015
O-LOS3	Virginia Paik, Head of School	Live Oak School	Transcript	January 22, 2015
O-LOS4	Virginia Paik, Head of School	Live Oak School	Email	February 17, 2015
O-18AHOA1	Nick Noyes, President	18th and Arkansas Homeowners Association	Email	January 24, 2015
O-18AHOA2	Nick Noyes, President	18th and Arkansas Homeowners Association	Transcript	January 22, 2015
O-HAC	Rob Poole	Housing Action Coalition	Transcript	January 22, 2015
O-MEO	Scott Emblidge	Moscone Emblidge & Otis representing Live Oak School	Letter	February 17, 2015
O-PBNA	JR Eppler, President	Potrero Boosters Neighborhood Association	Transcript	January 22, 2015
O-P16C	Andy Blue	Plaza 16 Coalition	Transcript	January 22, 2015
Individuals				
I-Alexander	Suzi Alexander		Email	January 28, 2015
I-Altman	Maya Altman		Email	February 16, 2015
I-Angles1	Sean Angles		Letter	February 16, 2015
I-Angles2	Sean Angles		Transcript	January 22, 2015
I-Bahat	Sara Bahat		Transcript	January 22, 2015

Table RTC-III-1: Commenters on the Draft EIR

Commenter Code	Name of Person and Title	Agency/Organization	Comment Format	Date
I-Beltramo	Alex Beltramo		Email	January 28, 2015
I-Book	Joyce Book		Transcript	January 22, 2015
I-Brooks	Eric Brooks		Email	February 17, 2015
I-Carswell	Deborah Carswell		Transcript	January 22, 2015
I-Causey	Matt Causey		Email	January 30, 2015
I-Cheung	Janice Cheung		Email	January 26, 2015
I-Chiang	Harvey Chiang		Email	January 26, 2015
I-Corvi	Paul and Rosalinda Corvi		Email	December 18, 2014
I-Daniel	Sharon Daniel		Transcript	January 22, 2015
I-Deckenbach	Jude Deckenbach		Transcript	January 22, 2015
I-Diehl	Jim Diehl		Transcript	January 22, 2015
I-Doherty	Kathleen Doherty		Email	February 17, 2015
I-Fillbrandt	Stephanie Fillbrandt		Transcript	January 22, 2015
I-Firpo	Janine Firpo		Email	January 30, 2015
I-Friedland	Heather Friedland		Letter	February 16, 2015
I-Friedman, S1	Seth Friedman		Transcript	January 22, 2015
I-Friedman, S2	Seth Friedman		Email	February 16, 2015
I-Friedman, H1	Holly Friedman		Transcript	January 22, 2105
I-Friedman, H2	Holly Friedman		Email	February 16, 2015
I-Frixos	Michael Frixos		Email	January 28, 2015
I-Glicken1	Sarah Glicken		Transcript	January 22, 2015
I-Glicken2	Sarah Glicken		Email	February 17, 2015
I-Heath1	Allison Heath		Transcript	January 22, 2015
I-Heath2	Allison Heath		Email	February 17, 2015
I-Hefti	Brenda Hefti		Email	January 12, 2015
I-Horton	Darlene Horton		Transcript	January 22, 2015
I-Howarth	Andrew Howarth		Letter	February 2, 2015
I-Hutson1	Richard Hutson		Email	January 22, 2015

Table RTC-III-1: Commenters on the Draft EIR

Commenter Code	Name of Person and Title	Agency/Organization	Comment Format	Date
I-Hutson2	Richard Hutson		Letter	January 22, 2015
I-Hutson3	Richard Hutson		Letter	June 6, 2014
I-Ikle1	Judith Ikle		Letter	February 17, 2015
I-Ikle2	Judith Ikle		Transcript	January 22, 2015
I-Jedeikin	David Jedeikin		Email	February 17, 2015
I-Jerome	Phil Jerome		Email	February 17, 2015
I-Kingman	Frank and Rhonda Kingman		Email	February 14, 2015
I-Kurek	Stephanie Kurek		Transcript	January 22, 2015
I-Lack	Rosalie Lack		Email	January 28, 2015
I-Maruschak	Suzanne Maruschak		Email	January 26, 2015
I-Maznio	Kasha Maznio		Transcript	January 22, 2015
I-Megid	Luis Megid		Email	February 15, 2015
I-Meroz	Yoram Meroz		Email	February 17, 2015
I-Miguel	Ron Miguel		Transcript	January 22, 2015
I-Miles	C, Miles		Letter	February 12, 2015
I-Miller	Susan Miller		Email	February 18, 2015
I-Mussetter	Jani Mussetter		Email	February 17, 2015
I-Nielsen	Lucy Nielsen		Email	February 17, 2015
I-Nolan-Cilia	Joseph Nolan and Michelle Cilia		Email	February 5, 2015
I-Padula	Ana Padula		Email	February 15, 2015
I-Parekh	Ashesh Parekh		Email	January 26, 2015
I-Ranch	Greg Ranch		Transcript	January 22, 2015
I-Roensch	Greg Roensch		Email	January 29, 2015
I-Rowe	Matt Rowe		Email	February 19, 2015
I-Sacks	Steve Sacks		Transcript	January 22, 2015
I-Sinclair	Timothy Sinclair		Email	January 27, 2015
I-Smallcombe1	Mark Smallcombe		Transcript	January 22, 2015
I-Smallcombe2	Mark Smallcombe		Email	January 26, 2014

Table RTC-III-1: Commenters on the Draft EIR

Commenter Code	Name of Person and Title	Agency/Organization	Comment Format	Date
I-Smallcombe, G	Gail Smallcombe		Email	February 12, 2015
I-Soto	Anita and Philip Soto		Email	January 31, 2015
I-Stenberg1	Kate Stenberg		Transcript	January 22, 2015
I-Stenberg2	Kate Stenberg		Email	January 26, 2015
I-Stenberg3	Kate Stenberg		Email	February 18, 2015
I-Stewart, D.	David Stewart		Transcript	January 22, 2015
I-Stuart	Craig Stuart		Transcript	January 22, 2015
I-Stolzoff	Gary Stolzoff		Email	January 26, 2015
I-Sundel	Carol Sundel		Transcript	January 22, 2015
I-Trauss	Sonja Trauss		Transcript	January 22, 2015
I-Vandenheuvel	Wendy Vandenheuvel		Transcript	January 22, 2015
I-Wegner	Andre Wegner		Email	December 21, 2014
I-Zwerner	Deborah Zwerner		Transcript	January 22, 2015

LSA Associates, Inc. 2015.

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IV. COMMENTS AND RESPONSES

This chapter of the Response to Comments (RTC) document summarizes the substantive environmental comments received on the Draft EIR and presents the responses to those comments. Because the comments relate to issues concerning the Draft EIR Project, the responses, where appropriate, focus on the commenter's substantive concerns relative to the Draft EIR Project. However, as described in Chapter II, the project sponsor proposes specific revisions to the project evaluated in the Draft EIR (i.e., the Preferred Project). In some instances, responses provide information about the Preferred Project as well. The Preferred Project changes would not result in impacts of any greater severity than reported in the Draft EIR for the Draft EIR Project, present significant new information, the need for new mitigation, or alternatives regarding the analysis presented in the Draft EIR and the Community Plan Exemption. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines* Section 15088.5 is not required. This chapter begins with a description of the overall organization of the responses to comments, followed by the comments and responses.

A. ORGANIZATION OF RESPONSES TO COMMENTS

The comments in this chapter are organized by environmental topic area and are presented in the same order as in the Draft EIR. General comments not related to substantive environmental issues, including comments pertaining to the project's merits, are addressed in the concluding section of this chapter. Prefixes relating to the abbreviated environmental topic areas are used to group responses as shown below.

PD	Project Description	AL	Alternatives
PO	Plans and Policies	LU	Land Use
ES	Environmental Setting and Impacts	NO	Noise
TR	Transportation and Circulation	AQ	Air Quality
WS	Wind and Shadow	OC	Other CEQA Considerations
RE	Recreation	GC	General Comments
HZ	Hazards and Hazardous Materials		

Within each section of this chapter and under each topic area, similar comments are grouped together and numbered sequentially using the topic code prefix and sequential numbering for each subtopic. For example, comments on the Project Description [PD] are listed as [PD-1], [PD-2], [PD-3], and so on. Within each topic code and corresponding heading that introduces the subject are excerpted comments followed by the commenter's name, and the comment code that identifies the specific comment document (i.e., letter or transcript) and comment being addressed. A detailed explanation of the nomenclature used for comment coding can be found on page RTC-43 of this document. The comments are presented verbatim except for minor typographical corrections. Photos, figures, and other attachments submitted by commenters and references in individual comments are included in the applicable Response to Comments attachment (Attachment A, Draft EIR Comment Letters or Emails or Attachment B, Draft EIR Public Hearing Transcript); they are not reproduced as part of the comments in Chapter IV, Comments and Responses.

Attachments A and B include comment matrices (Tables A-1 and B-1, respectively), that list all comments received and indicate multiple comment topics. Individual comments on separate topics from each commenter are bracketed and coded by topic; bracketed comments and corresponding comment codes are shown in the margins of the comments in Attachments A and B.

Following each comment or group of comments, a comprehensive response is provided to address issues raised in the comments and to clarify or augment information in the Draft EIR, as appropriate. In addition, in some cases, responses reference the Preferred Project where the physical characteris-

tics or impacts of the Preferred Project may differ from those associated with the Draft EIR Project, such that those differences warrant discussion and/or clarification (see Chapter II, Project Description and Draft EIR Analysis Revisions of this RTC document for a complete description of the physical differences between the two and associated changes to environmental impacts). Response numbers correspond to the topic code; for example, the response to the first group of comments on the Project Description (PD-1) is provided under Response PD-1. The responses may provide clarification of the Draft EIR text and include revisions or additions to the Draft EIR. Revisions to the Draft EIR are shown as indented text. New text is double-underlined; deleted material is shown with ~~strikethrough text~~.

Corrections and/or clarifications to the Draft EIR are captured in the individual responses as well as in Chapter V, Draft EIR Revisions.

B. PROJECT DESCRIPTION

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

- PD-1: Open Space and Landscaping
- PD-2: Access, Circulation and Parking
- PD-3: Project Approvals and Permits
- PD-4: Public and Private Views

COMMENT PD-1: OPEN SPACE AND LANDSCAPING

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

A-Antonini
I-Brooks
I-Friedman, H2
I-Glicken1
I-Heath2
I-Ikle1
O-FOJP

———————————

One of the speakers said is it 35 percent or 26.8 percent of open space -- because they are asking for a rear yard exemption. So we want to make sure we have the figures correct on the amount of open space where we can create a little bit more and still end up with the same project. I mean, I think that's good. So this has to be part of the analysis.

…

And certainly we have to look at the amount of open space, as I spoke to earlier. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

———————————

the DEIR points to onsite public and private open space to fulfill recreation needs for residents, however the majority of this space consists of a mid-block passageway that functions primarily as a hardscape pedestrian path, rather than a bona fide recreation area, … *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

———————————

Rather than reduce the quality of current outdoor and recreational space, the design of 1601 Mariposa should be revised to include recreational space on site at the property and not only for its residents but others in the community. *(Holly Friedman; Email; February 16, 2015 [I-Friedman, H2])*

Also there are errors in the calculation of percentage of open space on Pages 54 and 69. In both places, it states that 37.5 percent is the percentage of open space. And, actually, it's 26.8 percent when calculations are done, which are shown here. And I'll leave this for you.

The developer will be asking for a rear yard exemption. So it's important to take a close look at the open space proposed for the project. They claim that they are providing 39,195 square feet of public and private open space on site. But the majority of this consists of hardscape mid-block passageway running from 18th to Mariposa. *(Sarah Glicken; Transcript; January 22, 2015 [I-Glicken1])*

The Draft EIR points to onsite public and private open space to fulfill recreation needs for residents. There are errors in the calculation of the total percentage of open space on pages 54 and 69 of the Draft EIR. In both cases it states that 37.5% of the project consists of private courtyards and a midblock passageway, but it's actually 26.8% (39,195 sqft open space / 3.36 acres or 146,361 sqft) which is just barely more than what is required for a rear yard. Although the project claims to provide 39,195 square feet of public and private open space onsite, the majority of this consists of the hard-scaped midblock passageway running from 18th to Mariposa, rather than a bona fide recreation area. This area also contains a sewer easement. *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

Any Lot merger must preserve the rights of the people of the CCSF in the existing 10-foot easement (former Wisconsin St) for drainage and sewer access consistent with Board of Supervisors Resolutions 2184 and 2285. The land contained in the easement should not count towards the open space that is required to be provided by the developer as part of the permitting process because the

CCSF already holds the former Wisconsin St 10 foot wide easement for drainage which runs across the lot. Do not double count an open space that the City already has due to the drainage and sewer easement over the former Wisconsin Street. Subtract from the calculated open space this 10 foot wide strip across the lot.

…

Page 53 DEIR: Reference to the existing easement on the property of the proposed project needs to be clarified that it is a PUBLIC easement retained by the CCSF and the 10 foot wide swath should not count towards the open space that the developer is required to provide as it is already open space in that is serves as a sewer and drainage easement.

…

Page 55 DEIR: Any Lot merger must preserve the rights of the people of the CCSF in the existing 10-foot easement (former Wisconsin St) for drainage and sewer access. Consistent with Board of Supervisors Resolutions 2184 and 2285. The land contained in the easement should not count towards the open space that is required to be provided by the developer as part of the permitting process because the CCSF already holds the former Wisconsin St 10 foot wide easement for drainage. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Total percent of Open Space = 26.8%; 39,195 sf open space/3.36 acres (146,361 sf)

- **Rear Yard Modification**. Per Planning Code Section 134(a)(1), the minimum rear yard depth within the UMU District is required to be equal to 25 percent of the total depth of the lot on which the building is situated, but in no case less than 15 feet. The project sponsor is requesting that the Planning Commission grant a modification to this requirement to instead allow a series of courtyards and the mid-block publicly-accessible pedestrian passage, together covering approximately 37.5 percent of the site (per Planning Code Sections 134(f) and 329(d)(7))

(Friends of Jackson Playground; Letter; January 22, 2015 [O-FOJP])

RESPONSE PD-1

These comments are requesting information about, the amount, type, and location of on-site open space and lot coverage to be provided by the Draft EIR Project and request information about these issues. Proposed open space and landscaping for the project is discussed on pages 36 through 41 of the Draft EIR and is specifically shown in Figure II-15, Conceptual Landscape Plan on page 40. As discussed, a total of 39,195 square feet of publicly accessible and private open space would be provided by the Draft EIR Project, in excess both of the maximum 75 percent lot coverage/rear yard standard and the requirements for private or common residential open space. The publicly-accessible mid-block pedestrian passage meets Planning Code standards for the provision of residential open space, pursuant to Planning Code Section 135(h)(1)(C), and for that reason is not excluded from the calculation of lot coverage and open space. Additionally, according to Planning Code Section 135, roof top open spaces also count towards a project's open space and the Preferred Project would provide 750 gsf of rooftop open space; therefore, all open space provided would not be counted towards the required lot coverage area. The Preferred Project provides a total area of 42,777 square feet of publicly accessible and private open space (40.9 percent of the site) and also exceeds the Planning Code's requirements for the provision of open space and maximum lot coverage.

In either case, as discussed on pages 72 through 73 of the Draft EIR, the type and amount of open space provided by the Draft EIR Project and the Preferred Project meets Planning Code Section 135 requirements (see **Response PO-6** on page RTC-81 for further discussion) and no additional open space is required to be provided. In addition, the Preferred Project would provide approximately 3,582 gsf of additional open space on the site, as compared to the Draft EIR Project (refer to **Table RTC-II-1** on page RTC-12). Therefore, the publically accessible and private open space areas provided by the Preferred Project would cover 40.9 percent of the project site and would meet Planning Code requirements.

Furthermore, as noted on page 53 of the Draft EIR, the existing 10-foot-wide underground sewer and storm drainage easement that bisects the project site would be maintained within the mid-block

pedestrian pathway and would not have structures placed above it. Currently, this drainage easement is entirely covered in surface pavement. The City would continue to have access to the sewer and storm drain for maintenance within this easement area and use of this easement would not be inconsistent with any City policies, regulations, ordinances, or resolutions. The area above the easement would function as open space for project residents and neighbors, which is an appropriate and common use for a drainage easement located on private property. The project applicant would enter into an agreement with the City to ensure that access to and use of the easement is maintained in perpetuity. The project sponsor would maintain ownership of the land above the sewer (the easement merely permits use of the subsurface for a sewer line), such that the open space uses of the surface meet Planning Code standards for open space. Similar to the Draft EIR Project, there would be no other changes to this easement as part of the Preferred Project.

COMMENT PD-2: ACCESS, CIRCULATION AND PARKING

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

A-DOT
I-Ikle1
I-Miles

All curb ramps and pedestrian facilities located within the limits of this project must be brought up to current ADA standards. *(Patricia Maurice, Department of Transportation; Letter; January 28, 2015 [A-DOT])*

- Peer-to-Peer car rental should be prohibited in the garage or the impact on traffic, pedestrian and bicycle safety studied. Peer-to-Peer car rental such as "www.getaround.com" did not exist when the underlying documents were written. Such services allow sharing of your personal car and if used by tenants in the proposed project might significantly increase exit and enter to the garage by drivers unfamiliar with the car they are driving and the nearby conditions and safety hazards.

If peer-to-peer car rental is allowed then the impacts on estimated garage queues, exits and entries must be studied.

- Car Share services should be supported per 1-TR-1a.

…

Page 147 DEIR Facilitate access to additional car share spaces beyond what is on site now to serve all the additional residents. Document doesn't have an accurate count of existing car share spaces on parcel. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

There must be a better way to access the property other than from the Mariposa Street of that block. *(C. Miles; Letter; February 12, 2015 [I-Miles])*

RESPONSE PD-2

These comments are regarding the proposed access, circulation and parking components of the Draft EIR Project. The request to upgrade all curb ramps and pedestrian facilities on the project site to comply with ADA standards is noted. The Draft EIR Project and Preferred Project would comply with all access requirements, including ADA standards, as applicable.

Vehicular access to the site/parking garage would be provided via Arkansas Street and 18th Street (see Figure II-5, Ground Level Uses on page 28 of the Draft EIR). On-street loading zones would be located along the project street frontage along Carolina, Mariposa, and Arkansas Streets. Also refer to **Response TR-14** on page RTC-192 regarding loading locations and associated vehicular and pedestrian impacts. As discussed in the Draft EIR (pages 148 through 162), impacts related to vehicular access, loading, and pedestrian conflicts would be less than significant.

There are currently six existing car share spaces on the project site. The request to provide additional car share spaces on the site is also noted. As noted on page 42 of the Draft EIR, Planning Code Section

166 requires the project to provide two car share spaces. Up to six, but no less than two, car share spaces would be provided on the project site, in compliance with the Planning Code Section 166. Peer-to-peer car rental is not proposed as part of the project, and analysis of potential peer-to-peer car rental at the project site with the Preferred Project implementation in the future would be speculative.

COMMENT PD-3: PROJECT APPROVALS AND PERMITS

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

A-DOT

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. Where traffic restrictions and detours affect State highways, a Transportation Management Plan (TMP) or construction TIS may be required. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. *(Patricia Maurice, Department of Transportation; Letter; January 28, 2015 [A-DOT])*

RESPONSE PD-3

The comment that any construction or traffic control that encroaches into the State right-of-way would require an encroachment permit is noted. No such work is currently proposed or anticipated within the State right-of-way as part of the Draft EIR Project or Preferred Project.

COMMENT PD-4: PUBLIC AND PRIVATE VIEWS

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

I-Ikle1
I-Meroz

The proposed project also impairs the visual vistas from Jackson Park and SFUSD property.

…

P. 44 Viewpoint 3. The proposed project would impair the vista from the SFUSD Property currently ISA and KIPP. The Vista from Jackson Park would also be impaired. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Public views. The project as proposed has the potential to block public views, in particular from Jackson playground to the south. The DEIR addresses this by presenting a simulated image from a single unidentified point in the park. Clearly, the impact will be different from different viewpoints. In order to address the issue, the EIR must be specific on how much of the park is affected and to what extent. *(Yoram Meroz; Email; February 17, 2015 [I-Meroz])*

RESPONSE PD-4

These comments express concerns related to the alteration of existing public and private views that would result from development of the Draft EIR Project. This issue is addressed on pages S-2 through S-3 (Summary), pages 43 through 52 (Chapter II, Project Description), and pages 287 through 289 (Other CEQA Considerations) of the Draft EIR. As stated on pages S-2 and S-3 of the Draft EIR, the project is subject to California Public Resources Code Section 21099, which eliminates aesthetics as an

impact that can be considered under CEQA. Further, as stated on pages 288 through 289, potential loss of private views is generally not considered to be a significant environmental impact as defined by CEQA. Nevertheless, an overview of the Draft EIR Project's effects on aesthetic conditions in the area is summarized in the Draft EIR. As stated on page 52 of the Draft EIR, the Draft EIR Project would not appear to be substantially taller or more massive than surrounding development and no long-range scenic views as seen from public vantage points would be eliminated. This same conclusion would apply to the Preferred Project.

It should also be noted that the viewpoints provided in Chapter II, Project Description, are of representative vantage points within the vicinity of the site and the locations of these viewpoints are identified on Figure II-16 on page 45 of the Draft EIR. Viewpoint 1 – Jackson Playground (shown in Figure II-17 on page 46 of the Draft EIR) is identified on this map.

C. PLANS AND POLICIES

The comments and corresponding responses in this section cover topics in Chapter III, Plans and Policies, of the Draft EIR. These include topics related to:

- PO-1: Consistency with General Plan Urban Design Element
- PO-2: Consistency with General Plan Priority Policies
- PO-3: Consistency with General Plan Housing Element
- PO-4: Eastern Neighborhoods Plan and FEIR
- PO-5: Consistency with the Showplace Square/Potrero Area Plan
- PO-6: Consistency with the Planning Code
- PO-7: Consistency with the Better Streets Plan

COMMENT PO-1: CONSISTENCY WITH GENERAL PLAN URBAN DESIGN ELEMENT

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

I-Heath2
I-Smallcombe
O-LOS1
O-LOS2
O-MEO

———————

Conclusions in the Draft EIR conflict with the Showplace Square/Potrero Area Plan, Urban Design Element, Housing Element and General Plan by disregarding policies of preserving neighborhood scale and character, providing adequate infrastructure, preserving PDR uses and protecting parks and open space from shadowing. *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

…

Page 59 of the DEIR states that "The proposed project is consistent with the type and intensity of development envisioned for the project site and would not obviously conflict with any goals, objectives, or policies in the Urban Design Element." This is inaccurate and should be revised.

The Urban Design Element requires that, "the scale of each new building must be related to the prevailing height and bulk in the area… Designs for buildings on large sites have the most widespread effects and require the greatest attention."

…
The project conflicts with two key objectives in the General Plan by failing to respect the existing neighborhood character. Additionally Jackson Park's access to sunlight would be impacted with shadowing from the project:

- "That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods."
- "That our parks and open space and their access to sunlight and visual vistas be protected from development."

(Alison Heath; Email; February 17, 2015 [I-Heath2])

These are my concerns regarding the EIR report on 1601 Mariposa: It conflicts with Area plans and General plan; Land use objectives are ignored. *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

I was one of the speakers at the public hearing concerning the project at 1601 Mariposa Street. I spoke about the Plans and Policies which are pertinent to the project, and the developer's apparent efforts to misinterpret them and/or circumvent them. Here are more details concerning my comments.

The Project is not consistent with Objective 3 of the San Francisco General Plan's Urban Design Element. Objective 3 seeks "Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment." The scale and density of the project are substantially greater than existing surrounding land uses and the project would be inconsistent with the existing land use character of the neighborhood. Page 59 of the DEIR should be revised to recognize that the proposed project is out of scale with the established neighborhood pattern and that because it is on such a large site (comprising more than two-thirds of a city block), these impacts are exacerbated. *(N Scott MacBean, Live Oak School; Email; February 5, 2015 [O-LOS1])*

First, the project is not consistent with Objective 3 of the San Francisco General Plan's urban design element. *(N Scott MacBean, Live Oak School; Transcript; January 22, 2015 [O-LOS2])*

The City's CPE Checklist and Appendix G of the CEQA Guidelines specify that a project could have a significant impact if it conflicts "with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project." As discussed below, contrary to the DEIR's analysis, the project would be inconsistent with several key City land use policies and would result in significant land use impacts

…

Page 59 of the DEIR should be revised because the project is not consistent with Objective 3 of the San Francisco General Plan's Urban Design Element. Objective 3 seeks "Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment." Page 59 of the DEIR states that "The proposed project is consistent with the type and intensity of development envisioned for the project site and would not obviously conflict with any goals, objectives, or policies in the Urban Design Element." In fact, the scale and density of the project are substantially greater than existing surrounding land uses and the project would be inconsistent with the existing land use character of the neighborhood. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE PO-1

These comments generally state that the Draft EIR Project would directly conflict with objectives and policies outlined in the General Plan Urban Design Element. Specifically, these comments suggest that the Draft EIR Project would specifically conflict with Objective 3 of the Urban Design Element. This issue is addressed on page 59 of the Draft EIR and the evaluation concludes that the Draft EIR Project would not obviously conflict with any goals, objectives, or policies of the Urban Design Element because the Draft EIR Project would be consistent with the type and intensity of development envisioned for the site.

It should also be noted that the above comments quote only a portion of the significance criterion associated with land use impacts. The City's CPE Checklist and Appendix G of the *CEQA Guidelines* specify that a project could have a significant land use impact if it conflicts "with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect." Potential inconsistency with plans, policies and regulations that would not result in an environmental effect may be considered by decision-makers in considering project approvals, but are not considered significant environmental impacts. As described throughout the Draft EIR, potential physical impacts of the Draft EIR Project that relate to Urban Design Element objectives and policies were determined to be less than significant. Specifically, impacts related to land use character are discussed on pages 33 through 34 of the CPE Checklist included in Appendix A of the Draft EIR and shadow impacts are discussed on pages 191 through 215 of the Draft EIR. These shadow and land use impacts were determined to be less than significant for the reasons described in the analysis. Therefore, the conclusion that the Draft EIR Project would not obviously conflict with related policies in the Urban Design Element of the General Plan are supported in the Draft EIR's evaluation of environmental effects. However, the concerns raised in these comments are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process.

COMMENT PO-2: CONSISTENCY WITH GENERAL PLAN PRIORITY POLICIES

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

I-Smallcombe, G
O-MEO

These are my concerns regarding the EIR report on 1601 Mariposa: It conflicts with Area plans and General plan; Land use objectives are ignored. *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

———————————

The City's CPE Checklist and Appendix G of the CEQA Guidelines specify that a project could have a significant impact if it conflicts "with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project." As discussed below, contrary to the DEIR's analysis, the project would be inconsistent with several key City land use policies and would result in significant land use impacts

…

Page 76 of the DEIR should be revised to acknowledge that the project is inconsistent with two of the General Plan Priority Policies. The project would be inconsistent with at least two of the eight General Plan Priority Policies listed on page 76 of the DEIR. These policies are identified below followed by the reasons for the inconsistency.

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

The Project is not consistent with this policy because its scale is inconsistent with established neighborhood development pattern and character. As discussed on page 54 of the DEIR, the applicant is requesting a Horizontal Mass Waiver because three of the four street frontages substantially exceed the 200-foot-long limit. On Carolina Street the frontage length would be a 299 feet, on Arkansas it would be 295 feet, and on 18th it would be 229 feet. The Planning Code requires breaks in mass of at least 30 feet of width and 60 feet of depth above 25 feet. The proposed separations at Arkansas and 18th Streets do not appear to meet the requirement. The project should be revised to provide code-complying horizontal mass breaks.

This is just one aspect of the proposed project that makes it inconsistent with the established scale and architectural character of the neighborhood. Another is the rear-yard exemption being requested

as part of the project. The project does not include a rear yard and is requesting an exemption. A second midblock passageway from Arkansas Street would help mitigate this impact on neighborhood character.

As noted in the City's PPA letter, "Planning Code Section 270.2 requires new construction on lots with frontage greater than 200 linear feet but less than 300 feet to provide a publicly-accessible mid-block alley for the entire depth of the property. There is no proposed publicly-accessible mid-block alley at the Arkansas Street frontage, where the length is [almost] 300 feet."

This additional mid-block passageway would have the added benefit of providing a buffer between the project and Live Oak School, during construction and afterwards.

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

The Project is not consistent with this policy because it would result in shadow impacts on Jackson Playground. The project should be revised, as illustrated in the Reduced Density Alternative to eliminate shadow impacts on Jackson Playground. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE PO-2

These comments state that the Draft EIR Project would directly conflict with two priority policies outlined in the City's General Plan. Specifically, these comments suggest that the Draft EIR Project would conflict with the overarching policies that are intended to preserve existing neighborhood character and access to sunlight for existing park and open space areas.

It should be noted that the evaluation of the Draft EIR Project's policy consistency, with both the General Plan and Planning Code, provided in Chapter III, Plans and Policies, of the Draft EIR, focuses

only on those objectives and policies which could result in obvious conflicts that would in turn lead to physical environmental effects. Therefore, the above-noted priority policies where the Draft EIR Project would not have any obvious conflicts were appropriately not addressed in the Draft EIR. However, as described throughout the Draft EIR, potential physical impacts of the proposed project that relate to neighborhood character and shadows on existing open spaces were determined to be less than significant. Specifically, Draft EIR Project impacts related to land use character are discussed on pages 33 through 34 of the CPE Checklist included in Appendix A of the Draft EIR and these impacts were determined to be less than significant because the project would be consistent with the type and intensity of development that surrounds the site. Furthermore, Draft EIR Project-related shadow impacts are discussed on pages 191 through 215 if the Draft EIR and these impacts were determined to be less than significant because the project would not increase shade or shadows in the project vicinity to such a degree that the use of existing open space or other public areas would be substantially affected. These same conclusions would apply to the Preferred Project, which would result in a slightly lower density and increased open space than the Draft EIR Project.

Furthermore, Chapter III, Plans and Policies in the Draft EIR includes a complete discussion of the Draft EIR Project's consistency with Planning Code requirements (pages 65 through 75) and it was determined that, although the Draft EIR Project requests a total of four modifications, waivers, and exceptions from the Planning Code, these requested modifications, waivers and exceptions, if approved, would not result in physical environmental impacts or obvious policy conflicts. Additionally, because the north-south block face does not exceed 400 feet in length, Planning Code Section 270.2 does not require an east-west mid-block alley, and no exception to Section 270.2 is required. Planning Code Section 270.2 does require one mid-block alley for project sites with linear frontage greater than 300 linear feet on block faces longer than 400 feet, which the Draft EIR project and the Preferred Project provide with a north-south alley because the distance between Arkansas and Carolina Street exceeds 400 feet. Planning Code Section 270.2 does not require a second east-west mid-block passage because the north-south block between Mariposa and 18 Street does not exceed 400 feet. Also refer to **Response PO-6** on page RTC-81 for a discussion regarding the project's consistency with the Planning Code.

Overall, the Draft EIR Project (and Preferred Project) would not obviously conflict with the General Plan priority policies and this conclusion is supported in the Draft EIR's evaluation of the project's environmental effects. However, the concerns raised in these comments are noted, will be transmitted to the City decision-makers, and will be considered by City decision-makers as part of the project approval process.

COMMENT PO-3: CONSISTENCY WITH GENERAL PLAN HOUSING ELEMENT

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

I-Glicken2	I-Megid	O-LOS1
I-Heath2	I-Rowe	O-LOS2
I-Jedeikin	I-Stenberg3	O-MEO

Page 59 of the DEIR should be revised because the project [as it is now] would be inconsistent with a key objective of the Housing Element, which, as discussed on page 59 of the DEIR, aims to ".promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure." *(Sarah Glicken, Email, February 17, 2015 [I-Glicken2]; and David Jedeikin, Email, February 17, 2015 [I-Jedeikin]; and Luis Megid; Email; February 15, 2015 [I-Megid]; and Lucy Nielsen, Email, February 17, 2015 [I-Nielsen]; and Matt Rowe, Email, February 19, 2015 [I-Rowe]; and Kate Stenberg, Email, February 18, 2015 [I-Stenberg])*

Page 59 of the DEIR states that "the key objective of the Housing Element is to promote the development of new housing in San Francisco and the retention of existing housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure." In fact, the DEIR conflicts with key objectives of the Housing Element and fails to address the inadequacy of infrastructure.

The project is incompatible with existing neighborhood character. Objective 11 of the Housing Element states that development must "support and respect the diverse and distinct character of San Francisco's Neighborhoods" and "ensure that growth is accommodated without substantially and adversely impacting neighborhood character."

Furthermore, the city has failed to provide the necessary infrastructure to support this development, particularly in the context of cumulative growth. The San Francisco Housing Element requires that infrastructure needs be planned and coordinated to accommodate new development. Objective 12 states that the City must "balance housing growth with adequate infrastructure that serves the city's growing population". *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

I was one of the speakers at the public hearing concerning the project at 1601 Mariposa Street. I spoke about the Plans and Policies which are pertinent to the project, and the developer's apparent efforts to misinterpret them and/or circumvent them. Here are more details concerning my comments.
…
2. The Project would conflict with some of the objectives of the San Francisco Housing Element. The project would be inconsistent with a key objective of the Housing Element which, as discussed on page 59 of the ADEIR, aims to "…promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure."

The DEIR concludes that the project "…would not obviously conflict with any objectives or policies in the Housing Element." We disagree with this conclusion. The scale of the project is inconsistent with the established design pattern of Potrero Hill and would not protect the neighborhood identity. The project would not be served by adequate community infrastructure: because of the rapid pace of growth in Potrero Hill and the larger Eastern Neighborhoods, a huge gap exists in funding infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate growth. *(N Scott MacBean, Live Oak School; Email; February 5, 2015 [O-LOS1])*

Second, the project would conflict with some of the objectives of the San Francisco housing element. *(N Scott MacBean, Live Oak School; Transcript; January 22, 2015 [O-LOS2])*

The City's CPE Checklist and Appendix G of the CEQA Guidelines specify that a project could have a significant impact if it conflicts "with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project." As discussed below, contrary to the DEIR's analysis, the project would be inconsistent with several key City land use policies and would result in significant land use impacts

…

Page 59 of the DEIR should be revised because the project would conflict with some objectives of the San Francisco Housing Element. The project would be inconsistent with a key objective of the Housing Element which, as discussed on page 59 of the DEIR, aims to "promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure."

Page 59 of the DEIR concludes that the project "would not obviously conflict with any objectives or policies in the Housing Element." That conclusion is unsupported. As proposed, the project's large scale is inconsistent with the established design pattern of Potrero Hill and would not protect the neighborhood identity. The 320-unit project covers two-thirds of a city block, while most of the residential development in the neighborhood consists of single-family units and much smaller multi-family units on small lots. This residential development pattern can be seen in Figure II-4 on page 27 of the DEIR, which includes an aerial photograph of a portion of the neighborhood. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE PO-3

These comments state that the Draft EIR Project would conflict with objectives and policies outlined in the General Plan Housing Element. Specifically, these comments suggest that the project would conflict with Objectives 11 and 12 of the Housing Element, which aim to protect the diverse and distinct character of San Francisco's neighborhoods and balance housing growth with adequate infrastructure, respectively. This issue is addressed on page 59 of the Draft EIR and the evaluation concludes that the proposed project would not obviously conflict with any goals, objectives, or policies of the Housing Element because the Housing Element generally supports projects like the Draft EIR Project that increase the City's housing supply, especially in areas that are close to the City's job centers and are served by transit.

As described throughout the Draft EIR, potential physical impacts of the proposed project that relate to the project's conflicts with Housing Element objectives and policies were determined to be less than significant. Specifically, impacts related to land use character and neighborhood compatibility are discussed on pages 33 through 34 of the CPE Checklist included in Appendix A of the Draft EIR and impacts related to population and housing are also further discussed on page 37 of the CPE Checklist. These impacts were determined to be less than significant because the Draft EIR Project would be consistent with the type and intensity of development that surrounds the site, such as the two- and three-story residential buildings to the south and east of the site along Arkansas and 18th Streets and the commercial and office buildings to the north and west of the site along Carolina and Mariposa Streets. Therefore, the proposed project would not obviously conflict with Objective 11 of the Housing Element.

Also refer to **Response ES-3** on page RTC-113 for information regarding planned infrastructure improvements within the *Eastern Neighborhoods Plan* area. The Draft EIR Project would be served by adequate infrastructure and would not create the need for substantial new infrastructure that is not already planned or provided for directly by the project itself. Therefore, the Draft EIR Project (and Preferred Project) would not obviously conflict with Objective 12 of the Housing Element.

Overall, the conclusion that the Preferred Project would not obviously conflict with applicable policies in the Housing Element of the General Plan is supported by the Draft EIR's evaluation of physical environmental effects and findings of less-than-significant impacts to land use, population, and housing. However, the concerns raised in these comments are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process.

COMMENT PO-4: EASTERN NEIGHBORHOODS PLAN AND FEIR

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

I-Vandenheuvel
O-MEO

The Eastern Neighborhoods Plan in Policy 3.16 states that new buildings should epitomize the best in contemporary architecture, but should do so with full awareness of and respect for the height/mass articulation and materials of the best of the older buildings that surround them.

The project's aesthetics will degrade the existing visual character of its surroundings *(Wendy Vandenheuvel; Transcript; January 22, 2015 [I-Vandenheuvel])*

The City's CPE Checklist and Appendix G of the CEQA Guidelines specify that a project could have a significant impact if it conflicts "with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project." As discussed below, contrary to the DEIR's analysis, the project would be inconsistent with several key City land use policies and would result in significant land use impacts

…

Page 49 of the EN FEIR notes that "Potrero Hill has a mix of single-family residences and small multiple-family buildings." Page 142 of the EN FEIR notes that "The narrow lots that front the

residential and commercial streets of Potrero Hill contribute to a fine pattern and intimate scale." The EN FEIR did not anticipate much change at all in the development pattern of Potrero Hill under the EN Plan: according to page 167 of the EN FEIR, "Little or no visual change is likely on Potrero Hill south of approximately Mariposa Street, where zoning controls … would continue to limit the majority of the neighborhood to low-density residential use." *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE PO-4

These comments state that the density of development proposed for the project site was not anticipated in the *Eastern Neighborhoods Plan* and *FEIR* and that the Draft EIR Project would conflict with *Eastern Neighborhood Plan* policies that relate to land use character and compatibility with neighborhood character. A summary discussion of the project's consistency with the *Eastern Neighborhoods Plan* is provided on pages 60 through 62 of the Draft EIR. As stated in that discussion, as a result of the *Eastern Neighborhoods Plan*, the project site was rezoned to Urban Mixed Use (UMU) with height and bulk limits remaining unchanged at 40-X, which allows for the type and intensity of development on the project site that is proposed by the Draft EIR Project (and Preferred Project). Although most property south of Mariposa Street on Potrero Hill is zoned for lower density residential zoning (RH-2 [Residential – House, Three Family] and RH-3 [Residential – House, Two Family]), the project blocks and the block across 18th Street to the south were rezoned UMU and blocks across Carolina Street were rezoned as PDR-1-G as a result of the *Eastern Neighborhoods Plan*. Impacts to neighborhood character and land use compatibility were determined to be less than significant because the Draft EIR Project would be consistent with the type and intensity of development that surrounds the site and was contemplated in the *Eastern Neighborhoods Plan* (see discussion on pages 33 through 34 of the CPE Checklist in Appendix A of the Draft EIR). Additional responses to comments that relate to the *Eastern Neighborhoods Plan* area, growth projections, and infrastructure are included in **Response ES-1** on page RTC-88, **Response ES-2** on page RTC-102, and **Response ES-3** on page RTC-113, above where these associated impacts are determined to be less

than significant. Also refer to **Response PD-4** on page RTC-59 which addresses the project's visual impacts.

COMMENT PO-5: CONSISTENCY WITH THE SHOWPLACE SQUARE/POTRERO AREA PLAN

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

I-Angles	I-Lack	O-LOS1
I-Brooks	I-Roensch	O-MEO
I-Frixos	I-Smallcombe, G	
I-Heath2	I-Vandenheuvel	

———————————

Conclusions in the Draft EIR conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving neighborhood character and protecting parks and open space from shadowing. *(Sean Angles, Letter, February 16, 2015 [I-Angles]; and Michael Frixos, Email, January 28, 2015 [I-Frixos]; and Alison Heath, Email, February 17, 2015 [I-Heath2])*

———————————

…the 1601 Mariposa St. Mixed Use Project DEIR report and conclusions…
1) conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving neighborhood character and protecting parks and open space from shadowing
…
6) ignore Land Use objectives specifically; a) the UMU (Urban Mixed Use) zoning for this project does not honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "support the economic well being of a variety of businesses", b) the 1601 Mariposa development will result in the displacement of 96 jobs, many of them viable PDR and blue-collar jobs, c) most of the development's square footage will be devoted solely to residential use, d) the extent of the cumulative loss of PDR space was not fully anticipated in the Eastern Neighborhoods' FEIR (Final EIR) and needs further study *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

———————————

Land Use objectives are ignored: The UMU (Urban Mixed Use) zoning for this project does not honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "support the economic well being of a variety of businesses". The 1601 Mariposa development will result in the displacement of 96 jobs, many of them viable PDR and blue-collar jobs. Most of the development's square footage will be devoted solely to residential use. The extent of the cumulative loss of PDR space was not fully anticipated in the Eastern Neighborhoods' FEIR (Final EIR) and merits further study. *(Sean Angles, Letter, February 16, 2015 [I-Angles]; and Michael Frixos, Email, January 28, 2015 [I-Frixos]*

———————————

Page 65 of the DEIR inaccurately states that, "…the proposed project would not obviously conflict with any objectives or policies in the Showplace Square/Potrero Area Plan."

However, the Showplace Square/Potrero Hill Plan, in Policy 3.1.6, states that, "new buildings should epitomize the best in contemporary architecture, but should do so with a full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them" As proposed, this project is entirely out of context with the neighborhood's traditional diversity of ownership, use and appearance that comes with smaller parcels.

The Showplace Square/Potrero Hill Plan also sought to protect PDR uses, while this project would eliminate them. The UMU (Urban Mixed Use) zoning for this project does not honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "support the economic well being of a variety of businesses". The development would result in the displacement of 96 jobs, many of them viable PDR and blue- collar jobs. The extent of the cumulative loss of PDR space was not fully anticipated in the Eastern Neighborhoods' FEIR and requires further study. *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

———————————

In particular regarding the conclusions in the Draft EIR, I would like to note that they conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving

neighborhood character and protecting parks and open space from shadowing. *(Rosalie Lack; Email; January 28, 2015 [I-Lack])*

I would also note that the conclusions of the Draft EIR conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving neighborhood character and protecting parks and open space from shadowing. *(Greg Roensch; Email; January 29, 2015 [I-Roensch])*

These are my concerns regarding the EIR report on 1601 Mariposa: It conflicts with Area plans and General plan *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

I want to begin by referring to the land use objectives and how they are being ignored in the 1601 Mariposa project. There are 96 people being employed on the land where 1601 Mariposa wants to be, most of them PDR and blue-collar workers. And I'm wondering how those kind of specific jobs are going to be increased or at least replaced. How is it going to be fulfilled? How are we going to vitalize our neighbor rather than populate it?

The urban mixed use zoning for 1601 Mariposa does not honor the Showplace Square/Potrero Hill's Plan Objective 6.1 to support the economic well-being of a variety of businesses. The 1601 Mariposa development will result in the displacement of these 96 jobs and will be devoted solely to residential use. And the extent of the cumulative loss of PDR space was not fully anticipated in Final Environmental Impact Report, and definitely merits further study.

Our community would love to see the addition of work spaces in the development that would create job opportunities for a diverse workforce. *(Wendy Vandenheuvel; Transcript; January 22, 2015 [I-Vandenheuvel])*

I was one of the speakers at the public hearing concerning the project at 1601 Mariposa Street. I spoke about the Plans and Policies which are pertinent to the project, and the developer's apparent efforts to misinterpret them and/or circumvent them. Here are more details concerning my comments.

…

The project conflicts with objectives of the Showplace Square/Potrero Area Plan. The DEIR states that the project would not conflict with any of the policies of the Showplace Square/Potrero Area Plan. However, the project does conflict with a number of the plan objectives including Objective 1.7 which seeks to protect PDR uses (this project removes such uses) and Objective 1.2, which promoting development in keeping with neighborhood character (this project is inconsistent with the established neighborhood character). *(N Scott MacBean, Live Oak School; Email; February 5, 2015 [O-LOS1])*

———————

The City's CPE Checklist and Appendix G of the CEQA Guidelines specify that a project could have a significant impact if it conflicts "with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project." As discussed below, contrary to the DEIR's analysis, the project would be inconsistent with several key City land use policies and would result in significant land use impacts

…

Policy 3.1.7 of the Showplace Square/Potrero Hill Area Plan refers to the "low-scale residential developments of Potrero Hill." Policy 3.1.4 of the Plan also refers to the "lower scale development on Potrero Hill."

…

Page 65 of the DEIR should be revised to state that the project conflicts with objectives of the Showplace Square /Potrero Area Plan. Page 65 of the DEIR states that "the proposed project would not obviously conflict with any objectives or policies in the Showplace Square/Potrero Area Plan." However, the project does conflict with a number of Plan objectives including Objective 1.7, which seeks to protect PDR uses (this project removes such uses) and Objective 1.2, which promotes development in keeping with neighborhood character (this project is inconsistent with the established neighborhood character).

The DEIR needs to be revised to identify this impact and recommend mitigation measures to reduce these conflicts and related land use impacts. For example, in order to meet Objective 1.7, the project could be revised to include some PDR space which would encourage small all manufacturing uses, and maintain the mix of diverse land uses that have defined the neighborhood and that the Showplace Square/Potrero Area Plan seeks to preserve. And, in order to meet objective 1.2, the project design could be modified as recommended above under items 1a and 1b. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE PO-5

These comments relate to the consistency of the site's zoning and the consistency of the Draft EIR Project with the Showplace Square/Potrero Area Plan objectives and policies. Specifically, these comments state that the project site's UMU zoning and the Draft EIR Project would conflict with area plan objectives intended to retain existing neighborhood character, protection of parks from shadows, and protect PDR uses. The site was rezoned from M-1 (Light Industrial) to UMU in 2009, concurrently with adoption of the Showplace Square/Potrero Area Plan a subarea of the Eastern Neighborhoods Plan, such that the current zoning, which permits the uses and density proposed for the project, is consistent with and implements the objectives and policies of the Plan. These issues are addressed on pages 62 through 65 pf the Draft EIR and the evaluation concludes that the proposed project would not obviously conflict with any goals, objectives, or policies of the Showplace Square/Potrero Area Plan because the Draft EIR Project (and Preferred Project) would not result in any new physical environmental impacts not already identified in the Eastern Neighborhoods FEIR and because the Draft EIR Project would be generally consistent with the type and intensity of development anticipated in the Plan for the project site.

As described in the Draft EIR, potential physical impacts of the Draft EIR Project that relate to Showplace Square/Potrero Area Plan objectives and policies would be less than significant, or in some cases significant and unavoidable or contributing to a significant and unavoidable impact

identified in the *Eastern Neighborhoods FEIR* (i.e., land use impacts related to loss of PDR space and traffic-related congestion). Specifically, impacts related to land use character and design are discussed on pages 33 through 34 of the CPE Checklist included in Appendix A of the Draft EIR and these impacts were determined to be less than significant because the Draft EIR Project would be consistent with the type and intensity of development anticipated for the site in the *Eastern Neighborhoods Plan*. Additionally, the *Eastern Neighborhoods FEIR* determined that impacts to land use character would be less than significant, and the Draft EIR Project and Preferred Project would result in similar less-than-significant impacts. Regarding the loss of PDR space, this issue is addressed on pages 34 through 35 of the CPE Checklist (also refer to **Response LU-3** on page RTC-297). As noted, the Draft EIR Project would contribute to the cumulative loss of PDR uses, which was identified as a significant and unavoidable impact identified in the *Eastern Neighborhoods FEIR*. However, the loss of PDR uses as a result of the Draft EIR Project would be a relatively minor amount of the loss of PDR space analyzed in the *Eastern Neighborhoods FEIR* and no new impacts would result related to this issue. Furthermore, the Preferred Project would include 3,962 gsf of PDR space on the site, reducing the overall loss of PDR space and reducing its contribution to the identified significant and unavoidable impact for loss of PDR space identified in the *Eastern Neighborhoods FEIR*. Therefore, the conclusion that the project would not obviously conflict with related policies in the Showplace Square/Potrero Area Plan are supported in the Draft EIR's evaluation of the project's environmental impacts. However, the concerns raised in these comments are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process.

Some comments also suggest that the existing UMU zoning for the site is not appropriate. This comment, which does not relate to the adequacy of the information or environmental analysis in the Draft EIR is noted, and will be transmitted to City decision-makers for consideration as part of the project approval process. Also refer to **Response PO-4** on page RTC-73 regarding the project site's UMU zoning. The Draft EIR Project (and Preferred Project) would be consistent with the existing UMU site zoning (see pages 66 through 69 of the Draft EIR). See **Response LU-3** on page RTC-297 regarding the loss of PDR space and job displacement that would occur with project development.

COMMENT PO-6: CONSISTENCY WITH THE PLANNING CODE

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

I-Angels	I-Glicken1
I-Brooks	I-Heath2
I-Frixos	I-Ikle1

Furthermore, the proposed mid-block passage as a substitute for the rear yard is not permitted in Eastern Neighborhood Mixed Use Districts, except as an approved exception through the Large Project Authorization process. *(Sean Angles, Letter, February 16, 2015 [I-Angles]; and Michael Frixos, Email, January 28, 2015 [I-Frixos])*

The proposed mid-block passage as a substitute for the rear yard is not permitted in Eastern Neighborhood Mixed Use Districts, except as an approved exception through the Large Project Authorization process *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

Furthermore, according to the Planning Department, the proposed passage as a substitute for the rear yard is not permitted in Eastern Neighborhoods mixed use districts, except as an approved exemption through the large project authorization process. *(Sarah Glicken; Transcript; January 22, 2015 [I-Glicken1])*

The project is not consistent with Planning Code, as stated on page 65 of the DEIR, as it would require a Large Project Authorization, a Rear Yard Exemption and Horizontal Mass Waiver.

…

According to the Preliminary Project Assessment, the proposed mid-block passage as a substitute for the rear yard is not permitted in Eastern Neighborhood Mixed Use Districts, except as an approved exception through the Large Project Authorization process. *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

Page 41: "The proposed Project would be set back 20 feet from the school. " What would be the change if the backyard exemption were not granted? This set back is insufficient and must be expanded given the need for light in classrooms and incompatible uses with residents near schools.

Page 42: Off street loading areas are appropriate for a project of this density. The requested exemption should not be granted for the requirement to have an off-street loading area given the entire project is in a school zone. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

RESPONSE PO-6

These comments relate to the modifications, waivers, and exceptions from the Planning Code that are requested by the project sponsor for the Draft EIR Project (and Preferred Project) from the Planning Commission as part of the Large Project Authorization application. Pursuant to Planning Code Section 329, all projects involving new construction of more than 25,000 gross square feet in the UMU district require Large Project Authorization approval by the Planning Commission. The Draft EIR Project's consistency with the Planning Code is addressed on pages 65 through 75 of the Draft EIR and the evaluation concludes that the Draft EIR Project would not obviously conflict with any of the controls and regulations outlined in the Planning Code because the Large Project Authorization modifications and exceptions sought are allowed by the Planning Code. The proposed exceptions requested by the project sponsor will be considered by the Planning Commission as part of the project approval process.

Physical impacts that could result from the provision of smaller setbacks or fewer loading spaces on the site under the Draft EIR Project were addressed in the Draft EIR and, as summarized in the Planning Code analysis on pages 69 through 70 of the Draft EIR, and these impacts were determined to be less than significant because no significant physical environmental impacts would result from reduced setbacks or the reduction in on-site loading requirements. Therefore, the conclusion that the Draft EIR Project would not obviously conflict with the Planning Code is supported in the Draft EIR's evaluation of environmental effects. However, the concerns raised in these comments are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process.

As noted on page 55 of the Draft EIR, the project sponsor is requesting a Large Project Authorization approval by the Planning Commission, and as part of that approval the project sponsor is requesting a modification to the location and configuration of the required rear yard. This authorization would be considered by the Planning Commission during the project approval process. Planning Code Section 270.2(i) permits mid-block alleys to count toward required open space for a project, provided the alley is non-vehicular, such as proposed by the Preferred Project. Planning Code Section 270.2 does not require a second mid-block passage unless the linear feet of the north-south block exceeds 400 feet, and the north-south project block does not exceed this length. However, the Preferred Project has incorporated an east-west mid-block passage to connect the north-west passage.

COMMENT PO-7: CONSISTENCY WITH THE BETTER STREETS PLAN

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

I-Ikle1

Page 78 DEIR: Consistency with Better Street Plan. The project needs to demonstrate how it is consistent with better streets plan. Sidewalks need to be widened to a minimum of 15 feet around

entire project. Per Sec 138.1 c B Table 2 Mixed Use requires a minimum of 15 feet. (The DEIR wrongly characterize the streets as Neighbor Residential – would be happy if it is indeed rezoned to that) In addition more details are needed for street trees consistent with Section 138.1 See Appendix A to this comment letter document.

…

Page 177 DEIR states that the relevant streets are classified as Neighborhood residential. If the street is neighborhood residential then develop it at a much lower density. However the project proponent is developing on a UMU parcel so sidewalks must be a minimum of 15 feet wide. Under better streets this will need to recognized as Mixed Use and consequently have a minimum of 15 feet or wider sidewalks. (See Appendix A of Comment Letter) *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

RESPONSE PO-7

These comments relate to the project's consistency with the Better Streets Plan. This issue is addressed on page 78 of the Draft EIR and the analysis concluded that the Draft EIR Project would not physically alter the existing vehicular circulation pattern or remove travel-ways on any major pedestrian or vehicle thoroughfares adjacent to the site. In addition, as correctly identified on pages 92 through 98 of the Draft EIR, the streets that immediately surround the project site (including Mariposa Street, 18th Street, Arkansas Street, and Carolina Street) are characterized as neighborhood residential streets in the Better Streets Plan.[1] The neighborhood residential category in the Better Streets Plan reflects the vision for the pedestrian environment on the subject street, which is focused on providing a balanced street experience for all users and is not related to the zoning for adjacent parcels. Planning Code Section 138.1 recommends (but does not require) 12-foot sidewalks on neighborhood residential streets. Existing sidewalks that surround the project site are between 8 and 16 feet wide (see page 113 of the Draft EIR) and are not proposed to be narrowed as part of the

[1] San Francisco Street Types, *Better Streets Plan*, San Francisco Planning Department. May 15, 2012.

proposed project. The Draft EIR Project would provide a publicly-accessible mid-block pedestrian passageway to provide access between Mariposa and 18th Streets and the Preferred Project would add a second passageway to connect this pathway to Arkansas Street. In addition, corner bulbouts at Arkansas Street, 18th Street, Carolina Street, and Mariposa Street would be included in the design to enhance pedestrian mobility and comfort. Finally, compliance with Planning Code Section 138.1 and the provision of street trees as part of the Draft EIR Project is addressed on page 72 of the Draft EIR Therefore, the conclusion that the Draft EIR Project would not obviously conflict with the Better Streets Plan is supported by the discussion included in Chapter III, Plans and Policies of the Draft EIR.

D. ENVIRONMENTAL SETTING AND IMPACTS

The comments and corresponding responses in this section cover topics in Chapter IV, Environmental Setting and Impacts, of the Draft EIR. These include topics related to:

- ES-1: Adequacy and Relevance of the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
- ES-2: Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
- ES-3: Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR

COMMENT ES-1: ADEQUACY AND RELEVANCE OF THE EASTERN NEIGHBORHOODS REZONING AND AREA PLAN (EASTERN NEIGHBORHOODS FEIR) FOR THE 1601 MARIPOSA STREET MIXED-USE PROJECT EIR

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

A-Antonini	I-Book	I-Smallcombe, G
A-Moore	I-Brooks	I-Stuart
A-Richards	I-Frixos	O-LOS2
I-Alexander	I-Heath2	
I-Angles	I-Lack	

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But, anyway, I have a question for staff. I don't know if you can answer a question now or not.

Why is this – one speaker raised a question that the – this project should have been under the blanket EIR for Eastern Neighborhoods. But each project has to have its own EIR if it's over a certain size? … All right. That's fine. That will be my question. And I'll take my answer as part of the comments and responses because one speaker brought up the point of whether or not – why this one has to occur and a lot of them in the past, if they've conformed environmentally to the area plan, then they don't have to have a separate one. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

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I hope that the accelerated pace of the development in the Eastern Neighborhoods allows the EIR to more carefully address the delta between what was anticipated to occur when and when this particular project comes forward with its own Project EIR. The Eastern Neighborhood is a Program EIR which lays out in the broadest sense when and what most likely would occur with impacts and mitigations. *(Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Moore])*

———————————

And the age of the data in question that was used for the EIR was brought up several times. And I really would like to understand what all that is about. I heard the year 2000; I heard the year 2007 or 2010. Are we using old data to make new models? *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Richards])*

———————————

I understand that Related is attempting to bypass a full EIR study by complying with provisions of the Eastern Neighborhood Study from 2008. Of course, that study is completely out of date in terms of traffic, density, and infrastructure issues in San Francisco which have changed dramatically in the last few years for many reasons, including the cumulative effects of recent and proposed developments in the area. The project as currently proposed could result in significant environmental effects not covered in the 2008 Eastern Neighborhoods Final EIR that are specific to the current project and its adjacent proximity to a number of schools, including Live Oak School. *(Suzi Alexander; Email; January 28, 2015 [I-Alexander])*

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The city is relying on a document (*Eastern Neighborhoods Final EIR*) that is eight years old and is now obsolete for the environmental review of the 1601 Mariposa Street project. Some of the studies and research rely on obsolete data that is as old as the 2000 census. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

———————————

The plan that I've reviewed, you know, and been hearing about for years, like many of our neighbors, seems very obviously flawed when you just look at the statistics and the citations being used. We're looking at 2000 census data being used. We're looking at ten years to get the completed plan, and then we're referring back to items that are 15 years old … But honestly, for anybody simply pick up this plan and look to the data that you're referring to, it's very clear. It jumps out at you that the data is too old. *(Joyce Book; Transcript; January 22, 2015 [I-Book])*

———————————

Because the 1601 Mariposa St. Mixed Use Project DEIR report and conclusions;
2) rely on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now too out of date to properly inform the environmental review of the 1601 Mariposa Street project *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

———————————

– outdated planning: the recent announcement to build the new Warrior stadium on 16th has not been considered. A number of plans/studies are therefore out of date (e.g. areas plans, traffic, etc.)
…
Further, the recent announcement of the Warriors stadium on 16th has not been considered. This will impact a number of the areas described below.

Studies are out of date: The City is relying on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale for the environmental review of the 1601 Mariposa Street project . Some of the studies and research rely on data that is as old as the 2000 census. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

———————————

Studies are out of date: The DEIR relies on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale. Some of the studies and research (such as the FEIR analysis of Parks,

Recreation and Open Space) rely on data that is as old as the 2000 census. *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

Also, the City is relying on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale for the environmental review of the 1601 Mariposa Street project. Some of the studies and research rely on data that is as old as the 2000 census. *(Rosalie Lack; Email; January 28, 2015 [I-Lack])*

These are my concerns regarding the EIR report on 1601 Mariposa: The cumulative impact is ignored *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

I'm also not confident in the accuracy of the methodology used in all cases of the Draft EIR. As the Draft EIR itself acknowledges, much of it is based on earlier research conducted in 2006 and 2007 that informed the Eastern Neighborhoods EIR, which, as I mentioned, the Draft EIR for this project acknowledges is outdated. *(Craig Stuart; Transcript; January 22, 2015 [I-Stuart])*

Third, the project conflicts with objectives of the Showplace Square/Potrero Area Plan. Fourth, the EIR analysis relies on an Eastern Neighborhoods EIR which is eight years old and inconsistent with existing conditions. *(N Scott MacBean, Live Oak School; Transcript; January 22, 2015 [O-LOS2])*

RESPONSE ES-1

These comments generally question the 1601 Mariposa Street Mixed-Use Project Draft EIR's reliance on the Eastern Neighborhoods Rezoning and Area Plans (*Eastern Neighborhoods Plan*) and the *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report* (*Eastern Neighborhoods FEIR*)

(Case No, 2004.0160E; State Clearinghouse No. 2005032048), which is a common concern expressed regarding the Draft EIR. Commenters raise several points regarding this topic. Specifically, some commenters question why an EIR was prepared for the Draft EIR Project if the Draft EIR Project was considered to be consistent with the land use program identified in the *Eastern Neighborhoods FEIR*, while others question why a full EIR for the project that does not rely on the *Eastern Neighborhoods FEIR* was not prepared. Other comments express concerns that the growth anticipated under the *Eastern Neighborhoods FEIR* has already been achieved and that the analysis in the Draft EIR relies upon what some commenter's believe to be outdated environmental data and analysis (in terms of existing and future conditions, including traffic, nearby and planned land uses, population, density, public services, and infrastructure issues that are perceived by a number of commenters to substantially differ from the assumptions made in the *Eastern Neighborhoods FEIR*). Specifically, some commenters believe that the data relied upon in the *Eastern Neighborhoods FEIR* is outdated, is no longer valid, and that an EIR should be prepared for the project that does not rely on this program-level EIR and Planning document.

The Draft EIR Project's relationship to the *Eastern Neighborhoods/Showplace Square/Potrero Area Plan* and the *Eastern Neighborhoods FEIR* is detailed on pages 5 through 10 of the Draft EIR and on pages 3 through 5 of the CPE Checklist included as Appendix A to the Draft EIR. As discussed there, the *Eastern Neighborhoods FEIR* is a comprehensive environmental programmatic document that identifies the potential environmental impacts associated with the type and intensity of development that is projected to occur under the area plans, including the Showplace Square/Potrero Area Plan, and within the plan area boundaries, including the project site boundaries, over a 20-year timeframe. According to *CEQA Guidelines* Section 15168, a program EIR:

> *… is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or*

regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Use of a program EIR can provide the following advantages: (1) provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action; (2) ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis; (3) avoid duplicative reconsideration of basic policy considerations; (4) allow the Lead Agency to consider broad policy alternatives and programwide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts; and (5) allow reduction in paperwork.

Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

Additionally, as stated on page 2 of the CPE Checklist, the process for environmental review of the 1601 Mariposa Street Mixed-Use Project Draft EIR Project relates to *CEQA Guidelines* Section 15183, which provides an exemption from environmental review for projects that are consistent with the development density established by the zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Further, *CEQA Guidelines* Section 15183 specifies that examination of environmental effects shall be limited to those effects that:

a) are peculiar to the project or parcel on which the project would be located;
b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent;
c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR; and
d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR.

Individual development projects, like the Draft EIR Project (and also the Preferred Project), that would be implemented under the *Eastern Neighborhoods Plan* are required to undergo project-level environmental review in order to determine if they would result in additional impacts specific to the development proposal, the project site, and if the proposed development would be within the development projections and the 20-year timeframe that the *Eastern Neighborhoods EIR* analyzes, so as to assess whether additional environmental review is required. As discussed on page 9 of the Draft EIR, the Draft EIR Project was determined to be consistent with the Showplace Square/Potrero Area Plan, the UMU zoning controls, and the provisions of the Planning Code applicable to the project site that were analyzed in the *Eastern Neighborhoods FEIR* and enacted in 2009 after certification of the *Eastern Neighborhoods FEIR*. Specifically, the Draft EIR Project (and also the Preferred Project) would be in conformance with the height, use, and density planned for the site as described in the *Eastern Neighborhoods FEIR*.

Most of the environmental impacts that would occur as a result of the Draft EIR Project were adequately anticipated, analyzed, and mitigated in the *Eastern Neighborhoods FEIR*. This determination is supported by the analysis provided in the CPE Checklist in Appendix A of the Draft EIR. The background analysis conducted for the Draft EIR Project determined that the 1601 Mariposa Street Mixed-Use project would require additional environmental review because it would result in potentially significant off-site and cumulative impacts which were not discussed in the underlying *Eastern Neighborhoods FEIR* (*CEQA Guidelines* Section 15183(c)). Unlike some other past projects that may have conformed to the height, use, and density identified in the *Eastern Neighborhoods Plan*, the proposed project would result in new potentially significant impacts not identified in the *Eastern Neighborhoods FEIR*. Therefore, the environmental review for this particular project could not rely entirely upon a Community Plan Exemption. Specifically, the analysis in the CPE Checklist determined that potentially significant and unavoidable impacts not identified in the *Eastern Neighborhoods FEIR* could be associated with the Draft EIR Project and that additional analysis was warranted to further evaluate these impacts. These impacts relate to transportation and circulation. Additionally, potentially significant project-specific on- and off-site impacts associated with shadow, recreation, and hazards and hazardous materials not previously considered under the *Eastern*

Neighborhoods FEIR were considered and identified for the Draft EIR Project. Therefore, the Draft EIR was prepared to further evaluate these specific potential effects of the project. A Community Plan Exemption (CPE) was prepared for the project and for the remaining environmental topics that were identified in the *Eastern Neighborhoods FEIR* and the CPE Checklist identified those impacts that would be associated with the Draft EIR Project. Therefore, project impacts for most environmental topics except for some under transportation, shadow, recreation, and hazards and hazardous materials were adequately analyzed under the *Eastern Neighborhoods FEIR* and mitigation measures were identified to reduce those project-related impacts.

In general, a program EIR is effective for the entire planning horizon identified in the associated plan, unless conditions substantially change such that the information or analysis provided in the EIR is no longer valid. In this case, the *Eastern Neighborhoods FEIR* evaluated the impacts of development in the Plan Area that could occur through the year 2025. As discussed on pages 86 through 87 of the 1601 Mariposa Street Mixed-Use Project Draft EIR, the approach to the project-specific and cumulative impact analysis in the Draft EIR relies on the environmental analysis in the *Eastern Neighborhoods FEIR*, when appropriate. The potential for project-specific impacts, and the relationship of those project-specific impacts to the *Eastern Neighborhoods FEIR* impacts and mitigation measures, is thoroughly discussed in the approach to analysis subsection for each environmental topic. For example, as stated on pages 150 through 151 and 172 through 174 of the Draft EIR, the analysis of the Draft EIR Project found that the project would result in level of service (LOS) impacts at the Mariposa Street and Mississippi Street intersection and also cumulative level of service LOS impacts at the 16th Street and Arkansas Street intersection and the Mariposa Street and Mississippi Street intersection. Additionally, site-specific hazardous materials conditions were identified at the project site, and mitigation measures were determined to be required in the Draft EIR to ensure that these significant hazardous materials-related impacts are reduced to a less-than-significant level (see Draft EIR pages 253 through 271). These impacts were not identified in the *Eastern Neighborhoods FEIR*, and therefore, according to *CEQA Guidelines* Section 15183 (c) an Environmental Impact Report was required for the proposed 1601 Mariposa Street project.

Some comments state that the *Eastern Neighborhoods FEIR* data relied upon in the Draft EIR (e.g., census data, roadway conditions, etc.) is obsolete, stale, and no longer applies to the analysis of existing and future conditions within the *Eastern Neighborhoods Plan* Area, including at the project site. Because the growth projections up to the year 2025 relied upon in the *Eastern Neighborhoods FEIR* are still accurate and have not been exceeded by developments within the Plan Area (see **Response ES-2** on page RTC-102, below for further discussion), the development growth and resulting population growth projections and census data relied upon from the *Eastern Neighborhoods FEIR* are still valid and applicable to the future anticipated increase in development of the project site. Although the data relied upon in some cases may be up to 10 years old, its age does not necessarily make it invalid for use in the Draft EIR and CPE Checklist analysis. Where required (such as for the transportation analysis described in more detail below), new data and assumptions are relied upon. As previously stated, because the project is within and would not exceed the development growth projected by the program *Eastern Neighborhoods FEIR*, it is still appropriate to rely upon data and assumptions included in that document. New laws that have been enacted since publication of the *Eastern Neighborhoods FEIR* that would be applicable to development of the Draft EIR Project were also considered in the analysis (see page 284 of the Draft EIR).

Further, in cases where the circumstances associated with either existing or projected future conditions may have substantially changed, compared to the existing and baseline cumulative conditions described in the *Eastern Neighborhoods FEIR*, or when the data is not applicable to the specific project site or proposed project itself, new information is presented in the Draft EIR. For example, a common concern expressed in many of the comments is the Draft EIR Project's adjacency to the existing Live Oak School and the potential for the Draft EIR Project to result in direct impacts to the operation of the school. This issue is thoroughly addressed throughout the Draft EIR and in the CPE Checklist analysis for each environmental topic because it is a condition that is specific to the project site. For example, construction-period noise impacts that would affect operation of the school (i.e., sensitive receptors) are discussed on pages 42 through 46 of the CPE Checklist. Mitigation Measure 2 (CPE Checklist pages 33 through 34) was determined to be required to ensure that construction-period noise impacts would be less than significant. Also refer to Draft EIR Section IV.A,

Transportation and Circulation, pages 104 through 105; 113 through 119; and 150 through 157; Section IV.B, Shadow, pages 189 and 213 through 214; Section IV.C, Recreation, page 229; Section IV.D, Hazards and Hazardous Materials, pages 259 through 271; Chapter V, Other CEQA Considerations, pages 282 through 283; 290 through 295; and 299 through 304, which all further address potential impacts associated with the proximity of the Live Oak School to the project site. As discussed throughout the Draft EIR, these impacts would be less than significant. Furthermore, existing conditions that are specific to the project area or conditions that have changed since publication of the *Eastern Neighborhoods FEIR* (i.e., transit, recreation, or other public service and infrastructure conditions) are also further described in the Draft EIR and impacts are evaluated against these conditions.

A transportation impact study was prepared for the Draft EIR Project (and Preferred Project) that relied upon the *Eastern Neighborhoods FEIR* traffic analysis, considered existing conditions (including new intersection, traffic, pedestrian, and parking counts) and any changes to cumulative (projected future) conditions relative to cumulative discussions in the *Eastern Neighborhoods Plan*, including planned projects such as the proposed Mission Bay/UCSF development. Site-specific hazards and hazardous materials and shadow analyses were also prepared for the Draft EIR Project using current conditions in the project area. The analysis of the Draft EIR Project either determined the impacts of the project were adequately analyzed and identified in the *Eastern Neighborhoods FEIR* or there were impacts that would result and site specific mitigation measures were required to reduce the new site-specific and cumulative impacts to a less-than-significant level. Reliance on the program *Eastern Neighborhoods FEIR* does not exempt the Draft EIR Project from site and project-specific environmental review using the most up to date available information. Rather, it helps to avoid duplicative analysis of impacts that have already been identified as applicable to the Draft EIR Project and provides the projected level of area-wide development and associated population increases for cumulative analyses. Therefore, the methodology for analyzing the environmental impacts of the Draft EIR Project is valid and is consistent with standard City practice for evaluation of proposed development projects that are located within designated planning areas that are the subject of a

program EIR. The same conclusion applies to the Preferred Project, which is substantially similar to the Draft EIR Project.

COMMENT ES-2: ADEQUACY AND RELIANCE OF THE EASTERN NEIGHBORHOODS FEIR PROJECTIONS AND CUMULATIVE ANALYSIS FOR THE 1601 MARIPOSA STREET MIXED-USE PROJECT EIR

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

I-Angles	I-Heath1	I-Roensch
I-Brooks	I-Heath2	O-MEO
I-Friedman, H2	I-Ikle1	O-P16C
I-Frixos	I-Jerome	
	I-Lack	

The city is relying on a document (*Eastern Neighborhoods Final EIR*) that is eight years old and is now obsolete for the environmental review of the 1601 Mariposa Street project. Some of the studies and research rely on obsolete data that is as old as the 2000 census.

The issue of cumulative impact has been dismissed entirely and misrepresents the projections made in the Eastern Neighborhoods Final EIR. The fact is that the City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025. Furthermore, the City has failed to fund the promised infrastructure improvements to support growth. The assumption that cumulative impacts will be limited is no longer true. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

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the DEIR for 1601 Mariposa relies on outdated projections and doesn't account for cumulative impacts, …

…

ignore that the City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025 and ignore that the City has failed to fund promised infrastructure improvements to support growth - factors which make DEIR predictions that cumulative impacts will be limited untrue *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

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Cumulative Impacts are not accurately represented in the draft report. While the EN FEIR issued in 2008 addressed significant housing growth in Showplace Square, 7 years have passed since it was issued and current information regarding housing development is more relevant. For example, the ENP FEIR from 2008 did not consider four large housing developments within two blocks of 1601 Mariposa nor did it take into account the residential density proposed within these two blocks. Information for current projects should be incorporated in the EIR for 1601 Mariposa.

In addition, the 2008 ENP FEIR failed to consider the new UCSF Children's' Hospital, the Warriors Stadium or the change to the 280 freeway creating the last exit at Potrero Hill. All of these significant structures will have enormous environmental impacts on traffic, transit and pedestrian walkways for Potrero Hill residents. Now that these projects have been initiated and in the case of the hospital open and active, the DEIR for 1601 should be revised to include the impacts of all three. *(Holly Friedman; Email; February 16, 2015 [I-Friedman, H2])*

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Studies are out of date: The City is relying on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale for the environmental review of the 1601 Mariposa Street project . Some of the studies and research rely on data that is as old as the 2000 census.
See above for the recent announcement to locate the Warriors stadium on 16th.

Ignores cumulative impact: The issue of cumulative impact has been dismissed entirely and misrepresents the projections made in the Eastern Neighborhoods Final EIR. The fact is that the City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be

built in the area by 2025. Furthermore, the City has failed to fund the promised infrastructure improvements to support growth. The assumption that cumulative impacts will be limited is no longer true. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

———————————

My name is Allison Heath, and I'm here to talk to you about cumulative impacts. Thanks for the opportunity to speak.

There's a significant error in the Draft EIR on Page 87 which misrepresents the projections made in the Eastern Neighborhoods EIR and concludes that cumulative impacts have already been addressed and merit no further study. They've made an apples-to-oranges comparison using projections for the entire Eastern Neighborhoods and compared them to development just in Showplace Square and on Potrero Hill.

Looking at the third quarter pipeline report for the area, without even including the units already constructed, the fact is that we've already exceeded the 2025 projections for Potrero Hill and Showplace Square by over 20 percent.

We don't even need to wait for the 2015 monitoring report to recognize that we have a huge problem. *(Allison Heath; Transcript; January 22, 2015 [I-Heath1])*

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The issue of cumulative impact has been dismissed entirely and much of the analysis in the Draft EIR relies on erroneous assumptions. The projection of population growth contained in the DEIR grossly misrepresents the projections that were made in the *Eastern Neighborhoods FEIR* and falsely concludes that cumulative impacts have already been addressed and merit no further study.

Page 87 of the Draft EIR contains a significant error: "The *Eastern Neighborhoods FEIR* found that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth

within the Eastern Neighborhoods Plan area, resulting in an increase of approximately 7,400 to 10,000 households by the year 2025. To date, approximately 2,600 new residential units have been developed within the Plan area, and 4,100 additional residential units are currently being planned for within the Plan area. Growth that has occurred within the Plan area since adoption of the *Eastern Neighborhoods FEIR* has been planned for and anticipated and the effects of that growth were considered in the *Eastern Neighborhoods FEIR*. The proposed project is consistent with and within the growth projections anticipated in the Eastern Neighborhoods Plan and FEIR. Therefore, the cumulative assumptions provided within the *Eastern Neighborhoods FEIR* are applicable to development of the project site." (See Appendix)

The fact is that the City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025. The project's DEIR uses projections for the entire Eastern Neighborhoods (7,400 to 10,000 households) from table 35 of the ENP FEIR and compares them to development just in Showplace Square and on Potrero Hill. The projected number of households for the area is actually 2635 to 3891. The 3rd Quarter Pipeline report for the area shows 4701 units in the Pipeline, a quantity that doesn't including the units already constructed. The City has already dramatically exceeded the 2025 projections for Potrero Hill and Showplace Square. (see attachment) *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

The DEIR for the proposed Project relies on outdated data, invalid assumptions and growth projections that have already been surpassed in the Showplace Square/Potrero Area of the Eastern Neighborhoods.

The reliance on a stale *Eastern Neighborhoods FEIR* is problematic. Page 87 of the DEIR states that the project is consistent with and within the growth projections anticipated in the *Eastern Neighborhoods FEIR* and that therefore the cumulative assumptions made in that FEIR are applicable to development of the project site. However, the Eastern Neighborhoods as a whole and the Showplace

Square/Potrero area specifically, have changed substantially and have developed at a much more rapid pace than was anticipated in the EN Plan.

The CCSF Planning Department is relying on a document for the environmental review of the 1601 Mariposa Street project that is eight years old. The 2008 Final EIR for the Eastern Neighborhoods Rezoning and Area Plans was based on the Draft EIR published in June 2007 (and, the DEIR was based on research and studies that were prepared even earlier, some in 2006).

Page 87 of the DEIR states that by 2025, there would be an increase of 7,400 to 10,000 households in the entire EN Plan area. Table 35 of the EN FEIR shows a projection of 7,877 for the entire EN under option B between 2000 and 2025.

Page 87 of the DEIR does not, but should discuss the projections for the Showplace Square /Potrero area. Table 35 in the EN FEIR projected an increase of 2,635 units between 2000 and 2025 for the neighborhood under option B.

Table 2 in the San Francisco Third Quarter 2014 Pipeline Report indicates that there were 4,070 net new residential units proposed or under construction in the Showplace Square/Potrero area. In other words, in just 14 years, 1,435 more units have been built or are proposed than the EN EIR projected would be built over 25 years – between 2000 and 2025. Table 2 also notes that of the 34 neighborhoods in the City, the Showplace Square/Potrero area is ranked fourth, just behind Candlestick, Treasure Island, and Park Merced for the greatest number of residential units in the pipeline.

Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned for the EN, the assumption on page 87 of the DEIR that growth has been planned for and anticipated is no longer true. In addition, as has been witness at the Mission Playground recently there have been conflicts over the extremely limited Park space and Playfields in the Eastern Neighborhoods. Jackson Park must be preserved and protected and possibly expanded. New laws regarding pedestrian safety,

school zones and safety, gas transmission pipeline dangers, newly located SF Police Department "bomb squad" facilities and active transportation were not accounted for in the EN FEIR. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Also, the study indicates that residential growth in the neighborhood has far outpaced projections, and is expected to continue. Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned, I question the assertion made in the report that growth has been planned for and anticipated. *(Phil Jerome; Email; February 17, 2015 [I-Jerome])*

Also, the City is relying on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale for the environmental review of the 1601 Mariposa Street project. Some of the studies and research rely on data that is as old as the 2000 census.

Additional, I'm concerned about the misrepresentation of the projections made in the Eastern Neighborhoods final EIR. The City already has more units in the pipeline for Showplace Square/ Potrero area than were anticipated to be built in the area by 2025. *(Rosalie Lack; Email; January 28, 2015 [I-Lack])*

I'm also concerned about the misrepresentation of the projections made in the Eastern Neighborhoods final EIR. The City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025. *(Greg Roensch; Email; January 29, 2015 [I-Roensch])*

The DEIR's reliance on a stale *Eastern Neighborhoods FEIR* is unwarranted. Page 87 of the DEIR states that the project is consistent with and within the growth projections anticipated in the Eastern Neighborhoods (EN) FEIR and that therefore the cumulative assumptions made in that FEIR are

applicable to development of the project site. However, the Eastern Neighborhoods as a whole and the Showplace Square/Potrero area specifically, have changed substantially and have developed at a much more rapid pace than originally anticipated in the EN FEIR.

The City is relying on a document for the environmental review of the 1601 Mariposa Street project that is *eight year old*. The 2008 EN FEIR was based on the Draft EIR published in June 2007 (and, the DEIR was based on research and studies that were prepared even earlier, some in 2006). Courts have held that the use of outdated information invalidates an EIR because it cannot be considered a "reasoned and good faith effort to inform decision makers and the public about" the true impacts from a project. (*See Berkeley Keep Jets Over the Bay Comm. V. Port Comm'rs of Oakland* (2001) 91 Cal. App. 4th 1344.)

The DEIR fails to discuss the projections for the Showplace Square/Potrero area.[1] However, Table 35 in the EN FEIR projected an increase of between 2,635 and 3,891 units between 2000 and 2025 for the Showplace Square/Potrero area.

Reality has far overtaken these speculative projections. Table 2 in the San Francisco Third Quarter 2014 Pipeline Report indicates that there were 4,070 net new residential units proposed or under construction in the Showplace Square/Potrero area. In other words, there are currently between 179 and 1,435 more units currently under construction or proposed than the EN FEIR projected would be built in the neighborhood over 25 years. And the 4,070 number does not even take into account units built in the neighborhood between 2000 and the present. In addition, Table 2 notes that of the 34 neighborhoods in the City, the Showplace Square/Potrero area is ranked fourth, just behind Candlestick, Treasure Island, and Park Merced, for the greatest number of residential units in the pipeline.

...

[1] Page 87 of the DEIR states that by 2025, there would be an increase of 7,400 to 10,000 households in the entire EN Plan area but does not discuss the EN FEIR's projections for the Showplace Square /Potrero area.

...

The EN FEIR's outdated projections are even more troubling given the huge gap that exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial (but underestimated) growth planned for the EN. The assumption on page 87 of the DEIR that growth has been planned for and anticipated simply is no longer true. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

As you have heard in previous testimony, this EIR ignores cumulative impact. It misrepresents the projections made in the Eastern Neighborhoods Final EIR. We understand and insist that individual projects must be viewed in the context of the larger development boom and the cumulative impacts of the many market rate developments going up across the city and in particularly high concentration across the Eastern Neighborhoods. *(Andy Blue, Plaza 16 Coalition; Transcript; January 22, 2015 [O-P16C])*

RESPONSE ES-2

These comments generally relate to the *Eastern Neighborhoods Plan* Area growth projections that are identified and evaluated in the *Eastern Neighborhoods FEIR* and referred to in the Draft EIR's analysis of cumulative impacts (generally described on pages 86 through 87 of the Draft EIR). These comments indicate that growth within the Eastern Neighborhoods and within the Showplace Square/Potrero Hill area in particular, has outpaced the growth projections and level of development evaluated in the *Eastern Neighborhoods FEIR*. Given this assumption, these comments further indicate that the *Eastern Neighborhoods FEIR* can no longer be relied upon for the evaluation of the project-specific and cumulative environmental effects of individual projects occurring within this planning area. Some comments state that the growth projections identified in the *Eastern Neighborhoods FEIR* have been

exceeded and furthermore necessary infrastructure improvements to address this additional growth have not been considered. All of these points are individually responded to below.

Some comments make statements about the number of housing units or square footage of development identified in the City's 2014 Third Quarter Pipeline Report, and state that the report indicates that the number of units or square footage of development planned for under the Eastern Neighborhoods Plan has been exceeded. According to the Planning Department's calculations, these statements are incorrect and the number of units planned or constructed since adoption of the *Eastern Neighborhoods FEIR* is within and below the upper end of the range identified and evaluated in the *Eastern Neighborhoods FEIR*. The *Eastern Neighborhoods FEIR* found that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods Plan area, resulting in an increase of approximately 7,400 to 9,900 dwelling units and 3,200,000 to 6,600,000 square feet of non-residential uses (excluding PDR loss) through the lifetime of the Plan (year 2025)[2] The growth projected in the *Eastern Neighborhoods FEIR* was based on a soft site analysis (i.e., assumptions regarding the potential for a given site to be developed through the year 2025) and not based upon the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).[3] As of July 2015, projects containing a total of 8,559 dwelling units and 2,231,595 square feet of non-residential space (excluding PDR loss) have been completed or

[2] Tables 12 through 16 of the Eastern Neighborhoods Draft EIR and Table C&R-2 in the Comments and Responses show projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning, not projected growth totals from a baseline of the year 2000. Estimates of projected growth were based on parcels that were to be rezoned and did not include parcels that were recently developed (i.e., parcels with projects completed between 2000 and March 2006) or have proposed projects in the pipeline (i.e., projects under construction, projects approved or entitled by the Planning Department, or projects under review by the Planning Department or Department of Building Inspection). Development pipeline figures for each Plan Area were presented separately in Tables 5, 7, 9, and 11 in the Draft EIR. Environmental impact assessments for these pipeline projects were considered separately from the Eastern Neighborhoods rezoning effort.

[3] San Francisco Planning Department, Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft, February 2003. This document is available at: http://www.sf-planning.org/index.aspx?page=1678#background.

are planned to complete environmental review[4] within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (4,885 dwelling units and 1,472,688 square feet of non-residential space) and planned projects, including the proposed project (totaling 3,674 dwelling units and 758,907 square feet of non-residential space). Planned projects are those projects that have submitted environmental evaluation applications with the San Francisco Planning Department.

In addition, within the Showplace Square/Potrero Hill subarea, the *Eastern Neighborhoods FEIR* estimated that implementation of the Eastern Neighborhoods Plan could result in an increase of approximately 2,300 to 3,900 dwelling units and 1,500,000 to 1,700,000 square feet of non-residential space (excluding PDR loss) through the year 2025. As of July 2015, projects containing approximately 3,266 dwelling units and 865,849 square feet of non-residential space (excluding PDR loss) have completed or are planned to complete environmental review within the Showplace Square/Potrero Hill subarea. These estimates include projects that have completed environmental review (1,822 dwelling units and 621,768 square feet of non-residential space) and planned projects that are undergoing environmental review, including the proposed project (1,444 additional dwelling units and 244,081 square feet of non-residential space).[5]

[4] For this section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

[5] The estimated number of dwelling units reported here is different than the estimated number of dwelling units identified in the San Francisco Planning Department's Pipeline Report, 3rd Quarter 2014 for Showplace Square/Potrero Hill subarea. Reasons for the difference include inadvertent overestimates from the Pipeline Report in the amount of development at particular development sites (e.g., 1000 16th Street and 1 Henry Adams and 801 Brannan Street) and the inclusion of Potrero Hope SF Project. The Potrero Hope SF Project includes 1,094 net new dwelling units; however, this Project is the subject of a stand-alone EIR that does not rely on the growth projections and impacts identified in the *Eastern Neighborhoods PEIR*. This Project would establish a Special Use District, would be built in phases over at least a 10-year period, and contains substantial infrastructure over and above considered in the *Eastern Neighborhoods PEIR*.

Growth that has occurred within the Plan area since adoption of the *Eastern Neighborhoods FEIR* has been planned for and the effects of that growth were anticipated and considered in the *Eastern Neighborhoods FEIR*. Although the reasonably foreseeable growth in the residential land use category is approaching the projections within the *Eastern Neighborhoods FEIR*, the non-residential reasonably foreseeable growth is between approximately 33 and 70 percent of the non-residential projections in the *Eastern Neighborhoods FEIR* (within the range of development analyzed in the FEIR). The *Eastern Neighborhoods FEIR* utilized the growth projections approach for certain environmental impact topics (i.e., Land Use; Population, Housing, Business Activity, and Employment; Transportation; Noise; Air Quality; Parks, Recreation, and Open Space; Utilities/Public Services; and Water) to analyze the physical environmental impacts associated with that growth. The analysis took into account the overall growth in the Eastern Neighborhoods and did not necessarily analyze in isolation the impacts of growth in one land use category, although each land use category (either residential or non-residential use categories) may have differing severities of effects. Therefore, given that the growth from the reasonably foreseeable projects has not exceeded the overall growth that was projected in the *Eastern Neighborhoods FEIR*, information that was not known at the time of the *Eastern Neighborhoods FEIR* has not resulted in new significant environmental impacts or substantially more severe adverse impacts than discussed in the *Eastern Neighborhoods FEIR*, other than transportation and circulation, as discussed in the Draft EIR for the 1601 Mariposa Street Mixed Use Project. In conclusion, the proposed project is consistent with and within the growth projections anticipated in the *Eastern Neighborhoods FEIR*. Therefore, the cumulative assumptions provided within the *Eastern Neighborhoods FEIR* are applicable to development of the project site and the Draft EIR analysis does not rely on outdated information and, as such, makes a reasoned and good faith effort to inform decision-makers and the public about the impacts of the Draft EIR Project.

Regarding the cumulative analysis, some comments suggest that nearby housing developments that have been constructed since 2008 were not considered in the analysis and that the analysis did not consider the increase in density that has occurred in the area since publication of *the Eastern Neighborhoods FEIR*. As stated in the Draft EIR, growth that has occurred within the *Eastern Neighborhoods Plan* area since adoption of the *Eastern Neighborhoods FEIR* has been planned for and anticipated and the

effects of that growth were already considered in the *Eastern Neighborhoods FEIR*. The Draft EIR's conclusion that the Draft EIR Project is consistent with and within the growth projections anticipated in the *Eastern Neighborhoods Plan* and *FEIR* is accurate. Therefore, it was appropriate for the Draft EIR to assume that the cumulative assumptions provided within the *Eastern Neighborhoods FEIR* are still applicable and account for the Draft EIR Project (and also the Preferred Project). In addition, the cumulative analyses provided in the 1601 Mariposa Street Mixed Use Project Draft EIR does not solely rely on the cumulative assumptions provided in the *Eastern Neighborhoods FEIR* and the approach to the analysis for each environmental topic is fully described in each topical section (as summarized on page 87 of the Draft EIR). For example, some comments state that cumulative impacts associated with the new large-scale developments or infrastructure improvements that are currently planned or under construction (such as UCSF Children's Hospital or the I-280 improvements) were not considered in the analysis. Specific cumulative projects, such as the UCSF Mission Bay Medical Center and the 1000 16th Street Project, that could result in cumulative traffic and circulation impacts when combined with the proposed project are identified and discussed on pages 130 through 133 of the Draft EIR. For intersections not included in the *Eastern Neighborhoods FEIR* that could be affected by cumulative growth, the annual percent growth rate for intersection turning movement volumes between the existing and cumulative conditions analysis years were determined. This annual percent growth rate has been applied to the observed 2013 turning movement volumes for the Draft EIR Project to determine the 2025 Cumulative conditions turning movement volumes.

It is noted that cumulative projects are those that would create impacts that could combine with the proposed project's impacts to create cumulatively considerable impacts. Cumulative projects include those that were known at the time (i.e., projects that are currently undergoing evaluation/entitlement, those that have been recently approved, or are currently under construction) that the NOP for the Draft EIR Project was published (May 14, 2014). Projects that may have been proposed since publication of the NOP are not considered in the cumulative analysis, although those projects must consider the cumulative effects of the Draft EIR Project in their own analysis of cumulative impacts, consistent with standard City practice and *CEQA Guidelines* Section 15125. Also refer to **Response**

TR-18 on page RTC-205, **Response WS-3** on page RTC-222, **Response RE-4** on page RTC-237, and **Response HZ-5** on page RTC-261, which address specific points relate to the cumulative analysis for each environmental issue topic evaluated in the Draft EIR.

Regarding comments that state that the City has not appropriately considered needed infrastructure improvements to accommodate the cumulative growth in the project area and that because adequate funding is not available for needed improvements related to transit, bicycle, pedestrian, and roadway improvements, existing growth has not been planned for, please refer to **Response ES-3** on page RTC-113, which more directly addresses infrastructure needs. As stated above, existing and future growth within the Eastern Neighborhoods has been planned for and anticipated by the Eastern Neighborhoods Plan and these projections have not been exceeded such that new infrastructure improvements must be identified on an area-wide level.

The analysis of cumulative growth that applies to the Draft EIR Project is also applicable to the Preferred Project and the same conclusions described above for the Draft EIR Project analysis apply to the Preferred Project (see Chapter II, Project Description and Draft EIR Analysis Revisions, for the analysis of specific environmental topics).

COMMENT ES-3: ADEQUACY OF EASTERN NEIGHBORHOODS INFRASTRUCTURE FOR THE 1601 MARIPOSA STREET MIXED-USE PROJECT EIR

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

A-Johnson	I-Frixos	I-Hutson3	I-Smallcombe2
A-Moore	I-Heath1	I-Ikle1	O-MEO
A-Richards	I-Heath2	I-Jerome	O-PBNA

I'll echo Commissioner Moore's comments that it's difficult when we have analyses for EIRs that are stagnant when we have a dynamically changing neighborhood with projects that are going up at different rates in different places.

I don't know how you can do that when we're kind of dealing with a system that is snapshot by snapshot per project. But one way to look at it would be to say that, over time, what are the systems that are supposed to converge to give this neighborhood all of the necessary infrastructure and amenities that it needs. *(Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Johnson])*

As this project comes at a much faster pace than anticipated, I would like the EIR, which I think is set up quite well, to be more specific in terms of where are we falling short of what needs to be here based on overall growth which is occurring simultaneously as we are looking at this Project EIR. *(Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Moore])*

But you know, we – it's almost like we've realized the entire 25-year objective in the plan in the first five years. And honestly – and I saw Director Rahaim actually quoted in the article on Twitter somewhere. And I forget what – the article, where it came from. But, you know, the community benefits do not appear to have caught up here. And the difference between Market-Octavia and here is Market-Octavia pretty much sits on a major transit hub spine, Market Street.

Here you have all these clashes around putting all this development in, and you don't have infrastructure to support it yet. And that's a real concern to me.

…

So there's a real issue around transportation. I'm concerned about it. I think this is going to add more to it. And I think 3300 car trips a day is certainly going to add to it as well. I don't think there's much

alternative for people because you don't have an infrastructure yet to support a lot of the growth in moving people around. *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Richards])*

– transport infrastructure: current infrastructure is straining to keep up with existing demands (e.g. during school and rush hours) before considering Warrior games. The new development will cause additional strain on the roads and pu[b]lic transport …

…

Furthermore, the City has failed to fund the promised infrastructure improvements to support growth. The assumption that cumulative impacts will be limited is no longer true. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

We were promised a full array of public benefits to ensure the development of complete neighborhoods, including open space, improved public transit, transportation, streetscape improvements, community facilities and affordable housing. So where are these promised benefits?

…

We recognize the need for new housing. We get that. But we're building luxury units like crazy, and we're about to hit a wall. This project must be considered in the context of other development, and we must address the things we really need, like better public transited streets, more community facilities, new parks, open space, as well as housing for middle income earners and, of course, families. *(Allison Heath; Transcript; January 22, 2015 [I-Heath1])*

Furthermore, the city has failed to provide the necessary infrastructure to support this development, particularly in the context of cumulative growth. The San Francisco Housing Element requires that infrastructure needs be planned and coordinated to accommodate new development. Objective 12

states that the City must "balance housing growth with adequate infrastructure that serves the city's growing population".

…

Given the actual level of development in the Potrero Hill and Showplace Square Area, the assumption that cumulative impacts will be limited is no longer true. The Eastern Neighborhoods Plan promised "a full array of public benefits to ensure the development of complete neighborhoods, including open space, improved public transit, transportation, streetscape improvements, community facilities, and affordable housing." However the City has failed to fund the promised infrastructure improvements necessary to support unanticipated growth.

By relying on incorrect 2025 assumptions regarding cumulative growth and ignoring the gap in adequate infrastructure to provide for a level of development that was not anticipated in the Eastern Neighborhoods Plan, the DEIR fails to adequately identify and evaluate the impacts of all past, present, and reasonably foreseeable future projects. This calls into question all analysis of cumulative impacts contained in the DEIR including traffic and transit (pages 124 to 131, page 175, page 179) construction (page 179), recreation (page 231), and hazardous materials (page 274). *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

We don't need or want more density and congestion without adequate infrastructure improvements included in the deal. *(Richard Hutson; Letter; June 6, 2014 [I-Hutson3])*

Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned for the EN, the assumption on page 87 of the DEIR that growth has been planned for and anticipated is no longer true. In addition, as has been witness at the Mission Playground recently there have been conflicts over the extremely limited Park space and Playfields in the Eastern Neighborhoods. Jackson Park must be preserved and protected and possibly expanded. New laws regarding pedestrian safety, school zones and safety, gas transmission pipeline dangers, newly located SF Police Department

"bomb squad" facilities and active transportation were not accounted for in the EN FEIR. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Also, the study indicates that residential growth in the neighborhood has far outpaced projections, and is expected to continue. Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned, I question the assertion made in the report that growth has been planned for and anticipated. *(Phil Jerome; Email; February 17, 2015 [I-Jerome])*

I echo the concern of the commissioners in increasing massive housing projects like this without providing infrastructure or caring for the negative impact on the existing neighborhood, its facilities, tenor and not to mention the changes to the character of the neighborhood that caused us to invest our lives here in the first place *(Mark Smallcombe; Email; January 26, 2015 [I-Smallcombe2])*

Not only is the proposed project inconsistent with the area's design pattern, the project would not be served by adequate community infrastructure. Because of the rapid pace of growth in Potrero Hill and the larger Eastern Neighborhoods, a huge gap exists in funding infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate growth.

The DEIR needs to be revised to include these impacts and identify mitigation measures (such as those identified above).

[1] Page 87 of the DEIR states that by 2025, there would be an increase of 7,400 to 10,000 households in the entire EN Plan area but does not discuss the EN FEIR's projections for the Showplace Square /Potrero area.

...

The EN FEIR's outdated projections are even more troubling given the huge gap that exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial (but underestimated) growth planned for the EN. The assumption on page 87 of the DEIR that growth has been planned for and anticipated simply is no longer true. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

And that theme is that Potrero Hill is facing all of the impacts of the Eastern Neighborhoods Plan rezoning without there being any coherent plan for the neighborhood to receive the mitigating benefits that we were promised under the blanket EIR on which this specific Draft EIR is based.

The absence of plan improvements are not just impacts to the existing residents of Potrero Hill. And it's something that we can't easily fix after the developments come online.

For example, without adequate transit options in place as new developments open, new residents will come in, car depend[e]nt, and will establish travel and lifestyle habits that will take years to change. Traffic and parking concerns will adversely affect our local businesses, visitors to the city traveling on the freeways that surround our neighborhood, and the visitors to the city's sports and events venues.

Traffic will of course spill over into the adjoining neighborhoods. And it's not just the residents that know this. The developers, including those at 1601 Mariposa, are well aware of these issues. That's why multiple developers in the neighborhood have been working with the Boosters to craft a Potrero shuttle service. Yes, in the absence of action from the City, we're having to engineer our own solutions.

But that's not the way this is supposed to work. And it's not what we bargained for when we negotiated the Eastern Neighborhoods Plan. I could go on, but for lack of time, you've heard about

how we're digging ourselves into deeper holes with respect to middle-income housing and open space.

You know, it's unfortunate that we have to raises these issues with respect to individual projects as they're broader in scope than any one particular development. But this is what we're left with.

We need your help to ensure that the Eastern Neighborhood Plan lives up to its promises and that it does not remain a one-sided proposition against the existing and future residents of the Eastern Neighborhoods. *(JR Eppler, President, Potrero Boosters Neighborhood Association; Transcript; January 22, 2015 [O-PBNA])*

RESPONSE ES-3

These comments generally question the adequacy of existing and planned infrastructure improvements within the *Eastern Neighborhoods Plan* area. The comments express concerns that development within the Eastern Neighborhoods has outpaced infrastructure improvements needed to support new development. Concerns primarily relate to area-wide roadway, transit, recreation, and open space improvements. Other comments state that given the pace of development in the area is rapidly changing; that the *Eastern Neighborhoods FEIR* data may be stagnant; that the area must be looked at as a whole with respect to infrastructure needs rather than on a project-by-project basis; that existing infrastructure shortfalls should be identified in the Draft EIR analysis; and that community benefits should keep pace with current development. Comments also state that the San Francisco Housing Element mandates that infrastructure needs be planned for and coordinated to accommodate new development and that housing growth must be balanced with the provision of adequate infrastructure.

New development within the *Eastern Neighborhoods Plan* area, including the Draft EIR Project (and Preferred Project) are required to pay development impact fees upon issuance of the "first

construction document" (either a project's building permit or the first addendum to a project's site permit), which are collected to fund approximately 30 percent of the infrastructure improvements planned within the *Eastern Neighborhoods Plan* area. Additional funding mechanisms for infrastructure improvements are identified through the City's 10-year Capital Plan. Eighty percent of development impact fees must go towards Eastern Neighborhoods priority projects, including development of a new park in the Showplace Square area (Daggett Park), until those priority projects are fully funded. The fees are dispersed to fund infrastructure improvements within the entirety of the *Eastern Neighborhoods Plan* area, on a priority basis established by the Eastern Neighborhoods Citizen Advisory Committee (CAC) and the City's Interagency Plan Implementation Committee (IPIC). The IPIC works with the CAC to prioritize future infrastructure improvements. Additionally, the Planning Department and Capital Planning Program are working with the implementing departments to identify additional State and federal grants, General Fund monies, or other funding mechanisms such as land-secured financing or Infrastructure Finance Districts to fund the remaining emerging needs. Impact fees are distributed among the following improvement categories: open space, transportation and streetscape, community facilities, childcare, library, and program administration. Per the January 2015 Planning Department's Interagency Plan Implementation Committee Annual Report,[6] the Planning Department forecasts that pipeline projects, including the proposed project, would contribute approximately $79.6 million in impact fee revenue within the *Eastern Neighborhoods Plan* area between 2016 and 2020. Infrastructure projects that are currently underway are listed in the Planning Department's Interagency Plan Implementation Committee Annual Report. These include various streetscape, roadway, park, and childcare facility improvements. These processes and funding mechanisms are intended to ensure that infrastructure improvements are implemented and keep pace with development and associated needs of existing and new residents and businesses within the area.

[6] City and County of San Francisco, Interagency Plan Implementation Committee Annual Report, website: http://www.sf-planning.org/ftp/files/plans-and-programs/plan-implementation/2011_IPIC%20Report_FINAL.pdf, January 2015.

The Preferred Project would be required to pay approximately $3 million to the Eastern Neighborhoods Community Improvements Fund. These funds, along with other projects' impact fees, would contribute to the acquisition and development of new open space in the Eastern Neighborhoods, including funding construction of Daggett Park, the first Showplace Square/Potrero Subarea priority open space project (see page 231 of the Draft EIR). This park is intended to serve the Showplace Square/Potrero Hill community as a whole and is located approximately 0.4 miles northeast of the site. Alternatively, the Planning Commission could approve an "in-kind agreement" to allow the project sponsor to construct nearby public infrastructure improvements in exchange for a waiver of some or all of its impact fees. In addition, funds would also be distributed towards improvements within existing Eastern Neighborhoods parks, including recently approved funds for resurfacing of Jackson Playground.

As discussed on page 131 of the Draft EIR, transit improvements in the project vicinity are also proposed as part of the Muni Forward program independent of the Eastern Neighborhoods infrastructure improvements. In the project vicinity, Muni recently upgraded service on the 10 Townsend line. In November 2014, nighttime service after 7:30 p.m. was established, and the route now operates every 30 minutes after 7:30 p.m. until midnight seven days a week.[7] On April 25, 2015, two additional service trips were added during the AM peak period to provide additional capacity.[8] These service changes occurred after publication of the 1601 Mariposa Street Mixed Use Project Draft EIR. Therefore, page 106 of the Draft EIR is revised as follows:

- *10 Townsend* – The 10 Townsend bus route operates from 5:00 a.m. to 8:45 p.m. between San Francisco General Hospital and Pacific Heights via Potrero Hill, Downtown, and Chinatown and

[7] San Francisco Municipal Transportation Agency, "MUNI Expands the 10 Townsend Operating Hours in Recent Service Changes". Website: sfmta.com/news/press-releases/muni-expands-10-townsend-operating-hours-recent-service-changes (accessed June 15, 2015). October 28, 2014.

[8] San Francisco Municipal Transportation Agency, "Route Name Changes and Service Adjustments Effective April 25, 2015". Website: sfmta.com/calendar/alerts/route-name-changes-and-service-adjustments-effective-april-25-2015 (accessed June 15, 2015). April 25, 2015.

runs along 17th Street and Connecticut Street in the vicinity of the project site. In November 2014, nighttime service after 7:30 p.m. was established, and the route now operates every 30 minutes after 7:30 p.m. until midnight seven days a week. On April 25, 2015, two additional service trips were added during the AM peak period to provide additional capacity. The nearest inbound and outbound bus stops are located on Connecticut Street at 17th Street approximately 0.1 miles from the project site. At these stops, there is pavement striping locating the bus stop and the stop is shared with the 22 Fillmore bus route.

In addition, as part of Muni Forward, the SFMTA is planning transit priority and pedestrian safety improvements for the 22 Fillmore route along 16th Street, including transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities. Muni Forward will also include extending the overhead contact system (OCS) on 16th Street from Kansas Street to Third Street to allow for zero-emission transit service into Mission Bay.[9] In the interim, the 55 16th Street bus line was established in January 2015 to run along 16th Street between the Mission and 16th Street BART Station and the UCSF campus in Mission Bay.[10] This additional information is added to page 131 of the Draft EIR as follows:

Muni Forward (formerly Transit Effectiveness Project.) The SFMTA, in partnership with the San Francisco Office of the Controller, is proposing to implement Muni Forward (formerly known as the Transit Effectiveness Project [TEP]) which would implement transit route changes and construct other improvements, including changes to existing bicycle routes. Specifically, the intersection of Seventh, 16th, and Mississippi Streets would be restriped and a bus-only lane, if implemented, would operate in each direction along 16th Street near the project site. These changes would include the relocation of the existing bike lane on 16th Street, between

[9] San Francisco Municipal Transportation Agency, 22 Fillmore Transit Priority Project. Website: sfmta.com/projects-planning/projects/22-fillmore-transit-priority-project (accessed June 15, 2015).

[10] San Francisco Municipal Transportation Agency, "Say Hello to the New 55 16th Street!" Website: sfmta.com/about-sfmta/blog/say-hello-new-55-16th-street (accessed June 15, 2015). January 29, 2015.

Seventh Street and Kansas Street (Bicycle Route 40), to 17th Street. In addition, priority and pedestrian safety improvements for the 22 Fillmore route along 16th Street, including transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities will be constructed. Muni Forward will also include extending the overhead contact system (OCS) on 16th Street from Kansas Street to Third Street to allow for zero-emission transit service into Mission Bay. In the interim, the 55 16th Street bus line was established in January 2015 to run along 16th Street between the Mission Street and 16th Street BART Station and the UCSF campus in Mission Bay.

The Eastern Neighborhoods FEIR and the 1601 Mariposa Street Draft EIR identify existing transit and parks infrastructure and service deficits associated with increased overall growth in the area (see Section IV.A, Transportation and Circulation and Section IV.C, Recreation in the Draft EIR). To the extent that the Draft EIR Project is responsible for contributing to or funding needed improvements (or community benefits as stated by some commenters), these improvements are identified. Please refer to **Response TR-4** on page RTC-161 which addresses comments related to traffic impacts of the Draft EIR Project and **Responses TR-10** and **TR-11** on pages RTC-171 and RTC-176 regarding funding of roadway improvements and transit impacts, respectively. Also refer to **Responses LU-1 and LU-2** on pages RTC-293 and RTC-295, respectively regarding the project's potential to adversely affect neighborhood character or other existing uses.

Some comments state that the Draft EIR relies on incorrect growth assumptions and therefore the cumulative analysis and identification of infrastructure needs and related impacts is inadequate. Refer to **Response ES-2** on page RTC-102 regarding cumulative growth projections. Given that the Preferred Project is within the growth projections identified in the *Eastern Neighborhoods FEIR* and that the proposed project would contribute required funds towards infrastructure improvements within the Eastern Neighborhoods and other infrastructure improvements such as those under Muni Forward, the proposed project would not be required to individually fund any infrastructure improvements beyond those that would be required to reduce the level of significance of environmental impacts identified for the project in the Draft EIR (and for the Preferred Project).

Furthermore, it should be noted that all projects that occur within the Eastern Neighborhoods are required to pay development impact fees which further fund needed infrastructure improvements. These requirements are consistent with San Francisco Housing Element policies that require infrastructure needs to be planned for and coordinated with new development (Objective 12). Each project is also required to identify and mitigate (to the extent feasible) any substantial impacts associated with infrastructure deficiencies, such that a significant environmental impact would not result.

Comments that relate to growth projections and the analysis of cumulative impacts are addressed in **Response ES-2** on page RTC-102. Impacts to open space, including Jackson Park, are addressed in **Response RE-2** on page RTC-231. As discussed on page 284 of the Draft EIR and **Response ES-1** on page RTC-88, new laws that have taken effect since adoption of the Eastern Neighborhoods FEIR are addressed throughout the Draft EIR, as appropriate.

Some of these comments, such as those that are concerned with the provision of community benefits that do not have a nexus to environmental impacts of the project, those that are concerned with the type of housing being provided by the project (stated as "luxury" and/or not available to middle income residents), or statements that area residents are exploring private solutions to infrastructure needs do not relate to the adequacy of the information or environmental analysis in the Draft EIR and are noted; these comments will be transmitted to City decision-makers and will be considered by City decision-makers as part of the project approval process.

E. TRANSPORTATION AND CIRCULATION

The comments and corresponding responses in this section cover topics in Section IV.A, Transportation and Circulation, of the Draft EIR. These include topics related to:

- TR-1: Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
- TR-2: Traffic Study Methodology – AM and PM Peak Analysis
- TR-3: Traffic Study Methodology – Cumulative Analysis
- TR-4: Traffic Impacts
- TR-5: Vehicle Queuing
- TR-6: Transportation Demand Management (TDM) Program
- TR-7: Additional Measures Recommended to Reduce Traffic Impacts
- TR-8: Mariposa Street and Interstate 280 Southbound On-Ramp Signalization
- TR-9: Improvements to Caltrans Facilities
- TR-10: Funding and Implementation of Roadway Improvements
- TR-11: Transit Impacts
- TR-12: Pedestrian Impacts
- TR-13: Bicycle Impacts
- TR-14: Loading Impacts
- TR-15: Emergency Access Impacts
- TR-16: Construction-Period Traffic Impacts
- TR-17: Parking
- TR-18: Cumulative Traffic Impacts

As stated in Chapter II, Project Description and Draft EIR Analysis Revisions (see pages RTC-9 to RTC-42), an evaluation of the Preferred Project's trip generation was conducted to supplement the information and analysis presented in the Transportation Impact Study (TIS)[11] prepared for the Draft EIR Project.[12] While there would be a reduction in the number of vehicles added to the 13 study

[11] DKS Associates, *1601 and 1677 Mariposa Street/485 Carolina Street, Related California Residential Project, Revised Final Transportation Impact Study*, November 2014. This document is available for review at the City of San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

[12] DKS Associates, *1601 and 1677 Mariposa Street/485 Carolina Street Project – PDR and Reduced Residential Density Trip Generation Assessment*, June 18, 2015. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

intersections with the Preferred Project, the traffic impacts at the study intersections would be similar in nature to, but less than, those associated with the Draft EIR Project. As with the Draft EIR Project, the Preferred Project would result in significant impacts at the intersection of Mariposa Street and Mississippi Street and cumulatively significant impacts at the 16th Street and Arkansas Street and Mariposa Street and Mississippi Street intersections. Similarly, impacts related to transit, bicycle circulation, pedestrian circulation, loading, emergency vehicle access, and construction circulation would continue to be less than significant under the Preferred Project. Recommended improvement measures **I-TR-1a, I-TR-1b, I-TR-4, I-TR-6, and I-TR-8** would also continue to apply to the Preferred Project, to further reduce less than significant impacts related to vehicle trips, vehicle queues, pedestrian circulation, loading activities, and construction activities. In general, the responses below refer to the Draft EIR Project, although the responses may be supplemented with information related to the Preferred Project as appropriate.

COMMENT TR-1: TRAFFIC STUDY METHODOLOGY – TRAFFIC, PEDESTRIAN, AND PARKING COUNTS

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

A-Antonini	I-Friedman, H2	I-Miles
I-Angles	I-Frixos	I-Padula
I-Carswell	I-Ikle1	I-Stuart
I-Friedland	I-Ikle2	O-LOS2
I-Friedman, H1	I-Jerome	O-MEO

———————

Also, the other things, there was questions about the traffic study done in late June and later in the day and whether that is adequate or not. I feel the traffic study is adequate, but we do have to calibrate it to address, you know, changes that may occur in busier times when not only they're in session but International Studies is in session, the KIPP School and there's a lot more activity at different times of the day or different times of the year. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

———————

The traffic study is incomplete, as some of the traffic, pedestrian and parking impacts were studied when nearby schools were not in session.

I attach photographs taken on January 22, 2015, to demonstrate newly arrived traffic congestion patterns caused by new residential units, the new UCSF hospital, Mission Bay expansion and increased construction activities, which has greatly increased daytime workers around Potrero Hill. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

———————

Hi, my name is Deborah Carswell. I'm a parent of two kids at Live Oak School. I'm a Bernal Heights resident, and I'm also a small business owner looking at moving into – our company into the Potrero Hill and Dog Patch neighborhoods. So I spend a lot of time in Potrero Hill.

Specifically for the – addressing the Draft EIR, I'd like to talk about transportation, the availability of parking, and pedestrian safety.

So I notice that the pedestrian and parking counts were taken in late June, which is unfortunately when school is out of session. So this doesn't accurately reflect the peak use of this area. Many of the counts were done in the afternoon. Peak use in this area is often around 8:00 to 8:30, when children are going to school, in the afternoons around 2:00 to 4:00, when they are being picked up. And I think an analysis at these times will show a very different outcome and a different impact to this project on pedestrian safety and parking availability.

For example, in the report there was a statement that said pedestrians were not on the sidewalks adjacent to the project site. That's very different at these busier, high-traffic times of day, especially when we have young kids who are, we all know, not the best at paying attention and crossing streets in the area, and we need to be particularly aware for their safety.

So I'd like to specifically request that we make additional counts during those times that are more at the true peak hours for this neighborhood and especially in the morning.

…

There's a similar issue with parking. The assessment of parking was not done at the busiest times of the neighborhood. So we really should evaluate these when school is in session. *(Deborah Carswell; Transcript; January 22, 2015 [I-Carswell])*

Retake pedestrian crossing and parking counts when school is in session. These counts must be retaken in order to accurately depict existing conditions and identify project impact and mitigation measures that will reduce these impacts.

Page 114 of the DEIR bases existing conditions for Pedestrian Peak Hour street crossings on counts taken on June 25, 2013 when school was not in regular session for Live Oak or International Studies Academy. This is not a regular time for school attendance. In addition, it was taken in the afternoon which is not representative of the peak traffic time which is during school start time in the morning hours – this must be retaken to take into full consideration pedestrian and vehicle traffic that is typical to the neighborhood.

…

Please revise the traffic and parking impacts when the re-evaluations outlined here are complete. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

So, personally, I commute every day by public transportation. I'm a pedestrian and a commuter and a bicyclist. So I'm here today to talk about traffic. You've heard a lot about the very poor timing of the traffic studies in the Draft EIR. The poor timing is a reflection of the developer's lack of understanding of our community and their rush to judgment to disregard doing due diligence on this project. *(Holly Friedman; Transcript; January 22, 2015 [I-Friedman, H1])*

Parking studies in the DEIR were taken during late June and late July. At this time of year, the three neighboring schools, the daycare center and the college are all in summer session. During summer session, there are significantly more available parking spaces because teachers, parents and students are not traveling to school. New parking studies should be conducted during the school year to provide an accurate assessment of the amount of street parking available during the majority of the year. While a shortfall of parking is planned for in the ENP, both the ENP and DEIR for 1601 fail to consider the pedestrian and traffic safety issues caused when drivers are circling for parking spaces. *(Holly Friedman; Email; February 16, 2015 [I-Friedman, H2])*

The traffic study is incomplete, as some of the traffic, pedestrian and parking impacts were studied when nearby schools were not in session. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

Deficient pedestrian and parking counts (taken when the Independent, Charter and SFUSD schools were not in session). These counts must be retaken in order to accurately depict existing conditions and identify project impacts and mitigation measures to reduce those impacts.

…

TR-1 Traffic needs to be studied in interaction with pedestrians when schools are in session including morning and afternoon.

…

TR-4 The environmental impact on pedestrian circulation is invalid due to the flawed underlying study of pedestrians. Pedestrian crossing counts were taken when schools were not in regular session and need to be retaken. Page 114 of the DEIR bases existing conditions for Pedestrian Peak Hour street crossings on counts taken on June 25, 2013 when schools were not in regular session. In addition the DEIR uses only PM pedestrian counts. AM pedestrian counts must be performed when the three schools are all in session in order to evaluate potential impacts and mitigation measures for pedestrians especially school children. The 18th street entrance to the charter school on SFUSD property must also be acknowledged and accounted for. Potentially hazardous conditions will likely

be created for school children at the 3 nearby schools and users of the nearby Jackson Playground. This is a significant impact without mitigation.

…

TR-4 The environmental impact on pedestrian circulation is invalid due to the flawed underlying study of pedestrians. Pedestrian crossing counts were taken when schools were not in regular session and need to be retaken. Page 114 of the DEIR bases existing conditions for Pedestrian Peak Hour street crossings on counts taken on June 25, 2013 when schools were not in regular session. In addition the DEIR uses only PM pedestrian counts. AM pedestrian counts must be performed when the three schools are all in session in order to evaluate potential impacts and mitigation measures for pedestrians especially school children. The 18th street entrance to the charter school on SFUSD property must also be acknowledged and accounted for. Potentially hazardous conditions will likely be created for school children at the 3 nearby schools and users of the nearby Jackson Playground. This is a significant impact without mitigation.

…

C-TR-1 and C-TR-4 need to be re-examined in light of new pedestrian, parking and traffic studies.

…

Per Page 119 DEIR. Parking conditions are not validly characterized because the study was again done when the 3 local schools were not in session. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

So I think that the real problem is – and this shows why doing a valid traffic study is so important because this is an area where we have schools which are two blocks from these air pollutant exposure zones. This is an area where we need to ensure that our children's air quality is accurately measured.

It completely ignored all these pedestrians because they did it too late in the day and in June and July, when the schools weren't in session, both the public schools and the private schools.

From these flawed estimates flow poor estimates of pedestrians at risk and traffic impact and circling for parking, which feed into the air quality impacts on these sensitive receptors, our children.

I cannot understand how you could base a fact-based decision related to children's health and pedestrian safety in our Eastern Neighborhoods on such a fundamentally flawed data.

The Planning Department needs to revise the traffic and parking impact analysis after new counts are taken and then, of course, revise the air quality. It's as if you were trying to count songbirds in the middle of winter. *(Judith Ikle; Transcript; January 22, 2015 [I-Ikle2])*

I am also concerned that potential issues with respect to parking, pedestrian crossing and public transit to and from the school aren't accurately assessed in the DEIR. Pedestrian crossing and parking counts should be retaken while school is in session in order to accurately depict existing conditions, and to identify project impacts and measures to reduce those impacts. *(Phil Jerome; Email; February 17, 2015 [I-Jerome])*

Measurements of pedestrian and vehicular traffic including parking spaces were conducted during the summer when both schools in the area were closed for instruction (although a few work at the summer school programs and Live Oak has hosted a small summer school program). I don't understand why these measurements are considered adequate when they clearly cannot capture what occurs for 9 months out of the year when both schools on both sides of the proposed project are fully in session (with Live Oak's school-year attendance to double in the very near future!). To rely on such a deficient measurement does not give anyone involved a true idea of the potential impact this project will more than certainly have on the neighborhood. *(C. Miles; Letter; February 12, 2015 [I-Miles])*

The traffic study is incomplete, as some of the traffic, pedestrian and parking impacts were studied when nearby schools were not in session. *(Ana Padula; Email; February 15, 2015 [I-Padula])*

The EIR does state that the project would contribute significant unavoidable impacts at two intersections. This finding is actually based on, as you've heard earlier, counts taken in the summer when the school was not in session suggesting that, if the data integrity of the research was improved, that finding might actually be worse. *(Craig Stuart; Transcript; January 22, 2015 [I-Stuart])*

Fifth, the transportation and circulation studies were done when schools were not in session in an obvious attempt to distort reality. This affects, first, pedestrian crossing counts; second, vehicle queuing; third, a.m. and p.m. pedestrian counts; fourth, parking conditions; and fifth, a loss of car share spaces when they change the parking arrangements in the area. *(N Scott MacBean, Live Oak School; Transcript; January 22, 2015 [O-LOS2])*

The DEIR must be revised to examine pedestrian and parking counts from times when school is in session. Inexplicably, the DEIR analyzed pedestrian and traffic counts during times when school was not in session, thereby artificially diminishing the baseline conditions in the neighborhood, contrary to CEQA's requirements and the City's own Transportation Impact Analysis Guidelines. These counts must be retaken, and the DEIR recirculated, in order to accurately depict existing conditions and identify project impacts and mitigation measures to reduce those impacts.

…

The DEIR is fatally flawed because much of the analysis of existing conditions is based on just one day of pedestrian and parking capacity counts – and school was not in regular session that day. Similarly, one of the two days that traffic counts were taken was during the summer when school was not in regular session. This violates CEQA's basic principle that an EIR be based on accurate, representative information to further CEQA's goal of informed decision making. (*See Berkeley Jets*, 91 Cal. App. 4th at 1366-67.) In addition, the analysis is directly contrary the City's own Transportation Impact Analysis Guidelines, which point out that traffic counts near a school should not be taken during a school break.

The DEIR understates existing conditions for pedestrian crossings. Page 114 of the DEIR bases existing conditions for Pedestrian Peak Hour street crossings on counts taken on June 25, 2013 when school was not in regular session for Live Oak or International Studies Academy (ISA). Summer school was in session at Live Oak, but enrollment during the summer is just ten percent of what it is during the regular session. The International Studies Academy only has a handful of people present periodically over the summer months. (According to the ISA administration, it only has janitors and other staff on a limited basis during the summer.)

Page 114 of the DEIR states that "pedestrians were not observed to travel on sidewalks adjacent to the project site." The findings would be very different if observations were made when both schools were in session.

The City needs to take new counts when school is in session in order to provide an accurate reflection of existing peak hour pedestrian conditions. It must then identify mitigation measures and recirculate the DEIR.

…

The DEIR needs to reexamine parking conditions based on new data. As stated on page 119, existing on-street parking conditions were examined for the weekday midday period during the weeks of June 24 and July 22, 2013. On-street parking facility capacity, occupancy data, and door counts were collected on June 26, 2013. The EIR needs to take new counts when Live Oak and the International Studies Academy are in full session to establish what conditions are for the majority of the year, instead of for the period that would be expected to have the most parking availability. If the counts would have been taken when the schools were in session they would have found that parking is at capacity by 8:15 AM.

…

The DEIR should be revised to reflect accurate traffic counts and existing conditions. The traffic analysis uses counts that are almost three years old, and given the fast pace of growth over the past three years, the analysis does not accurately depict existing conditions. As stated on page 99 of the DEIR, "Intersection turning movement counts for … Mariposa Street and I-280 NB off-ramp,

Mariposa Street and Pennsylvania Avenue, Mariposa Street and I-280 SB on-ramp, and Mariposa Street and Mississippi Street were collected on July 18, 2012." The City's own Transportation Impact Analysis Guidelines discourage use of traffic information more than two years old, especially in a neighborhood like Potrero Hill where substantial growth has occurred since the old data was collected.

New traffic counts need to be taken, and the DEIR subsequently revised, to take into account actual existing conditions. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE TR-1

The comments raise concerns that the Draft EIR's transportation analysis was faulty because traffic, pedestrian, and parking counts were taken when nearby schools including Live Oak School (directly adjacent to the project site) and International Studies Academy (ISA), which also houses the KIPP College Preparatory School (KIPP Charter School), were not in session. Several commenters state that conducting transportation and circulation studies and observations when schools are not in session affects pedestrian counts, vehicle queueing counts, parking counts, and causes an incorrect accounting of car share spaces since parking arrangements are changed in the project area during summer. Similarly, a commenter noted that the parking analysis was insufficient because parking occupancy was counted during the summer session when nearby schools, the daycare center, and college were not in session. Commenters also suggest that the peak periods of traffic, loading, parking, and pedestrian activities associated with the proximity of existing schools do not correspond to the PM peak hour used in the Draft EIR analysis; and that the traffic, pedestrian and parking counts and analysis should focus on the peak periods associated with the beginning (8:00 to 8:30 a.m.) and ending (2:00 to 4:00 p.m.) of school hours. A commenter also specifically mentioned that the 18th Street entrance to the KIPP Charter School on SFUSD property was not analyzed. Another commenter states the analysis does not account for potential recent changes in traffic levels in the

area, specifically related to new residential and UCSF Mission Bay hospital expansion construction. Commenters also suggested that the Draft EIR should be revised because the traffic analysis uses counts that are three years old and do not take into account existing (2015) conditions.

Response Overview

The 1601 Mariposa Draft EIR (Draft EIR) analysis is consistent with the City's *Transportation Impact Analysis Guidelines for Environmental Review* (*SF Guidelines*).[13] According to the *SF Guidelines*, transportation analysis of projects typically focuses on the PM peak hour impacts when the demand on the City's transportation network is at its highest. Short-term traffic increases may occur on area streets related to localized traffic patterns of land uses such as schools and daycare centers; however, mid-day traffic conditions are not analyzed because they do not represent the time period when overall traffic is at its highest in the City. Traffic analysis related to schools, including project impacts on schools, therefore focuses on localized site circulation (i.e., pick-ups/drop-offs) and potential pedestrian conflicts with vehicles or other project-related traffic, as analyzed in the Draft EIR on page 104. Additionally, for most City projects, a qualitative pedestrian analysis is conducted to generally observe pedestrian levels (low, moderate or high) on nearby sidewalks and crosswalks, and look for potential conflict points and safety concerns throughout the day that would result from project-related changes to the site and vicinity or with project vehicle and loading traffic. The *SF Guidelines* do not require traffic count or parking collections to be taken specifically during the school year, or at school opening or closing periods. However, to provide additional information and in response to comments received, supplemental analyses of AM and PM traffic volumes were conducted and additional morning pedestrian counts were taken near the schools in the project vicinity (Live Oak/ ISA/KIPP Charter School). This supplemental analysis, as discussed in detail below, indicates that: 1) the PM peak hour traffic volumes (from 2012 and 2013) used in the *1601 and 1677 Mariposa Street/485*

[13] City and County of San Francisco, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002.

Carolina Street, Related California Residential Project, Revised Final Transportation Impact Study (TIS)[14] were appropriate and relevant to the project analysis, as validated by the updated 2015 PM peak hour counts; 2) the supplemental morning pedestrian counts indicated that while some of the crosswalks adjacent to nearby schools are busier during morning drop-off periods than at other times, there would still be no significant conflicts between pedestrians and project-related traffic or substantial pedestrian safety concerns, and the supplemental morning pedestrian counts would not alter the EIR analysis or less-than-significant pedestrian impact finding reached in the Draft EIR; and 3) supplemental AM peak hour traffic volumes, including volumes at those intersections where traffic volumes are higher during the AM peak hour than the PM peak hour, would not alter the EIR traffic analysis, such that a new or more severe significant and unavoidable transportation impact would result that was not discussed in the Draft EIR.

Traffic Study Methodology – PM Peak Hour Analyses

The transportation analysis contained in the Draft EIR (starting on page 89 of the Draft EIR) summarizes the information presented in the November 2014, DKS Associates, *1601 and 1677 Mariposa Street/485 Carolina Street, Related California Residential Project, Revised Final Transportation Impact Study* (TIS) prepared for the Draft EIR Project, and is consistent with the analysis contained in the *Eastern Neighborhoods FEIR* and the City's *SF Guidelines*. The Draft EIR appropriately focused the traffic analyses of the project on the PM peak hour, per the *SF Guidelines*, which states, "In most cases, the department evaluates conditions in the PM peak hour of the PM peak period (4:00 p.m. to 6:00 p.m.). This period was chosen because it is the time period when the maximum use of much of the transportation system occurs." Based on a review of analysis conducted for other development projects throughout the City, AM traffic counts for proposed projects are only occasionally taken when the City determines they are necessary due to unique site conditions. Mid-day traffic volumes

[14] DKS Associates, *1601 and 1677 Mariposa Street/485 Carolina Street, Related California Residential Project, Revised Final Transportation Impact Study*, November 2014. This document is available for review at the City of San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

are not required to be analyzed for City streets as they do not represent the time period when the most overall traffic is present on these streets. Although short-term traffic related to specific uses may increase on some local streets (such as school drop-off and pick-up times), the City requires the PM peak traffic analyses to consider the entire transportation network that could be affected by a project. Traffic on City streets clearly increases during the PM peak period from 4:00 p.m. to 6:00 p.m., with the addition of local and regional commute traffic. The intent of analyzing the transportation network during the PM peak hour, as directed by the *SF Guidelines*, is to identify project-related impacts on the network when the maximum use would occur; and in doing so, traffic impacts that could occur during non-peak analysis time periods, weekday or otherwise, would be included and disclosed (and if impacts identified, mitigation included) as part of the PM peak hour analysis.

Schools and daycare centers throughout the City experience localized passenger drop-off and pick-up related traffic peaks surrounding their respective schools and operational hours, and these issues would not be unique in the City to the existing conditions at either the Live Oak School or other nearby school facilities. Transportation analyses related to school expansion or school development projects throughout the City typically focus on site circulation and passenger drop-off and pick-up analysis, which are issues that are pertinent to localized transportation safety rather than network-wide LOS analysis. Aside from pick-up of a portion of students in after-school programs, schools are generally not in session between 5:00 p.m. and 6:00 p.m., and therefore, school-related traffic would not substantially affect PM peak traffic conditions. Overall, issues related to pedestrian-vehicular conflicts and safety (including for adjacent and nearby schools) are considered in the project's site circulation analyses, and not in the LOS analysis, as was done for the proposed project (see Draft EIR page 104.).

The drop-off/pick-up area for Live Oak School is located on Mariposa Street and the drop-off/pick-up area for ISA is on De Haro Street. The reader should note that school pick-up traffic (between 2:00 p.m. and 4:00 p.m.) is earlier than the PM peak period when worst case traffic impacts are studied and evaluated per *SF Guidelines* and the significance criteria identified on pages 122 and 123 of the Draft EIR. Based on observations of pick-up behavior for ISA and Live Oak School, taken when

school was in session, additional traffic for ISA is concentrated along De Haro Street and additional traffic for Live Oak School is concentrated along Mariposa Street. For both schools, the majority of pick-up activities are finished before 4:00 p.m. when the PM peak study period begins. Therefore, school pick-up trips would not have a substantial effect on the PM peak period traffic analysis conducted in the Draft EIR. As stated on page 104 of the Draft EIR, pick-up/drop off conditions were observed May 28, 2013 through May 30, 2013 for the ISA, and on June 4, 2013, June 5, 2013, June 10, 2013, and June 11, 2013 for Live Oak School, while schools were in session. During observations, no use of the 18th Street entrance to the KIPP Charter School on SFUSD property was observed.

In summary, localized traffic patterns, including those related to schools, do not substantially alter PM peak traffic volumes on the City's transportation network; *SF Guidelines* therefore do not require traffic count collections be taken during the school year or during school opening or closing periods. The Draft EIR, on pages 104 and 105, examined pedestrian and vehicle circulation in the vicinity of the project site, specifically with respect to the adjacent and nearby schools and Jackson Playground. As indicated in the Draft EIR analysis, school pick-up activities would predominantly occur prior to the PM peak hour, and therefore project-related PM peak hour traffic would not substantially conflict with local school-related vehicle or pedestrian traffic. Therefore, the traffic analysis in the Draft EIR is consistent with the *SF Guidelines,* and is adequate in regards to evaluating and disclosing project-related impacts.

Traffic Study Methodology – Timing of Traffic Counts

As discussed above, traffic counts taken during the PM peak hour for the project were appropriate for the project traffic analysis and consistent with the *SF Guidelines*. In response to comments that the traffic counts were over three years old, and are not representative of current conditions and traffic, page 99 of the Draft EIR (and page 8 of the TIS) discloses that weekday PM peak hour intersection turning movement volumes were collected for 9 of the 13 study intersections on June 4, 2013 and June 25, 2013. The nine intersections where counts were taken in 2013 are the intersections directly adjacent to the project site. Additionally, for these nine intersections where new counts were taken in 2013, most, including all adjacent intersections, were collected and observed on June 4, 2013, when

Live Oak School was in session, but ISA was not. Two of these nine intersections that would be affected by school circulation traffic: 16th Street/Arkansas Street and 18th Street/DeHaro Street were collected on June 25, 2013 when neither school was in session. The initial 16th Street/Arkansas Street intersection traffic count required a follow-up on June 25, 2013, to confirm counts, and the 18th Street/DeHaro Street intersection was added to the transportation analysis after the initial counts were taken. The counts and traffic volumes collected on June 25, 2013 were compared to the counts of other intersections (such as the Carolina Street/18th Street intersection) where the counts were taken when Live Oak School was in session. In addition to observations made during the initial traffic counts, follow-up site visits were conducted during the week of July 22, 2013 (when neither school was in session), to confirm lane geometries and, using professional judgement, to determine whether the traffic patterns and volumes were acceptable to be used in the project traffic analyses. The traffic consultant observing the traffic, pedestrian and bicycle movements did not notice any outlying or unusual traffic movements or counts that would raise concerns with regard to using prior counts for the traffic analysis.

The remaining four intersections are further from the project site and include: Mariposa Street/I-280 NB off-ramp, Mariposa Street/Pennsylvania Avenue, Mariposa Street/I-280 SB on-ramp, and Mariposa Street/Mississippi Street. Traffic volume counts for these four intersections utilized counts collected in the Summer of 2012 as part of the 901 16th Street (Cor-O-Van site) project study.[15] Regarding concerns raised over the use of these older traffic counts, at the time of the Draft EIR traffic analysis, these counts were less than one year old, and the City determined the counts provided sufficient and relevant traffic volume data for the analyses of project-related impacts. Additionally, these intersections are located furthest from the project site, and are most affected by commute and regional traffic patterns.

[15] City and County of San Francisco, 901 16th Street and 1200 17th Street Project Draft Environmental Impact Report, State Clearinghouse No. 2015022048. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.1300E.

Traffic Study Methodology – Pedestrian and Bicycle Conflicts Analyses

For most projects in the City, a qualitative analysis is conducted to generally observe pedestrian levels (low, moderate or high), and look for potential conflict points and safety concerns that would result throughout the day from project changes to the site or with project vehicle or loading traffic. Pedestrian volumes are only occasionally required to be counted such as at very high volume locations along The Embarcadero, and areas of Market Street or at intersections where known PM peak hour pedestrian pooling is known to occur. In those instances where PM peak hour pedestrian level-of-service (LOS) analysis is required, the pedestrian counts and volumes are used to determine whether there is enough remaining capacity (space) on the sidewalks or at intersection crosswalks to allow for pedestrian safety and refuge with the addition of project-related pedestrians and vehicles.

Since the existing pedestrian volumes in the project vicinity are not comparable to those on high pedestrian volume streets such as The Embarcadero or Market Street, none of the conditions requiring pedestrian counts and additional pedestrian analysis are met for the proposed project. Therefore, pedestrian LOS analysis would not be appropriate for the proposed project or required under CEQA. Even if a pedestrian LOS analysis was appropriate, project-related pedestrian trips combined with existing pedestrian levels in the vicinity would not result in an unacceptable pedestrian LOS.

However, to provide additional information and in response to comments, pedestrian and bicycle volumes and movements and school drop-off and pick-up volume counts were conducted when Live Oak School and ISA were in session. Page 104 of the Draft EIR describes dates when bicycle and pedestrian movements, and school drop-off and pick-up volume counts were conducted. As stated in the Draft EIR, school drop-off and pick-up volume counts were conducted for ISA between May 28, 2013 and May 30, 2013 and for Live Oak Elementary School on June 4, 2013, June 5, 2013, June 10, 2013, and June 11, 2013, while schools were in session. Existing bicycle and pedestrian movements also were collected along with the intersection turning movements and bicycle and pedestrian facilities were observed during the site visits and while collecting school drop-off and pick-up volumes.

While commenters raised concerns regarding potential project-related traffic conflicts with pedestrians during school drop-off and pick-up times, the qualitative analysis of pedestrian activity and potential conflicts included in the Draft EIR, based on observations over time and when school was in session, found that impacts to pedestrians and bicyclists would be less than significant.

Supplemental AM Peak Hour Analysis

Consistent with the *SF Guidelines*, the Draft EIR transportation analysis for the topics of traffic, pedestrian, and transit impacts focused on the PM peak period, a period that captures the time when the maximum use of the network (by all travel modes) would occur. Projects may on occasion analyze AM peak hour conditions when overall regional or commute traffic volumes may be higher on certain transportation corridors (including transit). AM peak hour analysis in those instances is not meant to identify varying commute travel patterns between the AM and PM peak hours (i.e., with regard to peak directions), but to examine whether overall volumes would be substantially higher in the AM peak hour than in the PM peak hour and would, as a result, represent a different or new significant traffic (or other travel mode) impact not covered in the PM peak hour analysis. AM peak hour analysis is generally not conducted on local/unsignalized intersections located away from key commuting corridors. As indicated above, the City's intent for requiring the analysis of the most intense commute period (i.e., the PM peak hour) is that potential off-peak impacts then would also be included and disclosed as part of PM peak analysis and impacts.

However, to provide additional information and in response to comments requesting AM peak period intersection counts, supplemental AM peak hour traffic counts were collected on August 5, 2015 at intersections that could be influenced by AM commute traffic patterns, and at two local intersections near the project site.[16] (See Figure IV.A-1 on page 91 of the Draft EIR for the study intersections analyzed for the project.)

[16] DKS Associates, *1601 and 1677 Mariposa Street/485 Carolina Street Project – Analysis of Traffic and Pedestrian Volumes based on updated counts*, October 7, 2015.

Specifically, AM peak period traffic volumes were collected at the nearby I-280 northbound off-ramp (six blocks east from the project site) as well as at the Mariposa Street/Arkansas Street intersection (adjacent to the project site); at the Mariposa Street/Carolina Street intersection (adjacent to the project site); and at the 18th Street/De Haro Street intersection (one block west from the project site). These four project intersections were chosen for AM peak hour analysis due to their adjacency to the project site and the potential for project vehicle trips to travel through these intersections during the AM peak period. Updated AM and PM turning-movement volume counts and a comparison of the volumes are presented in **Table RTC IV-1** and **Table RTC IV-2**. Overall, PM peak (4:00 p.m. to 6:00 p.m.) period travel patterns are predominantly commute-based trips (travelling from work to home) with some commercial or errand trips. In comparison, AM peak period (7:00 a.m. to 9:00 a.m.) travel patterns tend to occur in the opposite direction with commute traffic travelling from home to work, but similarly would include some morning errand trips (including school drop-off) and to a more limited extent, commercial trips. For San Francisco, the predominant peak commute direction in the morning is toward the Downtown core and interstate freeways, and in the evening away from the Downtown core and toward the freeways. Similar to the PM peak hour, the AM peak hour commute traffic in the project vicinity would be split between US-101/I-80 to the west of the project site, I-280 to the east of the project site, and local arterials such as 3rd Street, Potrero Avenue, 7th Street, and 16th Street. Although trip distribution is based on the *SF Guidelines* (trips are distributed throughout San Francisco and toward the North Bay, East Bay and the Peninsula), the predominant commute pattern for traffic in and around the project site in the AM peak period, and particularly on major travel corridors, would be in the northbound and westbound direction toward Downtown. During the PM peak period, surrounding commute traffic would predominantly be in the southbound and eastbound directions, away from the Downtown core and toward the freeways.

Table RTC IV-1 shows the supplemental 2015 AM and PM peak hour traffic volumes. **Table RTC IV-2** compares the supplemental 2015 peak traffic volumes. As shown in **Tables RTC IV-1 and RTC IV-2**, several traffic movements were observed to have higher traffic volumes during the AM peak hour than during the PM peak hour. Higher AM peak period traffic volumes on streets or at intersections does not automatically indicate that a project-specific AM peak hour analysis is

required, or that intersection operating impacts would vary substantially compared to those of the PM peak hour analysis. The adjacent schools are a substantial generator of trips on nearby intersections in the AM peak hour, and the vehicles traveling to and from the school would be most apparent at local intersections near the school and project site. The transportation consultant, DKS, conducted a supplemental AM peak hour analysis to confirm whether the PM peak hour analysis, consistent with *SF Guidelines*, would be representative of the traffic operating (LOS) analysis that was conducted for the Draft EIR and whether new or more severe impacts than were disclosed in the Draft EIR would occur.[17] A new significant impact would occur if the AM peak hour analysis shows that LOS at project intersections would either deteriorate or contribute to a decline from LOS D or better to LOS E or F, from LOS E to F or a substantial worsening of already existing failing intersections (LOS E or F). The reader should note, if the Draft EIR identified a project significant impact at a study intersection during the PM peak hour, identifying a significant impact during the AM peak hour at the same intersection would not be considered a new significant impact in the EIR per the *SF Guidelines*.

Table RTC IV-1: AM and PM Peak Hour Turning Movement Volume Summary

	AM Peak Hour (2015)			
Intersection	**NB**	**SB**	**EB**	**WB**
Mariposa St/I-280 NB Off-Ramp	1809	–	118	349
Mariposa St/Arkansas St	176	120	244	295
Mariposa St/Carolina St	281	65	211	246
18th St/De Haro St	310	139	53	97
	PM Peak Hour (2015)			
Intersection	**NB**	**SB**	**EB**	**WB**
Mariposa St/I-280 NB Off-Ramp	922	–	76	803
Mariposa St/Arkansas St	76	91	200	234
Mariposa St/Carolina St	115	42	175	243
18th St/De Haro St	162	134	46	95

Source: DKS Associates, 2015.

[17] DKS Associates, *1601 and 1677 Mariposa Street/485 Carolina Street Project – Analysis of Traffic and Pedestrian Volumes based on updated counts*, October 7, 2015.

Table RTC IV-2: Peak Hour Turning Movement Volume Comparison

Intersection	Difference Between AM (2015) and PM (2015)			
	NB	SB	EB	WB
Mariposa St/I-280 NB Off-Ramp	887 (96%)	– –	42 (55%)	-454 (-57%)
Mariposa St/Arkansas St	100 (132%)	29 (32%)	44 (22%)	61 (26%)
Mariposa St/Carolina St	166 (144%)	23 (55%)	36 (21%)	3 (1%)
18th St/De Haro St	148 (91%)	5 (4%)	7 (15%)	2 (2%)

Source: DKS Associates, 2015.

Table RTC IV-3 summarizes the LOS analysis for the four study intersections evaluated in 2015 during the AM peak hour as compared to the updated (2015) PM peak hour LOS analysis conducted for this RTC document. This analysis is discussed below.

Table RTC IV-3: Existing Conditions and Existing Conditions Plus Project Intersection Level of Service AM and PM Peak Comparison

No	Intersection Name	Control	Existing Conditions (2015)		Existing Plus Project Conditions (2015)	
			Average Delay [a] (LOS [b, c])		Average Delay [a] (LOS [b, c])	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
3	Mariposa Street/I-280 NB Off-Ramp	Signalized	24.8 (C)	19.4 (B)	24.9 (C)	20.7 (C)
6	Mariposa Street/Arkansas Street (WB)	Unsignalized	18.0(C)	9.2 (A)	21.6 (C)	10.5 (B)
7	Mariposa Street/Carolina Street (EB)	Unsignalized	11.1 (B)	8.8 (A)	11.4 (B)	9.2 (A)
12	18th Street/De Haro Street (SB)	Unsignalized	8.8 (A)	8.2 (A)	9.0 (A)	8.7 (A)

[a] Delay is in seconds per vehicle and is based on average stopped delay. Where signalized intersection is LOS F, volume to capacity (v/c) ratio is also reported.

[b] LOS = Level of Service

[c] For unsignalized intersections, LOS is reported based on worst approach, which is indicated in parenthesis.

Source: DKS Associates, 2015.

Mariposa Street and I-280 NB Off-Ramp. Based on San Francisco commute patterns, AM peak hour traffic volumes at the Mariposa Street/ I-280 NB off-ramp are expected to be higher in the AM peak hour than in the PM peak hour. As shown above, total AM peak hour traffic volumes would be 475 more vehicles (or 26 percent) at the Mariposa Street/I-280 NB off-ramp than under the 2015 PM peak hour traffic counts. The traffic volumes on this off-ramp are split into eastbound (right-turn) and westbound (left-turn) movements, with a slight majority of traffic making the right-turn to the east. This turning movement is likely due to the choice commuters have to remain on northbound US-101 instead of taking I-280 into Downtown. Westbound traffic at this intersection travelling toward the project site would actually be slightly less in the AM peak hour as compared to the PM peak hour (see **Table RTC IV-2**). Under both the AM and PM peak hour Existing and Existing plus Project conditions, this intersection would operate at LOS C. Traffic volumes proceeding westbound toward the project site were higher in the Draft EIR analysis, compared to both 2015 AM and PM peak hour westbound volumes; the AM and PM peak hour intersection operating conditions (both LOS C) would be the same, and project-related traffic impacts would be less-than-significant at this intersection. Similarly, AM traffic volumes would not alter the PM peak hour analysis in the Draft EIR for other nearby project intersections, whether operating acceptably or unacceptably. These intersections include the Mariposa Street/I-280 SB on-ramp and Mariposa Street/Pennsylvania Avenue intersections, which showed less-than -significant impacts with project development; and the Mariposa Street/Mississippi Street intersection, which showed significant and unavoidable impacts under Existing plus Project and Cumulative plus Project conditions.

Mariposa Street and Arkansas Street. As shown above, total AM peak hour traffic volumes would be 234 more vehicles (or 39 percent) at the intersection of Mariposa Street/Arkansas Street than under the 2015 PM peak hour traffic counts. Traffic counts indicate that vehicles traveling in both the northbound and southbound directions would be higher in the AM peak hour than in the PM peak hour. This result indicates that this corridor may be used for more local commute traffic during the AM peak period. Eastbound and westbound traffic in the AM peak hour would not be substantially different from PM peak hour volumes. As shown in **Table RTC IV-3**, the Existing and Existing plus Project AM peak hour operating conditions at this intersection (determined by worst or westbound

approach) would be LOS C, as compared to LOS A and LOS B under Existing and Existing plus Project PM peak hour conditions, respectively, for the 2015 PM peak hour analysis and as analyzed in the Draft EIR. Although AM peak hour volumes were found to be higher at this local intersection than the PM peak hour volumes, intersection operating conditions under both AM and PM peak hour conditions, with or without the project trips, would remain acceptable. Therefore, the AM peak hour traffic counts and analysis would not alter the PM peak hour analysis or represent impacts greater than those identified in the Draft EIR. Similarly, the level of AM peak period traffic volumes would not alter the PM peak hour analysis in the Draft EIR of other nearby project intersections whether operating acceptably or unacceptably. These intersections include the Arkansas Street/18th Street intersection, which showed less-than -significant impacts with project development; and the 16th Street/Arkansas Street intersection, which showed significant and unavoidable impacts under Cumulative plus Project conditions.

Mariposa Street and Carolina Street. As shown above, total AM peak hour traffic volumes would be 128 more vehicles (or 26 percent) at the intersection of Mariposa Street/Carolina Street than under the 2015 PM peak hour traffic counts. As anticipated, the northbound traffic volumes were observed to be higher in the AM peak hour. Related to school drop-offs, more vehicles were making left turns onto Mariposa Street toward the school drop-off zone (95 in the AM peak hour versus 34 in the PM peak hour). During the AM peak hour, eastbound and westbound movements would be slightly higher, but not substantially different from PM peak hour volumes. As shown in **Table RTC IV-3**, the Existing and Existing plus Project AM peak hour operating conditions at this intersection (determined by worst or eastbound approach) would be LOS B, as compared to LOS A Existing and Existing plus Project 2015 PM peak hour conditions. In comparison, the Draft EIR PM peak hour analysis indicated LOS A under Existing conditions and LOS B under Existing plus Project conditions. Although AM peak hour volumes were found to be higher at this local intersection, intersection operating conditions under both AM and PM peak hour conditions, with or without the project trips, would remain acceptable and would be a less-than-significant traffic impact at this intersection. Therefore, the AM peak hour counts and analysis would not alter the PM peak hour analysis or represent impacts greater than those analyzed and identified in the Draft EIR analysis.

18th Street and DeHaro Street. As shown above, total AM peak hour traffic volumes would be 96 more vehicles (or 24 percent) at the intersection of 18th Street/DeHaro Street than under the 2015 PM peak hour traffic counts. As anticipated with local commute traffic patterns, northbound and westbound directional volumes in the AM peak hour were observed to be higher, and southbound traffic volumes were observed to be higher in the PM peak hour. AM peak hour eastbound movements would be slightly higher, but not substantially different from PM peak hour volumes. As shown in **Table RTC IV-3**, under both the AM and PM peak hour Existing and Existing plus Project conditions, this intersection would operate at LOS A. Although AM peak hour volumes were found to be higher at this local intersection, intersection operating conditions under both AM and PM peak hour conditions, with or without the project trips, would remain the same. Therefore, the AM peak hour counts and analysis would not alter the PM peak hour analysis or represent impacts greater than those analyzed and identified in the Draft EIR analysis. Similarly, AM peak period traffic volumes would not alter the PM peak hour analysis in the Draft EIR of other nearby project intersections whether operating acceptably or unacceptably. These intersections include the Carolina Street/18th Street intersection, which showed less-than-significant impacts with project development.

Therefore, the volumes identified in the supplemental AM peak period analysis, including for those intersections where traffic volumes are higher during AM peak hour than in the PM peak hour, would not alter the EIR traffic analysis, such that no new significant and unavoidable or more severe transportation impacts would result that were not already discussed in the Draft EIR.

Supplemental Pedestrian and Bicycle Analysis

As stated previously, the qualitative analysis of pedestrian activity and potential conflicts included in the Draft EIR, based on observations over time and when school was in session, was appropriate for the project and the analyses found that impacts to pedestrians would be less than significant. However, in response to concerns raised regarding potential project-related traffic conflicts with pedestrians during school drop-off and pick-up times, additional information on pedestrian volumes was collected and is provided for informational purposes.

Pedestrian volumes were collected on April 29, 2015, and August 5, 2015 for both the AM and PM peak hours (between the hours of 7:00 a.m. and 9:00 a.m., and 4:00 p.m. and 6:00 p.m., respectively) at the following three locations: 1) the crosswalk on the west side of the intersection of Mariposa Street/Arkansas Street that connects Live Oak School and Jackson Playground; 2) the crosswalk on the east side of the intersection of Mariposa Street/Carolina Street that connects Live Oak School and Jackson Playground; and 3) the crosswalk on the east side of the intersection of 18th Street/De Haro Street that connects ISA and the nearby bus stops. These locations were selected because of school-related activities that could overlap with project traffic. As shown in **Table RTC IV-4,** below, while the AM peak hour volumes near the schools show a substantial increase in pedestrian volumes at each of the three locations analyzed (increases of 56, 26, and 29 additional pedestrians at each respective crosswalk location listed above, as compared to PM peak conditions), there would be no substantial interaction between pedestrians crossing Mariposa Street and project traffic, since the project would only have garage entrances along Arkansas and 18th Streets. While the proposed project would contribute to traffic along 18th and De Haro Streets, the intersection experiences low traffic volumes under Existing Conditions and Existing plus Project Conditions and has stop signs and striped crosswalks for all approaches.

Table RTC IV-4: Comparison of Pedestrian Volumes During Peak Hours

Location	AM Peak Hour (2015)	PM Peak Hour (2013)	PM Peak Hour (2015)
Crossing Mariposa Street at Arkansas Street	108	52	39
Crossing Mariposa Street at Carolina Street	45	19	16
Crossing 18th Street at De Haro Street	36	7	15

Source: DKS Associates, April 29 and August 5, 2015.

For most City projects, a qualitative pedestrian analysis is conducted in the Draft EIR to generally observe pedestrian levels (low, moderate or high), on nearby sidewalks and crosswalks, and look for potential conflict points and safety concerns throughout the day that would result from project-related changes to the site and vicinity or with project vehicle or loading traffic. While the supplemental analysis conducted morning pedestrian counts near the schools for informational

purposes, the level of pedestrian traffic in the project vicinity, as discussed above, is modest and does not warrant a pedestrian LOS analysis. Overall, issues related to pedestrian-vehicular conflicts and safety (including for adjacent and nearby schools) are considered in the project's site circulation analyses, and not in the LOS analysis, as was done for the proposed project (see Draft EIR page 104). In conclusion, while the supplemental AM peak period analysis shows increased pedestrian volumes, these volumes would not alter the pedestrian analysis or less-than-significant impact identified in the Draft EIR. The additional traffic and pedestrian volumes collected at school-related intersections do not provide any evidence that conditions during the AM peak hour while school is in session differ enough from the PM peak hour conditions analyzed in the TIS to warrant additional analysis, and this impact would remain less than significant. Similarly, the addition of project volumes to AM peak hour volumes did not result in a significant change to traffic LOS or delay at the four representative intersections and all impacts would continue to be less than significant.

Parking Analysis

In response to concerns that parking counts should have been undertaken when schools were in session, parking counts were taken during the mid-day period (1:00 p.m. to 3:30 p.m.) and evening period (6:30 p.m. to 8:00 p.m.) in June and July 2013. Parking occupancy during the mid-day ranged from 85 percent to 102 percent and during the evening from 64 percent to 68 percent. Parking conditions in the environmental analysis, as discussed on pages 119 to 120 of the Draft EIR, is presented for informational purposes consistent with SB 743 and are not considered significant impacts on the environment. For informational purposes the Draft EIR disclosed that the project's unmet parking demand would be 107 spaces and could vary as parking conditions vary throughout the day, and month to month, etc. Similar to the above discussion, students and faculty at Live Oak School, daycare centers, and other schools would not be expected to substantially alter parking occupancy rates in the project area because most students do not drive to class and park vehicles in the project site vicinity and ISA has an off-street parking lot for faculty. The nearest college location where students may drive to class is 0.2 miles to the north (two blocks) and 0.25 miles to the west (five blocks), which could influence parking occupancy in the immediate vicinity to those locations, but is not anticipated to substantially alter the parking occupancy in the project area. Therefore,

parking counts taken in the project area in the summer versus the school year of nearby colleges would not alter the analysis or conclusions reached in the EIR. Page 119 of the Draft EIR specifies that on- and off-street parking facility capacity, occupancy data, and door counts were collected on June 26, 2013 when neither school was in session. In regards to comments related to the potential for less parking in the neighborhood after implementation of the project, the *Eastern Neighborhoods FEIR* determined that there could be parking shortfalls associated with implementation of the proposed rezoning and area plans. However, because parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA, the anticipated parking shortfalls would not be a significant environmental impact. As discussed on page 165 of the Draft EIR, SB 743 amended CEQA by adding Public Resources Code Section 21099 regarding the analysis of parking impacts for certain urban infill projects in transit priority areas.[18] Public Resources Code Section 21099(d), effective January 1, 2014, provides that "parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." The proposed project is within a transit priority area. Thus, the EIR does not consider adequacy of parking in determining the significance of project impacts under CEQA. However, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision-makers. Therefore, the Draft EIR presents an analysis of parking demand, supply and the Planning Code requirements for informational purposes (see pages 119 through 120, pages 140 through 141, and 165 through 168). Furthermore, individual development projects in the Eastern Neighborhoods would be required to comply with the Planning Code maximums for parking, including the number of parking spaces, provision of car-sharing spaces, and the separation of parking costs from housing costs in new residential buildings.

[18] A "transit priority area" is defined as an area within 0.50 miles of an existing or planned major transit stop. A "major transit stop" is defined in California Public Resources Code Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A map of San Francisco's Transit Priority Areas is available online at: sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf.

Regarding comments concerning vehicle queuing concerns see **Response TR-5** on page RTC-164, **Response TR-12** on page RTC-183 regarding pedestrian safety concerns, and **Response TR-17** on page RTC-202 regarding parking concerns. As stated in these responses, the Draft EIR Project impacts as well as the Preferred Project impacts associated with vehicle queuing, pedestrian safety, and parking would be less than significant. Recommended improvement measures I-TR-1a, I-TR-1b, I-TR-4, I-TR-6, and I-TR-8 would also continue to apply to the Preferred Project, which would further reduce the less-than-significant impacts related to vehicle trips, vehicle queues, pedestrian circulation, loading activities, and construction activities.

In response to the concern that air quality emissions from vehicles must be accurately measured, See **Response AQ-2** on page RTC-321 regarding operation-period air quality measurements and impacts.

COMMENT TR-2: TRAFFIC STUDY METHODOLOGY – AM AND PM PEAK ANALYSIS

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

A-DOT	I-Sacks
I-Bahat	O-MEO

The DEIR report should include AM and PM trip generation, its turning traffic per study intersection and associated traffic impact analysis under Proposed Project Only, Reduced Density Alternative, Reduced Height on Mariposa Alternative Conditions, 2035 Cumulative, and 2035 Cumulative + Project Conditions for our further review. While peak PM traffic would be a result from residential and retail, peak AM traffic may be caused from nearby land uses and residential trips in opposing directions. The DEIR only includes PM trip generation and its turning traffic per study intersection (Figure IV.A-6). *(Patricia Maurice, Department of Transportation; Letter; January 28, 2015 [A-DOT])*

First, traffic, please come back, look at peak times and double your numbers. *(Sara Bahat; Transcript; January 22, 2015 [I-Bahat])*

The main concerns that I have with this project are the inadequacy of the study of traffic. It's something that you're hearing a bit of. I think that a study needs to be done during the morning rush hour times. *(Steve Sacks; Transcript; January 22, 2015 [I-Sacks])*

AM vs. PM Pedestrian Counts. The DEIR uses only PM counts, but the DEIR should include additional data comparing AM and PM counts given that the school-related pedestrian activity appears to be heavier in the area during the AM peak hour.

…

The DEIR needs to examine the project's AM peak hour traffic impacts in order to determine whether the school drop-off operations would be substantially affected by project traffic. Page 150 of the DEIR concludes that "The project would not substantially increase traffic on these roadways [De Haro Street or Mariposa Street] such that project trips would contribute to unacceptable operating conditions or substantial increases in congestion on De Haro Street or Mariposa Street, as such, existing drop-off and pick-up activity for these schools would not substantially be affected by the proposed project." The DEIR needs to provide an analysis of AM peak hour conditions when school is in session to determine project impacts on drop-off activity. .

…

The DEIR should be expanded to include AM peak hour conditions and impacts. Live Oak is particularly concerned about the traffic impacts of the project during the AM peak hour. Given the likelihood that a large percentage of the future project residents will be commuting south to work, the impacts during the AM peak hour need to be considered. The DEIR should be revised to include AM peak hour project trip generation, intersection impacts, and project plus cumulative impacts, as well as mitigation measures required to mitigate AM peak hour impacts. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE TR-2

One comment raises concerns that in addition to the PM peak hour analysis in the Draft EIR, the project did not include an AM peak hour (generally between 7:00 a.m. and 9:00 a.m.) traffic analysis under Cumulative conditions or for the project Alternatives. Several of the comments overlap with TR-1 comments related to the lack of an AM peak hour analysis to determine whether the Live Oak and ISA school drop-off operations and pedestrian activity would be affected by project traffic. Another commenter states that the lack of the AM peak hour analysis misses the large percentage of future residents that would commute south to work in the morning.

As discussed in **Response TR-1**, weekday PM peak hour (generally between 4:00 p.m. and 6:00 p.m.) intersection turning movement volumes were collected and analyzed under both Existing plus Project and Cumulative conditions in the Draft EIR. This is because the PM peak hour analysis generally represents the worst case scenario for the regional traffic network, and as such would include and disclose potential non-peak time periods analysis, as part of the PM peak hour analysis. The supplemental analysis of AM peak hour volumes, as explained in **Response TR-1**, would not alter the traffic analysis in the Draft EIR, such that a new significant and unavoidable transportation impact would result, and this included consideration of the Cumulative analysis. Specifically, the Draft EIR Cumulative analysis showed that the 1601 Mariposa project would result in a significant and unavoidable traffic impact at the intersections of Mariposa Street/Mississippi Street and 16th Street/Arkansas Street under Existing plus Project and Cumulative plus Project conditions (both operating at LOS F), which would operate at LOS F under baseline existing and cumulative conditions, and the PM peak hour project traffic would represent a considerable contribution to this LOS F operation in both scenarios. Please refer to the Mariposa Street/Mississippi Street intersection discussion under **Response TR-1** which addresses both Existing and Cumulative potential impacts of the project. For the intersection of 16th Street/Arkansas Street, even if AM peak hour traffic volumes were higher at this intersection under Cumulative conditions, the project-generated traffic would still not represent a considerable contribution (and perhaps slightly less contribution than in the PM peak hour) to the intersection's LOS F cumulative operations. The other intersection that would operate at

LOS F under Cumulative conditions is the Mariposa Street/Pennsylvania Avenue intersection. Inbound trips during the AM peak hour for this intersection would be inbound employee trips from I-280 to the proposed project's retail or PDR spaces. Due to the amount of proposed retail use and PDR, and the project trip credits from the existing site operations, the contribution of AM peak hour project traffic to the operation of this intersection would be the same as under the Cumulative PM peak hour as discussed in the Draft EIR (page 171). With respect to other study area intersections, contributions to intersections operating at LOS E or F would not be substantially more in the AM peak hour than in the PM peak hour, such that the project would then result in a substantial change in operating conditions or a substantial contribution to an unacceptable LOS F condition. Similarly the AM peak hour volumes, even if higher than in the PM peak hour for some study intersections, would not result in enough of a contribution to the intersection operating conditions such that an acceptable LOS (LOS A to C under the Project's Existing and Cumulative intersection conditions) would degrade at these intersections to LOS E or F.

Another commenter noted that because the project traffic analysis did not analyze AM peak period conditions, that the analysis potentially missed the majority of project vehicle trips that would travel southbound. Traffic trip generation and distribution whether for the AM or PM peak period were based on the *SF Guidelines*. **Response TR-1** addresses how the PM peak period vehicle trips were evaluated to address AM peak hour travel patterns. Considering that during the AM peak period, the project outbound vehicle trips would in majority represent 1601 Mariposa Street project residents travelling to work either in the City (toward Downtown or other neighborhoods) or towards employment outside the City in the East Bay, North Bay or South Bay/Peninsula, there is no evidence to support that a majority of these vehicle trips would be in the southbound direction. Additionally, the *SF Guidelines* trip distribution patterns for work/non-work trips for the project location indicate that on average, approximately 12 percent of the vehicle trips would travel to/from the South Bay, which was the assumption used in the Draft EIR transportation analysis.

In response to comments regarding the transportation analysis of the Draft EIR alternatives, a CEQA Alternatives analysis for projects under review compares and contrasts the proposed project to

potential development alternatives that could potentially reduce the significant and unavoidable impacts identified in the environmental analysis. This analysis determines whether the potential project alternatives could reduce the identified significant and unavoidable impacts of the proposed project to less than significant levels. This analysis was conducted for the identified significant and unavoidable traffic impacts of the 1601 Mariposa Street project in Chapter VI, Alternatives in the Draft EIR starting on page 307.[19] Under this analysis, a Reduced Density Alternative was identified that would reduce the significant and unavoidable cumulative and project traffic impacts to a less-than-significant level. For this analysis, an intersection operating (LOS) analysis was not required for the Reduced Density Alternative because the LOS at the intersections with significant and unavoidable traffic impacts were operating at LOS F conditions, with or without project trips. Therefore, trip generation, distribution, and contribution to these intersections was conducted for the Reduced Density Alternative and a LOS analysis was not necessary. Furthermore, as indicated above, the AM traffic volumes information would not alter the Cumulative plus Project or Existing plus Project PM peak hour analysis in the Draft EIR, such that a new significant and unavoidable transportation impact would result. Therefore, the traffic analysis and discussion contained in the Draft EIR alternatives analysis would apply to both AM and PM peak period conditions.

Other comments overlap with **Response TR-1** comments indicating that the peak periods of traffic and pedestrian activities associated with the existing schools near the proposed project do not correspond to the PM peak hour used in the Draft EIR analysis; and that the project's traffic, pedestrian and parking counts and analysis were lacking because of this and should focus on the peak activity periods associated with the beginning (8:00 a.m. to 8:30 a.m.) and ending (2:00 p.m. to 4:00 p.m.) of school hours. Please refer to **Response TR-1** on page RTC-128 which discusses when counts and observations were made and the methodology for the TIS analysis. **Response TR-1** also includes supplemental information regarding the supplemental AM counts collected and analysis

[19] SF Guidelines; DKS Associates, Inc., *1601 and 1677 Mariposa Street/485 Carolina Street Project – Alternatives Assessment*, November 20, 2014.

that was conducted to respond to comments made on the Draft EIR. As discussed in **Response TR-1**, schools and daycare centers throughout the City experience localized passenger drop-off and pick-up related traffic peaks which generally do not represent a substantial alteration to traffic operating conditions citywide for CEQA purposes. Localized traffic patterns, including those related to schools, do not substantially alter PM peak hour traffic volumes or conditions of the City's transportation network; and *SF Guidelines* therefore do not require traffic count collections be taken during the school year or during school opening or closing periods. As such the Draft EIR traffic analysis for the project focuses on site-specific circulation issues related to adjacent and nearby schools and potential pedestrian conflicts with vehicles and safety concerns (see Draft EIR starting on page 104).

COMMENT TR-3: TRAFFIC STUDY METHODOLOGY – CUMULATIVE ANALYSIS

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

A-DOT	I-Friedland	I-Stuart
I-Angles	I-Frixos	O-MEO
I-Carswell	I-Heath2	
I-Diehl	I-Padula	

_____

Table IV.A-18 should be revised to include 20-year cumulative conditions to year 2035, which is commonly adopted as the cumulative condition in Bay Area projects and is the appropriate time horizon that is extended enough to reflect long-term traffic impacts. The Table currently shows 2025 Cumulative Conditions traffic volumes (pg. 172). *(Patricia Maurice, Department of Transportation; Letter; January 28, 2015 [A-DOT])*

_____

The traffic analysis fails to fully account for "past, present, and reasonably foreseeable future projects". *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

_____

I was shocked to see the estimated almost 3300 trips per day. If you think about how many cars this puts on our streets during typical kind of hours when people are driving, this is something like four extra cars per minute.

You combine this traffic impact on the intersections around the school with the proposals for Highway 280 changes – which were specifically not considered in the report despite being in the planning changes – and there will be a very, very different flow of traffic in this area and a high degree of congestion right where we have kids from Live Oak School and from the International Studies Academy.

So the EIR should include these changes in traffic flow and in the highway planning under consideration. *(Deborah Carswell; Transcript; January 22, 2015 [I-Carswell])*

I don't see that all of the building that is taking place in the Mission Bay area has been taken into account. Particularly, I understand that there's no mitigation for the already impacted intersections down near the freeway entrance. And that's only going to be orders of magnitude worse. *(Jim Diehl; Transcript; January 22, 2015 [I-Diehl])*

The EIR should also include at least a qualitative discussion on the impacts on neighborhood traffic if there is redevelopment of the 4th/King rail yard and 1-280 Corridor north of Mariposa. We need to make sure any plans that are being made include current short term, as well as longer term impacts, to the traffic and neighborhood/community under development. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

The traffic analysis fails to fully account for "past, present, and reasonably foreseeable future projects". *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

Traffic and transportation impacts were not adequately studied: By relying on outdated growth projections from the now stale Eastern Neighborhoods Plan FEIR, the traffic analysis fails to fully account for "past, present, and reasonably foreseeable future projects". The failure of the City to provide adequate transit options to support actual and unanticipated cumulative growth must be considered.

It does not appear that large projects anticipated for the area such as 901-16th Street/1200-17th Street, 1301-16th Street, Warriors' Stadium and Pier 70 have been considered in the transportation studies. These projects, along with the removal of 280, have the potential to severely impact traffic and transit and should be included as part of the analysis. The Central Waterfront Area has also exceeded the 2025 growth projections that were made in the Eastern Neighborhoods EIR, and traffic conditions at the eastern edge of the Showplace Square / Potrero Hill area are already impacted and will continue to get worse as that area grows. *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

1601 Mariposa will contribute to significant "unavoidable" traffic impacts at two intersections (Arkansas & 16th and Mariposa & Mississippi). The DEIR notes that the intersection at Mariposa and Mississippi Streets is already at "unacceptable" levels. The traffic analysis fails to fully account for "past, present, and reasonably foreseeable future projects".*(Ana Padula; Email; February 15, 2015 [I-Padula])*

In addition, the SFMTA does not plan or view as any priorities for improvement to these intersections currently. And that, as well as has been noted, is, in addition, without consideration of the plans for removing part of Interstate 280. *(Craig Stuart; Transcript; January 22, 2015 [I-Stuart])*

The reliance on the EN FEIR for long-term cumulative traffic conditions is problematic. The transportation and circulation section of the DEIR relies on outdated data and assumptions for

existing and cumulative intersection turning movement volumes from the EN FEIR. This issue is discussed in more detail below.

…

The DEIR needs to consider Plans for I-280. The City is considering demolishing a portion of I-280 and replacing it with a surface roadway north of Mariposa Street. In addition, the City is looking at the potential for redevelopment of the 4th/King rail yard and I-280 Corridor north of Mariposa. The DEIR did not consider the removal of the northern section of I-280 in the 2025 cumulative conditions because it determined that doing so would be considered speculative (page 131). This is disingenuous given that the City is undertaking a $1.7 million study for the Railyard Alternatives and I-280 Boulevard projects. While these projects have not been approved, they are being seriously considered and should be included in the cumulative transportation and circulation analysis.

…

The DEIR Cumulative Traffic Analysis is flawed. The transportation and circulation section of the DEIR relies on outdated data and assumptions for existing and cumulative intersection turning movement volumes from the EN FEIR. The reliance on the EN FEIR for long-term cumulative traffic conditions is problematic because, as discussed above, growth projected in the EN FEIR for the neighborhood by 2025 has already been exceeded. Based on what we now know about growth in the neighborhood, 2025 conditions are likely be very different from the conditions assumed in the EN FEIR.

In addition, the DEIR uses the year 2025 for cumulative conditions which is only ten years from now. A 20-year cumulative conditions timeline should be used to more accurately reflect a long-term traffic scenario. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

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RESPONSE TR-3

The comments raise concerns regarding the methodology used to analyze cumulative transportation impacts and specify that in order to comply with CEQA, that the project's cumulative impact analysis should include a 20-year time frame (up to 2035); include all past, present and reasonably foreseeable future projects including the removal of the northern section of I-280; and include the potential development of the Caltrain Station at 4th and King Streets; Pier 70 Mixed-Use Project (Case No. 2014-001272ENV); the Golden State Warriors Event Center and Mixed Use Development at Mission Bay Blocks 29-32 (Case No. 2014,1441E); and the 901 16th Street project (Case No. 2011 1300E). Additionally, other comments state the use of the *Eastern Neighborhoods FEIR* to develop 2025 Cumulative conditions traffic volumes is inappropriate because some commenters believe that this document is "stale" and the growth projected in the *Eastern Neighborhoods FEIR* for the neighborhood has already been exceeded for the neighborhood (refer to **Response ES-1** on page RTC-88 and **Response ES-2** on page RTC-102 regarding the use of the *Eastern Neighborhoods FEIR*). For instance, one comment stated that the Eastern Neighborhoods Waterfront Area Plan has exceeded the 2025 growth projections, and traffic conditions at the eastern edge of Showplace Square/Potrero Hill are already adversely impacted, and growth would continue to occur. Another comment states that the SFMTA does not plan or prioritize improvements on project area intersections, and this condition should be considered in addition to what happens with the I-280 on-ramp and off-ramp improvements.

The *Eastern Neighborhoods FEIR* analyzed cumulative transportation conditions to the year 2025. Consistent with the requirements in the *SF Guidelines* and the *Eastern Neighborhoods FEIR*, analysis of the Draft EIR Project was conducted for existing and 2025 Cumulative conditions. The Draft EIR on pages 130 through 133 describe specific funded, approved and expected (and therefore foreseeable) transportation network changes and improvements that were included in the 2025 Cumulative Conditions analysis. The 901 16th Street project's cumulative impacts are included within the cumulative analysis of the *Eastern Neighborhoods FEIR,* which is the growth projections-based cumulative analysis that was used for the Draft EIR Project. The status of the I-280 removal is noted

on page 131 of the Draft EIR. This statement made about the potential removal of I-280 continues to hold true; that the potential removal of the northern section of I-280 and/or redevelopment of the 4th and King Streets railyard is being studied by the City, but the exact project details are speculative at this time; therefore, these potential changes to the roadway system were not included in the proposed project's cumulative analysis. Comments related to SFMTA's plans for project intersection improvements within the project study area are noted; however, improvements related to I-280 development are not relevant to the analysis due to the speculative nature of these improvements. The Golden State Warriors Event Center and Mixed Use Development at Mission Bay Blocks 29-32, is the subject of a separate subsequent environmental impact report (Case No. 2014.1441E, Draft SEIR published June 4, 2015) that considers the cumulative effects of the above noted cumulative projects (901 16th Street, Pier 70, etc.) in addition to the cumulative effects associated with the area-wide growth under the Eastern Neighborhoods Plan. The Golden State Warriors project was not specifically covered in the 1601 Mariposa Street Mixed Use Project Draft EIR because the Warrior's project was not proposed until after the NOP for the 1601 Mariposa Street Mixed Use Project Draft EIR was published (the NOP for the Draft EIR was published in May 2014 and the NOP for the Warrior's Project was published in November 2014); therefore, the Warrior's Project is not part of the cumulative baseline for the proposed project; (also refer to **Response TR-18** on page RTC-205 below). However, redevelopment of the Warriors project site was covered in both the *Eastern Neighborhoods FEIR* and in the 1601 Mariposa Street Mixed-Use Project Draft EIR as part of the program of anticipated development for the Mission Bay Redevelopment area. While the Golden State Warriors Draft Subsequent EIR states that the Event Center would result in significant cumulative impacts at multiple intersections in the surrounding area, none of these impacted intersections overlap with impacted intersections identified in the 1601 Mariposa Street Draft EIR.

Furthermore, the 2025 timeframe from the *Eastern Neighborhoods FEIR* was used because the Draft EIR Project is consistent with and fits within the growth projections identified in the *Eastern Neighborhoods FEIR* for cumulative conditions. As stated on page 168 of the Draft EIR, the 2025 Cumulative conditions traffic volumes were developed from the existing and cumulative conditions intersection turning movement volumes consistent with the *Eastern Neighborhoods FEIR* analysis. For proposed

project intersections not included in the *Eastern Neighborhoods FEIR*, the annual percent growth rate for intersection turning movement volumes for these previously unstudied intersections between the existing and cumulative conditions analysis years was determined based on the *SF Guidelines*. This annual percent growth rate was applied to the observed 13 intersections studied as part of the Draft EIR Project to determine the 2025 Cumulative conditions turning movement volumes for the project. Refer to page 130 of the Draft EIR for more detail.

The cumulative analysis methodology applied to the Draft EIR Project and the Preferred Project relies on both the cumulative assumptions provided in the Eastern Neighborhoods FEIR as well as more recent development projections. Therefore, the cumulative analysis of transportation and circulation impacts in the Draft EIR is valid.

COMMENT TR-4: TRAFFIC IMPACTS

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

I-Angles	I-Friedman, S1	I-Lack
I-Angles2	I-Friedman, S2	I-Maznio
I-Brooks	I-Frixos	I-Miles
I-Diehl	I-Hefti	I-Smallcombe, G
I-Doherty	I-Hutson3	I-Stenberg1
I-Friedman, H1	I-Ikle1	

Traffic impacts were not fully studied and cannot be fully mitigated: 1601 Mariposa will contribute to significant "unavoidable" traffic impacts at two intersections (Arkansas & 16th and Mariposa & Mississippi). The DEIR notes that the intersection at Mariposa and Mississippi Streets is already at "unacceptable" levels.*(Sean Angles; Letter; February 16, 2015 [I-Angles])*

But I'd like to talk a little bit about, first of all, the issues I think are imminent with a project this size. First is going to be the traffic problem.

This is a picture from this morning at an intersection that used to be very easy to get to – through in the morning on my way down to the Peninsula.

This is very typical. This at 8:40 this morning. I took a photograph, blew it up. This is at the corner of Mississippi and Mariposa, a few blocks from the project. This entrance onto 280 is the only entrance and exit we have for this part of Potrero Hill in and out of our neighborhood.

…

The second point I'd like to address – so overall, the traffic impacts I feel in the environmental impact report were not fully studied and cannot be fully mitigated. *(Sean Angles; Transcript; January 22, 2015 [I-Angles2])*

Because the 1601 Mariposa St. Mixed Use Project DEIR report and conclusions did not fully study and address traffic impacts which cannot be fully mitigated, specifically a) the 1601 Mariposa project will contribute to significant "unavoidable" traffic impacts at two intersections (Arkansas & 16th and Mariposa & Mississippi) and the DEIR notes that the intersection at Mariposa and Mississippi Streets is already at "unacceptable" levels, b) the traffic analysis fails to fully account for "past, present, and reasonably foreseeable future projects" and c) the analysis is incomplete, as some of the traffic, pedestrian and parking impacts were studied when nearby schools were not in session *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

I have a small child. I use that intersection at Mariposa and Arkansas daily. And the fact of that intersection, according to the report, not being impacted by traffic is significantly – just doesn't make sense to me personally. *(Jim Diehl; Transcript; January 22, 2015 [I-Diehl])*

… the increase of traffic and the lack of public transit infrastructure and parking to accommodate the needs of the community, … *(Kathleen Doherty; Email; February 17, 2015 [I-Doherty])*

———————————

The traffic impact will result in 3,292 additional daily auto trips. Of the intersections studied, 23 percent are at a failing level of service. And 15 percent of the intersections will severely deteriorate.

What is a failing level of service according to the Draft EIR study? It's greater than a stop time of 50 seconds – five, zero. That's excessive delay. *(Holly Friedman; Transcript; January 22, 2015 [I-Friedman, H1])*

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What I'm actually most concerned about is traffic safety. I was working from home, and the horrible sound of a car crash was right in front of – I'm sorry. Seth Friedman is my name. Maybe I said that. I was working – there was a car crash at 16- -- I don't know, maybe 1612 18th Street, right where there's a proposed entrance to the building. So I'm concerned about grade changes of 18th and Arkansas, Mariposa, Connecticut and Arkansas. *(Seth Friedman; Transcript; January 22, 2015 [I-Friedman, S1])*

———————————

In table S-1 of the DEIR, issue "TR-1" states "TR 1: The proposed project would not cause a substantial increase in traffic that would adversely affect traffic operations at 12 of the 13 study intersections or otherwise conflict with traffic circulation in the vicinity", and identifies this issue as "Less Than Significant" (both with and without mitigation).

There are mitigation steps described, such as making information about MUNI and BART accessible to residents, providing training about public transit to property managers, and similarly negligible-cost efforts to the developer.

The reality is that the current transit situation, both public and private (car, bicycle, pedestrian) is *dire*. It is not "Less Than Significant" if the city decided that it was necessary to put in a new stop sign at Arkansas and 17th several years ago. It is not "Less Than Significant" if police officers stop at intersections and can ticket stop sign violators one after another (after seeing an officer ticket a motorist for running a stop sign, I personally thanked him for doing so, offering to buy him a coffee at nearby Chat'z coffee – in the few minutes we talked, he noticed someone had run the stop sign.)
…
The intersection of 18th and Arkansas is extremely steep as heading West on 18th – probably as high of a slope change as Taylor and California – where I used to live, and witnessed numerous tour busses getting stuck on Pine and Taylor, as well as a hotel staffer losing control of a pallet of little shampoo bottles that crashed into the streetlamp a block below.

In front of my unit at 18th and [A]rkansas, a car had gone through the intersection way too fast, and hit several (3+?) parked cars. The grade change is so steep that it's impossible to see what's over the hill change aside from very tall vehicles. I've pulled out of my driveway and hit a parked vehicle to avoid another fast-moving oncoming one. The location of the crash that I witnessed is precisely where these project plans show one of their two main driveways for ~320 units.

If this project came along with an underground MUNI line between the T and 16th and [M]ission, or 90% of the units having at least 1 parking spot, and the scale reduced to 1/4 its current size, I wouldn't be in opposition. But it's really very clearly being attempted in a neighborhood that wasn't designed nor built for it. *(Seth Friedman; Email; February 16, 2015 [I-Friedman, S2])*

———————

Traffic impacts were not fully studied and cannot be fully mitigated: 1601 Mariposa will contribute to significant "unavoidable" traffic impacts at two intersections (Arkansas & 16th and Mariposa & Mississippi). The DEIR notes that the intersection at Mariposa and Mississippi Streets is already at "unacceptable" levels. From Monday to Friday, the line of cars extends for 4 to 5 blocks on 17th street

due to the existing levels of traffic during school and rush hours. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

I do not agree that traffic patterns will only be significantly affected at certain intersections, not including the one at Arkansas and Mariposa streets. With: (1) one of two proposed garage entrances on Arkansas just above Mariposa, (2) pick-up and drop-off at Live Oak school during commuter hours, and (3) Mariposa already a busy street for its I-280 access, adding many additional cars to that traffic stream will have a significant impact at that intersection. *(Brenda Hefti; Email; January 12, 2015 [I-Hefti])*

Traffic and parking on nearby streets is already at full capacity. The additional density will make congestion a dangerous threat to the safety of the neighborhood. Adding hundreds (and cumulatively thousands) of new residents with inadequate parking will create an environment of chaos. How many people will be injured or killed by distracted drivers looking for a space to put their cars when spaces literally do not exist? *(Richard Hutson; Letter; June 6, 2014 [I-Hutson3])*

Page 134-135 DEIR. Peer-to-Peer car sharing like "Getaround" would increase the estimated vehicle trips. Such Peer-to-Peer car sharing should either be prohibited on the property of the developer or new estimates should be made to incorporate the increased vehicle trips per parking space. The vehicle trips increase would cause increase pedestrian/car interactions at the entrance/exit of the garages. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Traffic was not fully studied and hazardous materials most definitely needs further study, in particular given the proximity to schools (Live Oak and ISA). *(Rosalie Lack; Email; January 28, 2015 [I-Lack])*

The amount of congestion from the freeway exits and the ever-growing UCSF/Mission Bay developments is all converging on this already constrained piece of real estate.

Adding over 300 units and hundreds of cars flooding the area is just too great for an impact for this location. *(Kasha Maznio; Transcript; January 22, 2015 [I-Maznio])*

I believe that the building project as proposed would unacceptably add to the vehicular traffic – both with construction vehicles as well as with those that belonged to the residents. *(C. Miles; Letter; February 12, 2015 [I-Miles])*

These are my concerns regarding the EIR report on 1601 Mariposa: Traffic impacts were not fully studied and cannot be fully mitigated *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

I believe the area plans are just too big. The traffic impacts of the surrounding developments at the moment are astounding and very difficult to negotiate, the traffic. *(Kate Stenberg; Transcript; January 22, 2015 [I-Stenberg1])*

RESPONSE TR-4

The comments raise concerns that the Draft EIR did not provide a complete analysis of the traffic impacts of the Draft EIR Project and fails to mitigate the identified impacts. Other comments raise concerns related to the increase in vehicle trips accessing the project site and project area, and the location of the project driveways, safety concerns related to grade changes in the vicinity of the project, exacerbation of project area parking shortages which would lead to more traffic, an increase in trips associated with peer-to-peer carsharing, and an increase in nearby stop sign violations and

intersection LOS E and LOS F conditions in the project vicinity that could result in a decrease in safety on the streets, and conflicts between project-related traffic and pedestrians. Some comments also expressed general concerns about project impacts to transit. Refer to **Response TR-11** on page RTC-176 regarding impacts to transit.

The intersections included for analysis of the Draft EIR Project's traffic impacts were identified within the project area based on criteria developed by the Planning Department and included in the TIA prepared for the Draft EIR Project, and the analysis represents a reasonable representation of project trips and of the probable transportation impacts of the Draft EIR Project. Further from the project site, traffic is dispersed among numerous streets and the project vehicle contributions to the intersections further away are decreased, and therefore these intersections are not included in the analysis. The intersections selected for analysis include the intersections adjacent to the project site and key intersections to the west and east providing access to and from the nearby US-101 and I-280 freeways.

In response to comments noting that the Draft EIR states that the Draft EIR Project would contribute to significant "unavoidable" traffic impacts at two intersections (16th Street and Arkansas Street, Intersection 1 and Mariposa Street and Mississippi Street, Intersection 5), these statements are correct that significant impacts would occur at these intersections as a result of cumulative conditions, but not under existing plus project conditions because the project would not cause the Caltrans signal warrants to be met. Specifically, the Draft EIR Project would increase traffic volumes at these intersections and would make a cumulatively considerable contribution (greater than 5 percent) to already unacceptable level of service conditions at these intersections of LOS F. As identified on page 173 of the Draft EIR, for the 16th Street and Arkansas Street intersection, mitigation measures to reduce this significant cumulative impact to a less-than-significant level were found to not be feasible, as explained below. As identified on page 173 of the Draft EIR, for the Mariposa Street and Mississippi Street intersection, signalization of this intersection, or other mitigation measures to improve operations were considered, but deemed infeasible because SFMTA has determined that signalization of this intersection or other measures to improve vehicular operations are not desirable because the existing all-way STOP slows traffic and discourages westbound through traffic on

Mariposa Street from unnecessary travel through the residential neighborhood to the west of Mariposa Street.[20]

Several comments also raise concerns that the increase in project-generated vehicles and resulting increase in LOS E and LOS F conditions at the two study intersections would increase hazardous driving conditions, including pedestrian hazards, the number of distracted drivers, and stop sign violations. Comments also state that the steep grade changes in the vicinity of the site and the location of project driveways would lead to hazardous traffic conditions. A few comments also state that the potential for peer-to-peer carsharing on the site would increase project-generated traffic volumes beyond the assumed levels, further exacerbating these conditions. The potential for hazardous driving conditions to occur at and in the vicinity of the site were evaluated in the Draft EIR (pages 154 through 162). As stated in the analysis, potential impacts to pedestrians and bicyclists as a result of increased traffic congestion in the area would not result in a significant impact because congestion would not be so substantial as to create conflicts and adequate infrastructure (i.e., crosswalks) is already in place. Driveway operations and potential grade changes along the driveway entrance on 18th Street were also evaluated on pages 148 through 150 of the Draft EIR and the analysis determined that the location of project garage entrances on Arkansas and 18th Streets would not contribute to, or cause hazardous conditions because pedestrian traffic on these street frontages is limited and these entrances are not near the drop-off or pick-up areas for nearby schools. This impact was determined to be less than significant. In addition, Improvement Measure I-TR-1b is recommended to further minimize vehicle queues into the garage and further ensure safe conditions on sidewalks and roadways that border the project site.

Also, please refer to **Response TR-12** on page RTC-183 regarding proposed project pedestrian impacts, and **Response TR-11** on page RTC-176 in regards to transit impacts. The concern that peer-

[20] Memorandum from Frank Markowitz, SFMTA, to Wade Wietgrefe, San Francisco Planning Department, June 4, 2015.

to-peer carsharing would increase traffic volumes is noted; however this element is not proposed as part of the Draft EIR Project or the Preferred Project and it would be speculative to assume so in the analysis. Therefore, this comment will be transmitted to City decision-makers and will be considered by City decision-makers as part of the project approval process.

COMMENT TR-5: VEHICLE QUEUING

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

O-MEO

The DEIR must reevaluate impacts of vehicle queuing on pedestrian safety and the need for mitigation after new counts are taken when school is in session. The DEIR must re-analyze vehicle queuing and pedestrian safety after obtaining new counts when school is in session. Following the new analysis, the DEIR should identify necessary mitigation measures. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE TR-5

This comment is concerned that traffic counts and analyses should be undertaken when Live Oak School and the International Studies Academy (including KIPP) schools are in session and that there may be impacts associated with project-related vehicle queuing on pedestrian safety, including school users, that may not have been fully considered in the Draft EIR.

As stated under **Response TR-1**, vehicle counts were taken while Live Oak School was in session (page RTC-132) and school drop-off/pick-up traffic volumes and pedestrian and bicycle activity in the vicinity of the project site were also analyzed while school was in session (page RTC-134). These issues are addressed on pages 104 and 149 of the Draft EIR.

Pedestrian impact analysis for the Draft EIR project is included in Impact TR-4 on Draft EIR pages 321 to 332, and the project's pedestrian impacts were determined to be less than significant because pedestrian volumes are low enough on adjacent streets such they would not conflict with vehicles on nearby roadways or on project access points and adequate pedestrian infrastructure (i.e., crosswalks) are already in place. Therefore no mitigation measures are required. The Draft EIR Project (and Preferred Project) does include a number of pedestrian improvements that would further reduce the less-than-significant pedestrian hazards, including Improvement Measure I-TR-4 that recommends the inclusion of audio and visual alerts to aid pedestrians along the north side of 18th Street and the west side of Arkansas Street to the presence of vehicles entering or exiting the project site.

In addition, as noted under **Response TR-1** on page RTC-128, supplemental AM peak hour traffic and pedestrian counts were collected for the purpose of identifying travel patterns in the vicinity of Live Oak School and ISA in the AM peak period compared to the PM peak period. The AM peak hour pedestrian volumes were collected at the following three locations associated with school-related activities: 1) crosswalk on the west side of the intersection of Mariposa Street and Arkansas Street, connecting Live Oak School and Jackson Playground; 2) crosswalk on the east side of the intersection of Mariposa Street and Carolina Street, connecting Live Oak School and Jackson Playground; and 3) crosswalk on the east side of the intersection of 18th Street and De Haro Street, connecting ISA and nearby bus stops. While the AM peak hour volumes show a large increase in pedestrian volumes at each of the three locations (increases of 56, 26, and 29 pedestrians at each respective crosswalk location) as compared to PM peak conditions, there would be no interaction between pedestrians crossing Mariposa Street and project traffic, which only has garage entrances along Arkansas and 18th Streets. While the Draft EIR Project and Preferred Project would contribute to traffic along 18th and De Haro Streets, the intersection experiences low traffic volumes and has stop signs and striped crosswalks for all approaches. Project-generated vehicular traffic would mainly occur along Arkansas Street and 18th Street, away from Live Oak School.

Traffic counts were collected at the intersections of Mariposa Street and Arkansas Street, Mariposa Street and Carolina Street, 18th Street and De Haro Street, and I-280 northbound off-ramp and

Mariposa Street. While the updated AM peak hour traffic counts show approximately a 25 percent increase over total intersection volumes collected during the PM peak (in August, 2015), the increased volumes under the AM peak period did not show a significant change to the LOS or delay results included in the Draft EIR (for the PM peak period). While PM travel patterns are mainly based on residential based trips to home and commercial based shopping trips, AM travel patterns tend to have the opposite orientation with residential based trips leaving home to go to work to school, and very few commercial based trips. In the study area, during the AM peak, there is also expected to be an increase in traffic, as compared to the PM peak, heading east from the I-280 ramps to the existing commercial, health care, and institutional employment sources located along the Bay frontage. The addition of project volumes to AM peak hour volumes did not result in significant changes to LOS or delay at the four intersections (Mariposa Street and I-280 NB Off-Ramp; Mariposa Street and Arkansas Street; Mariposa Street and Carolina Street; and 18th Street and DeHaro Street). Potential impacts related to vehicle queuing and pedestrian safety were adequately analyzed in the Draft EIR and the conclusion that these impacts are less than significant remains valid for both the Draft EIR Project and the Preferred Project. Please also refer to **Response TR-1** on page RTC-128 for additional details.

COMMENT TR-6: TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

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

A-DOT

The recommended TDM program (MM I-TR-1) should identify financing, scheduling, implementation responsibilities and lead agency monitoring and be included in the draft MMRP provided for our review.

The identified components of the TDM program (MM I-TR-1) should evaluate trip reduction for implementation. The TDM Plan should include appropriate documentation for monitoring TDM measures, including annual reports to demonstrate the ongoing reduction of vehicle trips while continuing to survey the travel patterns of residents within the Project area.

Secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways. *(Patricia Maurice, Department of Transportation; Letter; January 28, 2015 [A-DOT])*

RESPONSE TR-6

The commenter states that financing, scheduling and implementation responsibilities for the recommended TDM program identified in Improvement Measure I-TR-1a to further reduce the less-than-significant impact should be included in the EIR MMRP (Mitigation Monitoring and Reporting Program) and that further mitigation measures and analysis of the effectiveness of the TDM measures should be completed. This issue is addressed on page 146 of the Draft EIR. The project sponsor did completed the City's TDM checklist, which details the vehicular traffic reduction measures that the project applicant intends to implement, and these are the same measures outlined in the recommended Improvement Measure I-TR-1a. Because I-TR-1a is a recommended measure to address less-than-significant impacts and not a mitigation measure, additional implementation monitoring or analysis is not necessary or required by CEQA. Improvement measures are typically adopted as a Condition of Approval by the decision-makers at the time of project approvals.

COMMENT TR-7: ADDITIONAL MEASURES RECOMMENDED TO REDUCE TRAFFIC IMPACTS

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

A-DOT

Additional project modifications that mitigate traffic impacts to the SHS are recommended:

- Phasing project construction to coincide with available funding for needed improvements to nearby US-101 and I-280 ramp and mainline freeway operations.
- Reducing the scope and/or size of the project.
- Modifying the project to maximize mixed-use and high density uses.

(Patricia Maurice, Department of Transportation; Letter; January 28, 2015 [A-DOT])

RESPONSE TR-7

The commenter recommends that the project be modified to mitigate traffic impacts to the State highway system.

As described in the Draft EIR Section IV.A, Transportation and Circulation, the Draft EIR Project would substantially affect traffic operations at the Mariposa Street and Mississippi Street intersection (Intersection 5) resulting in a significant and unavoidable impact in the existing plus project condition, and would contribute considerably to significant cumulative traffic impacts at the 16th Street and Arkansas Street (Intersection 1) and Mariposa Street and Mississippi Street intersections (Intersection 5) resulting in a significant and unavoidable impact. No project-related significant impacts were identified for State highway system facilities (I-280 NB off-ramp, US-101 NB off-ramp, I-280 SB on-ramp), and therefore, no additional mitigation measures or project modifications are required to reduce transportation impacts to the State highway system.

COMMENT TR-8: MARIPOSA STREET AND INTERSTATE 280 SOUTHBOUND ON-RAMP SIGNALIZATION

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

A-DOT

———————

Details of an updated timeline, financing, and implementation responsibilities of the signalization at the Mariposa Street and Interstate (I-)280 southbound on-ramp intersection should be provided for our review. The DEIR states that the signalization of this intersection will be implemented by the Mission Bay South Infrastructure Plan (pg. 146). *(Patricia Maurice, Department of Transportation; Letter; January 28, 2015 [A-DOT])*

RESPONSE TR-8

The comment requests details for the planned signalization at the Mariposa Street and I-280 southbound on-ramp intersection. Pages 132 through 133, beginning with the fourth paragraph, of the Draft EIR are revised to include the current timing of improvements planned for Owens Street and signalization of the Mariposa Street I-280 off-ramp during cumulative conditions, which does not alter the analysis or conclusions of the Draft EIR.

> *Mission Bay Redevelopment Plan/UCSF Mission Bay Medical Center.* The Mission Bay Redevelopment Plan covers approximately 303 acres of land between San Francisco Bay and I-280. The development program would include up to 6,350 housing units, 4.4 million square feet of office/life science/ biotechnology commercial space, a new UCSF research campus and hospital complex, known as the USCF Mission Bay Medical Center, 500,000 square feet of retail space, a 250 room hotel, 41 acres of open space, a new 500 student public school, and other public amenities. The Mission Bay Redevelopment Plan proposes changes to the transportation network. Intersection improvements near the project site would include modifications to Owens Street, Mariposa Street at the I-280 northbound off-ramp (Intersection 3 in this analysis), and Mariposa Street at the I-280 southbound on-ramp (Intersection 13 in this analysis). Improvements to Owens Street were completed in June 2015 (after publication of the Draft EIR in December 2014) and the I-280 ramp improvements are projected to be completed by December 2015. During the 2025 Cumulative PM peak hour, the operations at Mariposa Street at the I-280 northbound off-ramp (Intersection 3) would remain at LOS C as compared to Existing conditions. *

The intersection of Mariposa Street and I-280 southbound on-ramp (Intersection 13) would also be signalized and intersection geometry modified as part of the Mission Bay South Infrastructure improvement project. These improvements were completed in June 2015 (after publication of the Draft EIR in December 2014) and the I-280 ramp improvements are projected to be completed by December 2015. Under 2025 Cumulative conditions, intersection operations would improve to LOS B from LOS F under Existing conditions. *

COMMENT TR-9: IMPROVEMENTS TO CALTRANS FACILITIES

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

A-DOT

As the lead agency, the City of San Francisco (City) is responsible for all project mitigation, including any needed improvements to State highways. Given the project's high vehicle trip generation, fair share contribution financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The City should work with Caltrans to develop a cooperative agreement to fund the future improvements of nearby US-101 and I-280 ramps and mainline operations to ensure that the Project's direct and indirect traffic impacts, including contribution cumulative impacts, are mitigated to the extent feasible. *(Patricia Maurice, Department of Transportation; Letter; January 28, 2015 [A-DOT])*

RESPONSE TR-9

The commenter requests that the City work with Caltrans to develop a cooperative agreement in regards to future improvements to US-101 and I-280 to ensure that the project's direct and indirect traffic impacts are mitigated to the extent feasible.

No project-related significant impacts were identified for State highway system facilities (I-280 NB off-ramp, US-101 NB off-ramp, I-280 SB on-ramp), and therefore, no additional mitigation measures or project modifications are required.

Transportation system improvements to the I-280 ramps that would occur as part of the Mission Bay Redevelopment Plan are considered in the Draft EIR (pages 132 through 133, and as revised per **Response TR-8** on page RTC-169). These improvements will be coordinated with Caltrans, as appropriate.

COMMENT TR-10: FUNDING AND IMPLEMENTATION OF ROADWAY IMPROVEMENTS

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

O-MEO

Funding and implementation of identified mitigation measures needs to be a priority. As explained on page 151 of the DEIR, the Mariposa/Mississippi intersection could be signalized to reduce the project plus cumulative conditions to a less than significant level, but this is not an intersection that the SFMTA considers to be a candidate or priority for signalization at this time. This is just one example of growth outpacing the ability of the City to provide adequate infrastructure. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE TR-10

The commenter requests that the City prioritize funding and implementation of transportation infrastructure. This comment does not relate to the adequacy of the information contained in the Draft EIR and no further response in required. However, the concerns raised in these comments are

noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process.

COMMENT TR-11: TRANSIT IMPACTS

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

A-Johnson	I-Frixos	I-Stenberg1
I-Doherty	I-Heath1	I-Stenberg3
I-Friedman, H1	I-Hutson3	O-MEO
I-Friedman, S2	I-Jedeikin	

In terms of transit, for this particular project and for EIRs in general that may come after our community plan exemption, I think it would be helpful to mention as – instead of saying that transit will not be impacted or that it's less than significant, it should be less than significant with mitigation. And that mitigation being the transit effectiveness project from the SMTA.

…

And referencing the TEP for the SFMTA, which has also been a very long running program with a lot of planning behind it, would help to mitigate some of those problems that I think people see. They're like, "Where is this bus? Where is that bus? Where is the promised infrastructure that we're supposed to get?"

Unfortunately, MTA, they're on their own track. You know, I've personally tried to push for a lot of collaboration there, but they have their own schedule. And I think referencing that in a static analysis of an EIR will help to say that that is at least some portion of the mitigation of some of those transit impacts. *(Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Johnson])*

… the increase of traffic and the lack of public transit infrastructure and parking to accommodate the needs of the community, … *(Kathleen Doherty; Email; February 17, 2015 [I-Doherty])*

———————————

Personally, my commute route is the No. 10 Muni line. And in the seven years that I've lived in Potrero Hill, this Commission has not served me well in that it's gone from 20 minutes to 40 minutes' commute each way. The No. 10 line is the only line that runs north and south from Potrero Hill. The new lines that are being added run east and west. *(Holly Friedman; Transcript; January 22, 2015 [I-Friedman, H1])*

———————————

I am focusing my comments on the transit implications, although I agree that the DEIR has many disturbing subjects that I feel require much more investigation, …

In table S-1 of the DEIR, issue "TR-1" states "TR 1: The proposed project would not cause a substantial increase in traffic that would adversely affect traffic operations at 12 of the 13 study intersections or otherwise conflict with traffic circulation in the vicinity", and identifies this issue as "Less Than Significant" (both with and without mitigation).

There are mitigation steps described, such as making information about MUNI and BART accessible to residents, providing training about public transit to property managers, and similarly negligible-cost efforts to the developer.

The reality is that the current transit situation, both public and private (car, bicycle, pedestrian) is *dire*. It is not "Less Than Significant" if the city decided that it was necessary to put in a new stop sign at Arkansas and 17th several years ago. It is not "Less Than Significant" if police officers stop at intersections and can ticket stop sign violators one after another (after seeing an officer ticket a motorist for running a stop sign, I personally thanked him for doing so, offering to buy him a coffee at nearby Chat'z coffee – in the few minutes we talked, he noticed someone had run the stop sign.)

The state of the MUNI lines in the neighborhood are beyond capacity – the 10 runs infrequently, as it is a long line and is a main route by which many that work on the eastern side of FiDi get to Caltrain (like the 30 and the 45 .. whose overcrowding issues I assume prompted the creation of the underground line from 4th & King to Washington square)

...

This density of project hasn't even been done when there have been massive MUNI improvements, like the T or the N. For this to make sense from a public transit perspective, we would need a new underground MUNI line connecting the T to 16th and [M]ission, along the 16th [S]t corridor. *(Seth Friedman; Email; February 16, 2015 [I-Friedman, S2])*

Also, the bus services have not been scaled to sufficiently handle existing levels of commuting requirements- the addition of new housing without additional public transport does not appear sustainable. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

Improved public transit? The traffic study for the project has our No. 10 bus running at 98 percent capacity during the evening rush hour before our cumulative several thousand new neighbors arrive.

As for the 22, we've learned that we get to keep it for three to five years, only to have it rerouted after all these new developments are completed. *(Allison Heath; Transcript; January 22, 2015 [I-Heath1])*

The current MUNI service for this area is marginal at best. The No. 10 that runs along De Haro Street at roughly 20 – 30 minute intervals during the day and less frequent at night does not promote the use of public transit. The No. 19 has a similarly infrequent schedule. The No 22 runs along 18th and 17th Streets more frequently but doesn't go downtown where most people work so you have to transfer to BART or the No. 14 line at 16th Street. To make things worse MUNI plans to relocate the 22 line 2 blocks to the north and replace it with a short local line that just circles the neighborhood. This

is a significant shortcoming that should be addressed before this transit-parking-starved project is approved. *(Richard Hutson; Letter; June 6, 2014 [I-Hutson3])*

Transit – The project would increase ridership on MUNI, which is already overburdened, underfunded, and unable to keep pace with the rapid pace of development. Page 152 of the DEIR acknowledges that the project would increase ridership on the 10 Townsend line (which already operates at 98 percent of capacity inbound at the PM peak), but that because it would only account for three percent of the ridership it would not be considered significant. This project would burden an already at or overcapacity and underfunded public transit system. Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned for the EN, the assumption on page 87 of the DEIR that growth has been planned for and anticipated is no longer true! *(David Jedeikin; Email; February 17, 2015 [I-Jedeikin]; and Kate Stenberg, Email, February 18, 2015 [I-Stenberg3])*

I'm also concerned about the lack of public transportation in the area. *(Kate Stenberg; Transcript; January 22, 2015 [I-Stenberg1])*

The DEIR needs to identify mitigation measures for transit impacts. MUNI is already overburdened, underfunded, and unable to keep up with the rapid pace of development especially the accelerated development in the Eastern Neighborhoods. Page 152 of the DEIR acknowledges that the project would increase ridership on the 10 Townsend line, which already operates at 98 percent of capacity inbound at the PM peak. However, the DEIR states that because the project would only account for three percent of the ridership on that line its impact would not be considered significant. A three percent increase on a transit line that is already at or over capacity is a significant impact that must be mitigated. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE TR-11

These comments raise concerns related to existing transit conditions in the project vicinity, particularly the 10 Townsend line and the 22 Fillmore line that serve the project area, and state that the addition of new riders associated with the project would create significant transit impacts requiring mitigation (unlike what is stated in the DEIR analysis). Comments also express concerns related to the new MUNI subway line in the area. Other comments identify a general concern about needed transit infrastructure improvements in the project area which they consider to be under-served by transit; these comments note that there are also substantial transit service issues in the area that cause delays (refer to **Response ES-3** on page RTC-113 regarding infrastructure improvements in the Eastern Neighborhoods).

The Draft EIR provides a description of the analysis of potential project-related impacts to transit services staring on page 152 for the existing plus project condition and on page 174 for the cumulative plus project conditions. As stated on pages 125 through 126 and 128 through 129 of the Draft EIR, the analysis of potential transit impacts to Muni was undertaken in a manner consistent with the *SF Guidelines,* and utilized a transit screenline analysis to assess current and future capacity utilization for transit. Additionally, the proposed project design – with respect to vehicle access – was reviewed with the SFMTA during project development. This coordination was conducted to ensure that the proposed project would not conflict with or preclude any planned and proposed transit and other streetscape improvements, and to minimize potential conflicts between vehicles, pedestrians, transit, and bicycles on streets adjacent to the project site.

In addition, for local transit impacts on the Muni system, impacts would occur when a project's contribution causes the transit capacity utilization rate to exceed 85 percent, or when the transit capacity utilization rate already exceeds 85 percent, and the project would increase the transit capacity utilization rate by 5 percent or more. Essentially, if a line is already operating past the 85 percent transit capacity utilization standard, then a project would not result in a significant impact unless the project itself causes a significant increase in volume – in this case, 5 percent of the total

volume. As stated on page 152 of the Draft EIR, although the *Eastern Neighborhoods FEIR* identified significant and unavoidable transit related impacts, the proposed project would not contribute considerably to these significant impacts or create new impacts related to transit beyond those already identified in the *Eastern Neighborhoods FIER.* As stated on page 176 of the Draft EIR, the Draft EIR Project (and the Preferred Project) would not contribute considerably to any significant cumulative local or regional transit impacts.

Transit improvements are also planned in the Muni Forward program (formerly the Transit Effectiveness Project, or TEP). In the project vicinity, SFMTA recently upgraded service on the 10 Townsend line. In November 2014, nighttime service after 7:30 p.m. was established, and the route now operates every 30 minutes after 7:30 p.m. until midnight seven days a week.[21] On April 25, 2015, two additional service trips were added during the a.m. peak to provide additional capacity.[22] As part of Muni Forward, the SFMTA is also planning transit priority and pedestrian safety improvements for the 22 Fillmore route along 16th Street, including transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities. The project will also include extending the overhead contact system (OCS) on 16th Street from Kansas Street to Third Street to allow for zero-emission transit service into Mission Bay.[23] In the interim, the 55 16th Street bus line was established in January 2015 to run along 16th Street between the Mission and 16th Street BART Station and the UCSF campus in Mission Bay.[24] This information can also be found in **Response ES-3** on page RTC-113 and this additional information is added to the Draft EIR as shown in that response

[21] San Francisco Municipal Transportation Agency, "MUNI Expands the 10 Townsend Operating Hours in Recent Service Changes". Website: sfmta.com/news/press-releases/muni-expands-10-townsend-operating-hours-recent-service-changes (accessed June 15, 2015). October 28, 2014.

[22] San Francisco Municipal Transportation Agency, "Route Name Changes and Service Adjustments Effective April 25, 2015". Website: sfmta.com/calendar/alerts/route-name-changes-and-service-adjustments-effective-april-25-2015 (accessed June 15, 2015). April 25, 2015.

[23] San Francisco Municipal Transportation Agency, 22 Fillmore Transit Priority Project. Website: sfmta.com/projects-planning/projects/22-fillmore-transit-priority-project (accessed June 15, 2015).

[24] San Francisco Municipal Transportation Agency, "Say Hello to the New 55 16th Street!" Website: sfmta.com/about-sfmta/blog/say-hello-new-55-16th-street (accessed June 15, 2015). January 29, 2015.

and in Chapter V of this RTC document. Potential impacts related to transit were adequately analyzed in the Draft EIR and the conclusion that these impacts are less than significant remains valid for both the Draft EIR Project and the Preferred Project.

COMMENT TR-12: PEDESTRIAN IMPACTS

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

I-Carswell	I-Friedman, S2	I-Stuart
I-Diehl	I-Ikle1	O-LOS4
I-Friedland	I-Ikle2	O-MEO
I-Friedman, H1	I-Sacks	

I'd also like to see pedestrian safety mitigation measures included in the plan, which would be things including crosswalks with flashing lights and expanding the school loading zone along Mariposa Street. I think that could directly help with pedestrian safety at these important times. *(Deborah Carswell; Transcript; January 22, 2015 [I-Carswell])*

I live on 209 Arkansas, which is effectively straight across the street from the proposed project. And while I agree with the need for new housing and I'm not opposed to the reduced density option that the Environmental Impact Report suggested, I still see major failures in the report itself, in particular, pedestrian traffic safety. *(Jim Diehl; Transcript; January 22, 2015 [I-Diehl])*

In addition, the EIR should require mitigation measures to protect pedestrians (young and elderly) – for example, flashing crosswalks, to reduce the safety impacts of this project. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

The Draft EIR also states that the number of pedestrians will more than double due to the residents living in this complex. And I'm calling this out because the Eastern Neighborhoods EIR, the Final EIR of the Eastern Neighborhoods highlighted that, in Potrero Hill, pedestrian injuries are 2.6 times greater than the average in San Francisco.

And the Eastern Neighborhoods plan attributed this greater occurrence of injuries to the extreme lack of signaled intersections as well as the parking of large trucks that interfere with pedestrian circulation. And you saw a number of those photographs here today. *(Holly Friedman; Transcript; January 22, 2015 [I-Friedman, H1])*

Walkability of neighborhood was my #1 reason for purchasing property in San Francisco, and in Potrero. In the blocks around where this proposed project is, I have felt increasingly unsafe walking in the last several years, as the neighborhood has increasingly been used as on onramp to 280 with widely ignored stop signs. *(Seth Friedman; Email; February 16, 2015 [I-Friedman, S2])*

TR-4 The environmental impact on pedestrian circulation is invalid due to the flawed underlying study of pedestrians. Pedestrian crossing counts were taken when schools were not in regular session and need to be retaken. Page 114 of the DEIR bases existing conditions for Pedestrian Peak Hour street crossings on counts taken on June 25, 2013 when schools were not in regular session. In addition the DEIR uses only PM pedestrian counts. AM pedestrian counts must be performed when the three schools are all in session in order to evaluate potential impacts and mitigation measures for pedestrians especially school children. The 18th street entrance to the charter school on SFUSD property must also be acknowledged and accounted for. Potentially hazardous conditions will likely be created for school children at the 3 nearby schools and users of the nearby Jackson Playground. This is a significant impact without mitigation.

The underlying programmatic EIR for the Eastern Neighborhoods did not adequately examine the California Vehicle Code relevant to school areas at the time of the *FEIR*. http://www.dot.ca.gov/hq/traffops/engineering/control-devices/pdf/TMChapter10.pdf.

More recently Mayor Lee has initiated and the Planning Department is implementing the Walk First Campaign which includes 16th St two blocks from the proposed project as one of the most dangerous streets for pedestrian safety (among the 6% of the city streets which account for 55% of total injuries and 59% of severe and fatal injuries that occurred in 2005-2011.) In addition 17th and Vermont St, 4 blocks from the proposed project, is one of the most dangerous intersections per the Planning Dept www.walkfirst.sfplanning.org/index.php/home/streets.

Since January 1, 2008 there has been a state law (AB 321) allowing speed limit signs of 15 MPH within 500 feet and for extended school zones to 1000 feet around schools. The entire proposed project area is subject to this restriction and tenants and visitors must be informed of the traffic laws and school related pedestrians. Because this happened after the programmatic EIR for the EN was adopted this needs to be studied and incorporated in the focused EIR for this project.

Below (in APPENDIX C) is a list of summaries of existing California statutes related to traffic and pedestrian safety in school zones. The EIR did not adequately address compliance with these statutes that are particular to this project site (or other sites in close proximity to schools.) and were not adequately studied in the EN *FEIR*. The DEIR implies that the City is not in conformance with statutory recommendations to improve safe conditions around schools in effect since 2008 (DEIR page 292):

> "One comment suggested that laws enacted since 2008, specifically recommendation of the Safe Routes to Schools program, should be considered in the Draft EIR with respect to pedestrian and bicycle safety. Regarding the Safe Routes to Schools program, this legislation includes recommendations for communities to improve safety conditions around schools; however, these are not requirements and, to date, the City does not have a policy to implement such a requirement."

Please document in the revised EIR what other pedestrian safety measures the CCSF has not yet implemented and whether implementation is a requirement or discretionary. Also any plans to implement these safety measures that are reasonably foreseeable with the projects proposed adjacent to schools. Statutes listed in Appendix C include: SB 99; AB1915; AB516; AB1358; AB321; AB57 and AB 1475.

…

San Francisco's new vision zero Walk First policies that identify nearby streets as unacceptably hazardous to pedestrians – 16th Street and Vermont and 17th. In addition the Potrero Hill area already has more units in the pipeline than were studied in the *FEIR*, thus cumulative impacts in the local area have not been adequately studied. In addition, many new statutes related to school safety zones have been enacted. You can't just pick and ch[o]ose the statutes you conform with (i.e. the DEIR on page S-2 notes the passage of SB 743). Please take a relook at all relevant statutes and local implementation related to pedestrians, bicyclists and school safety. A critical element to consider is:

- Walk First: Improving Safety & Walking Conditions in San Francisco. WalkFirst identified a network of Streetscape Streets, these are streets where people are walking or would likely walk if the conditions were better. These streets are in close proximity to pedestrian generators (schools, parks, emphasis added, tourists activities and shopping districts), and are also located in areas where there might be more dependence on walking as a means of transportation, due to demographics, street slope and/or limited access to transit or private automobiles
    - (Source: http://www.sf-planning.org/ftp/files/Citywide/green_connections/GC_Final_Report-CH2_Project_Summary.pdf)

…

Page 150 DEIR KIPP Charter School has its entrance on 18th Street near Carolina. This school is not noted in the DEIR. School Pedestrian safety during construction and project operation must be addressed.

Here are two pictures of the entrance to KIPP on 18th Street across from the proposed project. The pedestrian, bicycle and traffic safety impacts on this charter school appear to have been completely overlooked by the DEIR and project proponents: *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

And this EIR conducted a traffic study which did not account for three schools which are within the block. And it didn't even – excuse me, Commissioner Johnson – but account for the entrance of KIPP on 18th Street. *(Judith Ikle; Transcript; January 22, 2015 [I- Ikle2])*

I live down by 18th and Mississippi, that intersection that was earlier shown. And that is typical of traffic for that area. It's a huge problem. And I think it's actually being studied by this Commission as well. We need to be aware of the fact that children are going to be crossing the streets at all hours of the day. And I think that certain mitigation measures need to be taken into consideration. *(Steve Sacks; Transcript; January 22, 2015 [I-Sacks])*

Two more specific areas of concern that I wanted to raise are the impact on – first, the impact on traffic and pedestrian safety, both of which will suffer negative impacts due to the scale of the project. *(Craig Stuart; Transcript; January 22, 2015 [I-Stuart])*

More work needs to be done to ensure pedestrian safety is a priority. The EIR should require mitigations measures to protect our children during construction and upon project completion, including the creation of flashing crosswalks and other traffic calming measures. *(Virginia Paik, Head of Live Oak School; Email; February 17, 2015 [O-LOS4])*

The DEIR must provide an accurate analysis of pedestrian safety impacts on street crossings and require mitigation measures to protect pedestrians after new counts are taken. Based on new pedestrian counts, project-generated safety impacts need to be reassessed and measures including flashing crosswalks need to be included to reduce the pedestrian safety impacts of the project. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

———————————

RESPONSE TR-12

The comments raise concerns that the additional pedestrians and vehicle traffic generated by the Draft EIR Project would result in hazardous conditions for existing and new pedestrians (especially school children and park users) crossing the project area streets, and for pedestrians in the vicinity of Jackson Playground. Concerns were also raised that the KIPP Charter School and its entrance on 18th Street and Carolina were overlooked in the analysis of pedestrian safety. A comment suggests that the current California Vehicle Code and other California statutes relevant to circulation around school areas be analyzed and incorporated into the EIR. Commenters also state the City's Walk First Campaign identified 16th and 17th Streets in the vicinity of the project site as dangerous pedestrian intersections. Commenters suggest additional mitigation measures such as crosswalks with flashing lights, expanded passenger zones along Mariposa Street, more signalized intersections, and posting of 15 MPH speed limit signs around school areas and other traffic calming measures. Pedestrian traffic is discussed on pages 104 and 156 of the Draft EIR.

Pedestrian impact analysis for the proposed project is addressed in Impact TR-4 of the Draft EIR pages 154 to 157, and while pedestrian impacts were determined to be less than significant, Improvement Measure I-TR-1b was recommended to further reduce less-than-significant impacts, minimize vehicle queues at the proposed project driveways (west side of Arkansas Street and north side of 18th Street), and reduce the potential for project-related pedestrian vehicle conflicts. The KIPP Charter School (within the same campus as the ISA and studied in the Draft EIR) entrance on 18th Street was studied and taken into consideration during pick-up and drop-off observations in May

and June 2013, which are discussed in the Draft EIR (pages 104, 114, and 154 through 157). During all observations, this entrance was not found to have significant and pedestrian and traffic activity that would be affected by the project because the ISA school activity is primarily occurring at the entrance of the school on De Haro Street. As noted on page 156 of the Draft EIR, pedestrian impacts would be less than significant because the proposed project would not result in an increase in pedestrian activity in the vicinity such that public sidewalks would become overcrowded, interfere with pedestrian circulation and circulation to nearby areas and buildings, or create hazardous conditions for pedestrians . In addition, existing drop-off and pick-up activity for the KIPP Charter School would not substantially be affected by the proposed project (Draft EIR page 114).

Additionally, Improvement Measure I-TR-4 is recommended for consideration by City decision-makers to further reduce the proposed project's less-than-significant impacts related to pedestrian circulation, and suggests the inclusion of audio and visual alerts to aid pedestrians along the north side of 18th Street and the west side of Arkansas Street to the presence of vehicles entering and exiting the driveways. The Draft EIR Project would also create additional corridors for pedestrian circulation including the greenway that would divide the east and west buildings and provide a new north-south pedestrian connection between Mariposa Street and 18th Street. The Preferred Project would also include a new east-west pedestrian pathway that would provide access from Arkansas Street to the north-south passageway. In addition, corner bulbouts and widened sidewalks would be included in the Preferred Project to enhance pedestrian mobility and comfort.

Please see **Response TR-1** on page RTC-128 in regards to the analysis of pedestrian activities when schools were in session; **Response TR-2** on page RTC-147 regarding AM and PM peak analysis of pedestrian activities; **Response TR-3** on page RTC-153 regarding cumulative analysis, and **Response TR-14** on page RTC-192 in regards to Loading Impacts.

In addition, as stated on page 112 through 114 of the Draft EIR, all intersections in the project vicinity are stop-controlled and have painted crosswalks for pedestrian safety. As shown on Draft EIR page 143 (Figure IV.A-6), the Draft EIR Project would not add a substantial amount of east-west traffic on

Mariposa Street across the crosswalks connecting Live Oak School to Jackson Playground because the garage entrances are located on 18th Street and Arkansas Street. The project traffic would result in some trips crossing the Mariposa Street intersection (at Carolina Street and Arkansas Street); however, these project trips would not cause a significant impact to these intersections and the impact would be less than significant. See **Response TR-1** on page RTC-128 that explains and confirms the Draft EIR conclusions that after AM and PM peak hour 2015 supplemental analyses, all intersections adjacent to the project site would continue to have acceptable operating conditions and there would be less-than-significant traffic and pedestrian impacts. Therefore, the project would not cause the Caltrans school crossing signal warrant to be met. According to the California Vehicle Code Section 21373, the governing board of the school district may request installation of traffic control devices in accordance with the warrants established. Currently, 15 mph school zone speed limit signs already exist on Mariposa Street in the vicinity of Live Oak School. The Safe Routes to Schools program is addressed on page 292 of the Draft EIR. As discussed, this legislation includes recommendations for communities to improve safety conditions around schools; however, these are not requirements and, to date, the City does not have a policy to implement such a requirement. The Draft EIR adequately evaluates and describes all laws and regulations related to pedestrian safety that are applicable to the project site and vicinity.

COMMENT TR-13: BICYCLE IMPACTS

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

I-Ikle1
I-Miles

There does not appear to be any thought given to kids and families on bikes, there is no loading dock provided and no safe egress from the building to protect passersby whether pedestrians, kids crossing or bikers. We bike to school at times to save money as well as take the bus when we can.

There is no bike lane now in the neighborhood and yet there are a large number of trucks coming and going from Anchor Steam Brewery, the many construction sites in the area, as well as the many delivery trucks making their way to and from Whole Foods and the Culinary School at the corner of Rhode Island and l6th Street. There are also many trucks double parking throughout the neighborhood, because although many of these places have a loading dock, it appears these docks only fit trucks of a certain height. I believe that the building project as proposed would unacceptably add to the vehicular traffic – both with construction vehicles as well as with those that belonged to the residents. There must be a better way to access the property other than from the Mariposa Street of that block. *(C. Miles; Letter; February 12, 2015 [I-Miles])*

———————————

- Sidewalks are busy with pedestrians. Additional attractive bike racks should be accommodated in the open space of the project. Not on public sidewalks which are needed for pedestrians. The project description needs to further describe bike racks accessible to the public.
- All tenants (under 18 aren't eligible) and staff should be provided with a Bay Area Bike Share membership (current corporate rates approximately $75 annually http://www.bayarea bikeshare.com/pricing/corporate) and the project should host a City Bike Share Rack or work with SFMTA/DPW as appropriate. This action would be a concrete investment in encouraging bike usage by tenants and staff for short trips. This takes into account information about suitable programs that were not available to provide mitigation in the EN *FEIR*.

…

- C-TR-5 has a significant cumulative impact on the Carolina Street Greenway, which was part of the Eastern Neighborhoods Planning Process, and in the SF Planning Green Connections document indicates the streets adjacent (including 17th Street and Arkansas) to the project as special in that they provide for active transportation to parks. In addition, the local bikeways will tie into the Blue Greenway now implemented by the Port of San Francisco.
  - New relevant policies that must be examined include:

- San Francisco Bicycle Plan. The bicycle plan establishes a citywide network of bicycle infrastructure, including a number of near-term improvements to specific routes. Adopted in 2009.
- SFMTA 2013-2018 Bicycle Strategy. The SFMTA 2013-2018 Bicycle Strategy sets new directions and policy targets to make bicycling a part of everyday life in San Francisco. The key actions identified are designed to meet the mode share goal of 50 percent of all trips made using sustainable modes (walking, bicycle, public transit, and vehicle sharing). Draft adopted in 2013.

…

Page 148 DEIR Facilitate Bike Share rack placement near project and provide all tenants (18 or older per eligibility rules) and onsite staff with an annual membership (about $75 each) to facilitate bicycle usage for short trips. Mitigation for traffic impacts and encouraging transit first policy. For example, such bikes could go to Caltrain stop or Embarcadero Muni Stop.

…

Page 178 DEIR mentions greenway along 17th St for bikes however the EN *FEIR* also proposed a greenway along Carolina. This is one of the amenities the neighborhood needs. Please make sure all Greenways are supported. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

RESPONSE TR-13

The comments raise concerns that the additional vehicle traffic during construction and operation generated by the Draft EIR Project would result in hazardous conditions for bicyclists. A comment suggests that analysis consider new relevant San Francisco policies concerning bicycling, and commenters suggest additional measures be included in the project such as more bike racks, providing new tenants with a Bay Area Bike Share membership and host a City Bike Share Rack. Comments also state bicycle safety in the vicinity of project site needs to be considered due to the vicinity of the site to multiple schools, especially with respect to project loading and ingress/egress activities.

An analysis of bicycle impacts was undertaken per *SF Guidelines* requirements for the proposed project and is included in Impact TR-5 on Draft EIR pages 157 to 159. In the Draft EIR, bicycle impacts were determined to be less than significant, because the project would not result in overcrowding on nearby bicycle routes, interfere with bicycle circulation, or create potentially hazardous conditions for bicycles due to loading or garage entrances. However, Improvement Measure I-TR-1a, which includes measures such as enhanced signage for bicycle parking and routes and implementation of bicycle safety strategies, may be implemented to further improve upon this less-than-significant bicycle impact of the project. Additionally, as required by San Francisco Planning Code; Section 155.2, the Draft EIR Project would provide approximately 441 Class 1 bicycle parking spaces and up to 28 Class 2 bicycle parking spaces in sidewalk racks. With the Preferred Project, up to 354 Class 1 and 15 Class 2 bicycle parking spaces would be provided, which is also consistent with Planning Code requirements for the reduced project density. The Class 2 bicycle parking areas would be accessed from pedestrian access points on all four facing streets and from the parking facility access points along the western side of Arkansas Street and the north side of 18th Street.

The Draft EIR and TIS did examine and take into account proposed minor changes to the existing bicycle facilities on Mariposa Street and Indiana Street near the project site as stated in the San Francisco Bicycle Plan (see Draft EIR page 116). As the SFMTA 2013-2018 Bicycle Strategy has not yet been adopted, policies in that document were not considered as part of the analysis. Potential impacts related to bicycle impacts were adequately analyzed in the Draft EIR and the conclusion that these impacts are less than significant remains valid for both the Draft EIR Project and the Preferred Project.

COMMENT TR-14: LOADING IMPACTS

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

I-Ikle1	I-Stuart
I-Ikle2	O-MEO

The lack of an off street loading dock in order to mitigation dangers to pedestrians, bicyclists and drivers posed by trucks unloading via on-street loading areas as proposed. Off street loading needs to be studied, no exemption from the off street loading spaces should be granted.

…

TR-6 The request for an exemption to the off-street loading area requirement should be denied. The proposed on street loading will interfere with traffic related to the independent school on Mariposa. The restriction in use proposed as mitigation is not feasible. Is an interstate moving truck really going to honor such limited restrictions as proposed in the mitigation measures? A large delivery van? Large trucks currently double park in the school zone creating hazardous conditions for pedestrians, bicyclists and cars. In addition, delivery services and thus use of loading zones and off-street loading areas have increased dramatically with new services such as Amazon Fresh and Google Express which were not studied in the underlying EN *FEIR* or the Draft EIR for the project (although there was brief mention of these services). A building with more than 100 units should absolutely have a loading area. No exemption from that requirement should be granted. If it is being considered additional surveys of increased delivery services must be studied in a supplement to the DEIR. The loading demand for the building would be a significant impact on local conditions including bicycle safety and pedestrian safety if accommodated by on street loading areas only. The proposed project needs to be reconfigured to allow for proper off street loading areas. Please be aware that children 12 and under are entitled to use sidewalks with scooters, bikes and skateboards (SF Transportation Code Sec. 7.2.12) so hazards can be created with on street loading near school pedestrians and playgrounds.

…

Page 42: Off street loading areas are appropriate for a project of this density. The requested exemption should not be granted for the requirement to have an off-street loading area given the entire project is in a school zone. Existing remaining businesses on Carolina and 18th still need to have on street loading areas, which will be more sorely needed given the dearth of parking with the project.

Current conditions are illustrated below and create obvious bicycle, car and pedestrian safety issues. Trucks double-parked in school zones.

Below: Multiple Service Commercial Vehicles Double Parked in 18th St before the Corner of Arkansas directly adjacent to the proposed project and its egress on 18th Street. This lack of adequate off street loading creates hazardous conditions for bicyclists, skateboarders, cars, other trucks and emergency vehicles from the SFPD Emergency Services or those making their way to the UCSF Mission Bay Hospital.

Additional view of double-parked USPS Vehicle on 18th near Carolina, which is conducting mail delivery to the immediately adjacent postal customers and thus is legally double parked in a school zone (US postal service special designation). However this still creates a traffic hazard for those passing the Mail Truck.

Off-Street Loading Facilities are essential for the safety of the surrounding streets. The exemption sought by the project proponents should not be granted.

…

Page 54 DEIR: No exception should be granted for the off-street loading requirement. See documentation above.

…

Page 123 DEIR. The project does not adequately satisfy loading demand nor was the increased loading patterns created by Google Express or Amazon Fresh (on demand delivery) studied in any of the EIRs in order to estimate actual peak loading demand. Off street loading facilities are needed.

…

Page 139 DEIR the estimated 9 daily truck trips for residential use is GROSSLY UNDERESTIMATING the reliance of residents (Of more than proposed 300 units!!!!) on delivery trucks to provide food, office supplies, and personal items. Additional off street loading is required.

…

Page 161 DEIR states that the on street loading spaces would not conflict with pedestrian activity in the area. This is invalid because the DEIR contains erroneous data on the Pedestrian Activity. Off street loading facilities should be provided within the development. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

———————————

Do not grant exemptions for off-street loading areas.
Oh, I just want to show – this, this is the entrance of KIPP on 18th Street, which is not mentioned at all in the EIR. And then this is all the double parking which happens in school zones. And the developer would like – here's the school zone. There's the double parking. The development would like an exemption from the off-street loading. And I think that all this double parking basically creates additional traffic risks. And I would really urge that, for such a large building, that they not be granted that exemption. *(Judith Ikle; Transcript; January 22, 2015 [I- Ikle2])*

In addition, the promulgated Draft EIR, according to the developer's requests, even proposes reducing the curbside loading restrictions from what currently exists for the school today on Mariposa. *(Craig Stuart; Transcript; January 22, 2015 [I-Stuart])*

The active loading restrictions in the DEIR need to be consistent with current restrictions. Live Oak supports Improvement Measure I-TR-6, which restricts active loading for residential use on Mariposa Street to off-peak school hours. However, the restricted times suggested in the DEIR (8:15 AM to 8:35 AM and 2:40 PM to 3:35 PM) are too narrow. The existing posted signs say that there is no parking from 7:30 to 9:00 AM and from 1:30 to 4:00 PM. The DEIR needs to be revised so that the recommended restrictions are consistent with current restrictions.

The DEIR should include a mitigation measure to insure that construction vehicles are also subject to this restriction during project construction.

The DEIR should include as a mitigation measure the expansion of the school loading zone to include the area along Mariposa Street that currently has curb cuts which will be eliminated as part of the project. This will help accommodate school pick-up and drop-off and accommodate anticipated enrollment growth. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE TR-14

These comments raise concerns regarding the lack of on-site loading facilities and the potential for project-related trucks to cause dangers to pedestrians, bicyclists, drivers, and emergency vehicles; that the number of project-related truck trips was underestimated due to an increase in deliveries not studied in the *Eastern Neighborhoods EIR*. Other comments request that loading facilities be located within the garage, and the loading restriction times on Mariposa Street identified in the Draft EIR (8:15 a.m. to 8:35 a.m. and 2:40 p.m. to 3:35 p.m.) be made consistent with current parking restrictions (7:30 a.m. to 9:00 a.m. and from 1:30 p.m. to 4:00 p.m.) to reduce project conflicts or potential double-parking during school drop-off/pick-up times.

Potential conflicts of the project related to loading facilities for the Draft EIR Project were evaluated in the Draft EIR, per *SF Guidelines* requirements and are included in Impact TR-6 on Draft EIR pages 159 to 162. The Draft EIR determined that the proposed on-street loading zones would accommodate peak loading demand, and impacts related to the project's loading demand were determined to be less than significant. The Draft EIR analyses identified the potential for conflicts between Live Oak School parents queuing along Mariposa Street waiting to pick up/drop off their children and project-related vehicles using the proposed loading space on Mariposa Street and proposed Improvement Measure I-TR-6 for consideration by City decision-makers to further reduce the proposed project's less-than-significant impacts related to loading. The improvement measure would restrict project loading for residential uses (e.g., move-in times on Mariposa Street) so as to not interfere with peak drop-off and pick-up times for the school and so that the project's Mariposa Street loading zone is available during those times for vehicles queuing to drop off and pick up students at Live Oak School. Enforcement of double parking of commercial vehicles is regulated through the MTA. In addition, pedestrian and bicycle conflicts with proposed loading zones were considered in the Draft EIR, and were determined to be less than significant. Also refer to **Responses TR-12 and TR-13** on pages RTC-183 and RTC-187, respectively.

An existing white passenger loading zone exists in front of Live Oak School, which is sufficient to accommodate drop-off and pick-up activities outside the peak 8:15 a.m. to 8:35 a.m. and 2:40 p.m. to 3:35 p.m. periods, such that further restrictions on use of the loading zone proposed adjacent to the project on Mariposa Street is not required outside of those peak periods to ensure that associated impacts would be less than significant. However, the project sponsor has agreed to restrict loading on Mariposa Street while school is in session from 7:30 a.m. to 9:00 a.m. and 1:30 p.m. to 4:00 p.m. Therefore, the text on page 162 of the Draft EIR is modified as follows:

> Improvement Measure I-TR-6: Active loading on Mariposa Street for residential uses (such as move-in/move-out) should be restricted to off-peak school hours. Peak pick-up/drop-off times at Live Oak School are generally between 7:30 a.m. and 9:00 a.m. ~~8:15 a.m. and 8:35 a.m.~~ and 1:30 p.m. and 4:00 p.m. ~~2:40 p.m. and 3:35 p.m~~.

Comments that request that the exception to the off-street loading requirement requested by the project not be granted are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process. The Preferred Project would have similar loading requirements as the Draft EIR Project and the same exceptions for on-street loading requirements are requested for the Preferred Project.

COMMENT TR-15: EMERGENCY ACCESS IMPACTS

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

I-Angles
I-Ikle1

SF POLIC BOMB SQUAD VEHICLE YARD. The public safety issue of potential terrorist target was NOT address by the Draft EIR. Emergency vehicle circulation will be delayed by increased traffic caused by new high-density residential units. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

HZ-7 The DEIR does not fully examine the impact of the project and the increased traffic and separately construction related traffic given that the CCSF Emergency Response Plan requires access to critical services that use nearby streets. 1) The SFPD "Bomb Squad" is within 1000 feet of the project at 17th and DeHaro. This was not studied in the underlying EN *FEIR*. 2) The helipad at the new Mission Bay UCSF Hospital will be used for delivery of organs for transplant, which must then travel through the nearby city streets. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

RESPONSE TR-15

The comments raise concerns regarding the potential for the SF Police Department Bomb Squad vehicle yard located at 17th and DeHaro Streets to be a potential terrorist target, and that project-related traffic would delay emergency vehicles. Concerns were also raised concerning access to and from UCSF's helipad. Potential conflicts related to emergency vehicle access were evaluated in the Draft EIR, per *SF Guidelines* requirements, and is included in Impact TR-7 on Draft EIR page 162. Impacts related to emergency vehicle access were determined to be less than significant because emergency service providers would continue to have adequate emergency vehicle access to the site and surrounding areas during construction and other project operations.

The commenters provide no evidence or discussion regarding the likelihood of a terrorist attack on the Bomb Squad vehicle yard and how that relates to project impacts. No further response is necessary.

See **Response TR-4** on page RTC-161 in regards to general concerns over project traffic impacts and potential delays.

COMMENT TR-16: CONSTRUCTION-PERIOD TRAFFIC IMPACTS

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

I-Angles2
I-Friedland
I-Ikle1
I-Miles
O-MEO

Another problem we have is the existing construction. Here we're looking at Daggett Place. You see all the cranes in the background? This has been a street to get to Downtown from our neighborhood, a cross-street that connects to Seventh. It is completely filled with construction equipment and construction worker vehicles that are parked on site.

I think this issue has to be addressed in the cumulative effect that we have too many projects all at the same time. And I'd urge the committee to halt this project to look at these traffic impacts or at least allow the projects to catch up in time so that we're not having this impact on all our streets. *(Sean Angles; Transcript; January 22, 2015 [I-Angles2])*

The construction manager should be required to work directly with Live Oak School to ensure that the construction vehicle routing, traffic, and parking, and most importantly safety for our student body, are all properly addressed. The EIR should include specific measures and requirements that are well documented. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

C-TR-6 also C-HZ-1 transport of hazardous soils from the proposed construction site needs to be examined in the context of cumulative impacts on the neighborhood. Many other projects also need to remove such hazardous materials as thus dust management and the use of such heavy machinery and trucks on the local street must be considered. The existing infrastructure is fragile. For example there was a water main break on 18th and Carolina St immediately adjacent to the proposed project. It was reported on the Saturday of ML King Holiday weekend however the SF PUC did not immediately send a crew causing additional damage to the roadway and flooding. Impact is significant. In this case the excess water from the water main break could aid in migration of the hazardous plume towards the park. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

I believe that the building project as proposed would unacceptably add to the vehicular traffic – both with construction vehicles as well as with those that belonged to the residents. *(C. Miles; Letter; February 12, 2015 [I-Miles])*

The DEIR needs to identify specific construction-period pedestrian safety, parking and traffic impacts and mitigations. The specific pedestrian safety, parking and traffic impacts during the two-year construction period should be addressed in greater detail and the construction manager should be required to work with Live Oak School to ensure that construction vehicle routing, traffic control, parking, and above all, pedestrian safety are adequately addressed. The DEIR should identify specific measures, instead of simply including the general language stated on page 164 of the DEIR. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE TR-16

The comments raise concerns regarding the construction-period traffic impacts and cumulative construction impacts, including the number of truck trips and potential conflicts with school drop-off and pick-up times and student safety during construction. The comments also suggest that the EIR

include measures that detail construction vehicle routing, traffic control, parking, and pedestrian safety.

Construction-related transportation impacts are described in Impact TR-8 on Draft EIR pages 162 to 164. The construction impact assessment is based on preliminary information provided by the project sponsor on the construction program, including construction duration, truck trips, site staging, and construction plans, and the City's understanding of similar construction projects throughout the City. As stated on page 164 of the Draft EIR, construction impacts would be predominantly limited to the site and limited in duration; therefore, the Draft EIR Project impacts were determined to be less than significant. To further reduce the project's less-than-significant impacts related to potential conflicts between construction activities and pedestrians, transit, and autos, the Draft EIR recommends Improvement Measure I-TR-8 that suggests that the project sponsor coordinate with various groups to develop a construction management plan. To make the intention that the project sponsor coordinate with nearby schools clearer, the text of Improvement Measure I-TR-8 on page 164 of the Draft EIR is modified as follows:

> Improvement Measure I-TR-8: The project sponsor should consult with other agencies including Muni/SFMTA and property owners near the project site, including Live Oak School and the International Studies Academy/KIPP Charter School campus, to assist coordination of construction traffic management strategies as they relate to transit operations and the needs of other users adjacent to the project site. The project sponsor should proactively coordinate with these groups prior to developing the construction management plan to ensure that the plan adequately meets these needs, including designating a construction management contact person, advertisement of construction schedule to local businesses and schools, and encouragement of construction workers to carpool or use alternative modes of travel.

See **Response TR-18** on page RTC-205 regarding cumulative traffic impacts.

COMMENT TR-17: PARKING

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

I-Carswell	I-Friedman, H2	I-Nielson
I-Corvi	I-Friedman, S2	I-Smallcombe1
I-Doherty	I-Glicken2	I-Stolzoff
I-Friedland	I-Hutson3	O-MEO
I-Friedman, H1	I-Ikle1	

I frequently volunteer at the school. And if you're trying to find parking at 8:00 o'clock or 8:30, especially when there [are] street cleaning days, it's very hard to get parking within a couple of blocks of the school. It's also similarly difficult at pick-up times. *(Deborah Carswell; Transcript; January 22, 2015 [I-Carswell])*

We object to the shortage of parking! In the 20 years that we have owned 205& 207 Arkansas Street, the neighborhood parking has become dramatically worse, especially due to the increase in housing density, the school and auto parts store. Any new projects should be required to provide ample parking for residents, owners, employees, and all customers! *(Paul and Rosalinda Corvi; Email; December 18, 2014 [I-Corvi])*

… the increase of traffic and the lack of public transit infrastructure and parking to accommodate the needs of the community, … *(Kathleen Doherty; Email; February 17, 2015 [I-Doherty])*

Parking is already at full capacity at 8:15 am. (Heather G Friedland; Letter; February 16, 2015 [I-Friedland])

In addition, I'd like to just sum up on the parking study that was done. It was found that there is – they can – there [are] currently available parking spaces of 600 during the day and 1300 in the evening, which is, I guess, hard to believe because I don't think we have that many vacant spaces in all of San Francisco.

I think I made my point. So Commissioners, I urge you to take action on this project. *(Holly Friedman; Transcript; January 22, 2015 [I-Friedman, H1])*

———————————

… both the ENP and DEIR for 1601 fail to consider the pedestrian and traffic safety issues caused when drivers are circling for parking spaces. *(Holly Friedman; Email; February 16, 2015 [I-Friedman, H2])*

———————————

The neighborhood is already used for commuters who drive here and take MUNI downtown. What has the city done to mitigate that? It's impossible to find parking to go to local businesses, when the same cars can be seen day in day out, all day. Why don't we have a 2 hr limit unless there is a local resident or local employee tag on a vehicle? *(Seth Friedman; Email; February 16, 2015 [I-Friedman, S2])*

———————————

Parking – The DEIR concludes that the unmet parking demand could be met on the street by the existing supply. However, this analysis was based on counts that were undertaken during the summer when three schools adjacent to the property were not in session and capacity is presumably significantly higher than during the school year. The EIR needs to revise its analysis of secondary parking deficit impacts. Once accurate parking conditions are established for the periods when the schools are in session, the EIR should examine the potential secondary effects of an inadequate number of parking spaces being provided. An increase in the number of cars circling the neighborhood for spaces leads to distracted driving that compromises pedestrian and auto safety. *(Sarah Glicken; Email; February 17, 2015 [I-Glicken2])*

———————————

Ever since the city adopted a transit first policy in 1973 planning has pretty much ignored the continued need for automobiles. It's great that the city has built hundreds of miles of bicycle lanes, although many defy rational thinking, and it's great that people are using bicycles for transportation. I used public transit, walking or a bicycle for transportation to work downtown for more than 4 decades. I also support limiting parking for automobiles coming into downtown for work etc. But people who live in the city's neighborhoods still need automobiles to run errands and get out of town once in a while. A more balanced approach is needed to create an environment that works for everyone.

This project may follow the current guidelines for off street parking but with 320 residential units and only 265 – 275 parking spaces provided that leaves 45 to 55 units with no place to park. And that's assuming that the occupants of each unit will have only one car. This short fall is further exacerbated by allocating 20 spaces for commercial use. The project is also providing 320 spaces for bicycles in the garage area when people could keep their bikes inside their units. Additionally, the project will eliminate 45 existing off street parking spaces that are located in the Mackenzie or Coach parking lot. We are talking about a parking deficit of over 120 spaces. What do you think is going to happen to all of the additional cars that this project will bring into our neighborhood? *(Richard Hutson; Letter; June 6, 2014 [I-Hutson3])*

Decreased parking for educators associated with those schools. (I would suggest free access to project parking if built for neighborhood educators during the day as available.) The DEIR notes that non-resident, non-tenant related parking is not allowed under UMU (DEIR page 294)however I would suggest that it is time for the Planning Department to study how to change the regulation or propose a limited exception for educators perhaps limited to SFUSD property users and perhaps independent K-12 schools which are adjacent to newly entitled projects (such as 1601 Mariposa or 1979 Mission) *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Parking – The DEIR concludes that the unmet parking demand could be met on the street by the existing supply. However, this analysis was based on counts that were undertaken during the summer when three schools adjacent to the property were not in session. Parking is at or over capacity on surrounding streets during the school year. The EIR needs to revise its analysis of secondary parking deficit impacts. Once accurate parking conditions are established for the periods when the schools are in session, the EIR should examine the potential secondary effects inadequate parking raises for this development. As a daily first-hand observer, an increase in the number of cars circling the neighborhood for parking spaces leads to distracted driving that compromises pedestrians and other drivers, public transport, etc. Drivers are competing for what little street parking there is left each morning on workdays and when school is in session. Parking analysis for a development of this scale must take into account these most congested periods. *(Lucy Nielsen, Email, February 17, 2015 [I-Nielsen])*

And the impacts are incredible. Say good-bye to our parking spots, our street parking spots. *(Mark Smallcombe; Transcript; January 22, 2015 [I-Smallcombe1])*

With all due respect to Commissioner Antonini, it took me 15 minutes to find a parking space when I got home after the meeting.

Parking is a big concern as well as general traffic congestion. *(Gary Stolzoff; Email; January 26, 2015 [I-Stolzoff])*

The DEIR states the project is providing 277 spaces on-site and four new on-street spaces. The traffic study prepared for the project anticipates that there will be a demand for 502 parking spaces on an average weekday indicating an unmet demand for 221 parking spaces. The DEIR concludes that the

unmet parking demand could be met on the street by the existing supply. However, this analysis was based on artificially low counts.

The DEIR needs to revise its analysis of secondary parking deficit impacts. Once accurate parking conditions are established for the periods when the schools are in session, the EIR should examine the potential secondary effects of the project providing an inadequate number of parking spaces. An increase in the number of cars circling the neighborhood for spaces leads to distracted driving that compromises pedestrian and auto safety. And, mitigation measures would need to be recommended for any identified significant impacts.

The DEIR should disclose the loss of car share spaces. Page 74 of the DEIR mentions that there will be from two to six car share spaces included in the project, but does not mention that because seven such spaces currently exist onsite, the project would result in a net loss of one to five car share spaces. In 2010, the Board of Supervisors amended the San Francisco Planning Code to require car-share services as a component of transportation management programs. Because the City wants to promote expanding such spaces, the DEIR should disclose the loss of from one to five care share spaces, and should assess the impacts of this loss. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE TR-17

The comments raise concerns regarding the general lack of parking in the project area during weekday peak times (especially school drop-off/pick-up times) and the loss of carshare spaces, and state that with the addition of the Draft EIR Project there could be secondary impacts related to pedestrian, bicycle, transit and traffic safety issues caused by drivers looking for parking spaces. Other comments request that parking conditions be re-evaluated when schools are in session, and that there is a net loss of car share spaces that should be disclosed in the Draft EIR. As stated on page 165 and elsewhere in the Draft EIR, parking, including car-share parking, are not considered to be an

environmental impact under CEQA for urban infill projects (refer to **Response TR-1** on page RTC-128). Parking counts and analysis is provided in the Draft EIR and in this RTC document for informational purposes only.

Page 119 of the Draft EIR specifies that on- and off-street parking facility capacity, occupancy data, and door counts were collected on June 26, 2013 when neither school was in session. Also see **Response TR-1** on page RTC-128 regarding the timing of the parking counts and applicability of SB743. As discussed, parking-related impacts would be less than significant.

In response to the comments that raise concerns that the project's unmet demand for parking would increase secondary impacts related to pedestrian, bicycle, transit and traffic conflicts caused by drivers looking for parking spaces, no documentation of such conditions have been identified. The comment does not provide substantial evidence related to the concerns of increased traffic conflicts caused by a lack of parking. Additionally, the transportation analysis accounts for potential secondary effects such as cars circling and looking for parking spaces.

As stated on page 42 of the Draft EIR, up to six but not less than two car share spaces[25] would be provided within the on-site parking garage. The Planning Code requires a minimum of two car share spaces.

[25] Per Planning Code Section 166, car share spaces must be made available, at no cost, to a certified car-share organization for the purposes of providing car-share services for its subscribers. For off-street spaces, the parking area must be designed in a manner that will make the car share spaces accessible to non-resident subscribers from outside the building (i.e. members of the public with an applicable car share subscription), as well as building residents.

COMMENT TR-18: CUMULATIVE TRAFFIC IMPACTS

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

I-Angles2
I-Heath1
I-Meroz

We have anticipated – you see in the background, opening up next month is going to be the new UCSF is going to be relying on that same access point. We are also going to have a Kaiser Hospital nearby. We have Daggett Place that's moving in. And we have a load of other projects that are in the pipeline without addressing the issues of the existing congestion for problems in our neighborhood. *(Sean Angles; Transcript; January 22, 2015 [I-Angles2])*

Traffic? We have several intersections on Potrero Hill that are already at unacceptable levels. Traffic backs up every rush hour. And our air quality is rapidly declining. What happens when we add thousands of residential units, office towers, a hospital, Warriors Stadium and Pier 70 to the mix? *(Allison Heath; Transcript; January 22, 2015 [I-Heath1])*

Traffic impacts. In the scoping session and elsewhere, the issue of cumulative traffic impacts has been raised. In the DEIR, cumulative traffic impacts are based on projected traffic volumes in 2025, as presented in the Eastern Neighborhoods Plan EIR. These projections are based on meager data, and may underestimate traffic impacts.

The ENP EIR has studied a number of intersections in the area to estimate the effect of increased density. However, for the north side of Potrero Hill (where 1601 Mariposa is) is represented by only two study intersections: 16th St. and De Haro, and Mariposa and Pennsylvania, at the highway 280 access (ENP EIR section 7., p. 281). Congestion at Mariposa and Pennsylvania is projected to be

reduced by 2025. That is to be achieved by installing traffic signals at selected intersections. This will have the effect of slowing down traffic and relieving congestion, but will come at the expense of spreading heavy traffic over a larger area. Specifically, traffic heading on to the 280 using Mariposa will stretch closer to the proposed 1601 project.

In lieu of such projected baseline numbers, the present DEIR has taken to extrapolating current traffic trends to 2025: "For intersections not included in the *Eastern Neighborhoods FEIR*, the annual percent growth rate for intersection turning movement volumes between the existing and cumulative conditions analysis years have been determined. This annual percent growth rate has been applied to the observed 2013 turning movement volumes to determine the 2025 Cumulative conditions turning movement volumes." (DEIR, pp. 168 and 130). It is not clear how these growth rates are calculated.

In conclusion:

The revised EIR should explain how traffic growth rates for the intersections in question were estimated, taking into account traffic from units already approved to be built, and likely development, especially on the 16th St. corridor.

It should explicitly explain why traffic projections based on such growth rates are an adequate substitute for the type of traffic studies conducted for the ENP EIR.
It should explicitly account for the possible effect of spillover traffic from 16th St. to 17th and Mariposa streets, and to increased traffic on Mariposa due to traffic from the 101 and 280 off-ramps, and traffic on Mariposa toward the 280 on-ramp. *(Yoram Meroz; Email; February 17, 2015 [I-Meroz])*

RESPONSE TR-18

The comments raise concerns regarding the amount of cumulative development and highway improvements that were not included in the traffic analysis and, in addition to project traffic, will

cause traffic impacts in the Potrero Hill neighborhood. Projects identified in the comments include the UCSF/Mission Bay Development; Daggett Place, and Kaiser Hospital. A comment requests additional information on how traffic growth rates were calculated. General concerns are also expressed related to the project's contribution to cumulatively considerable level of service impacts at two study area intersections.

As stated on page 168 of the Draft EIR, the 2025 Cumulative conditions traffic volumes for project analysis were developed from the existing and cumulative intersection turning movement volumes from the *Eastern Neighborhoods FEIR*. For intersections not included in the *Eastern Neighborhoods FEIR*, the annual percent growth rate for intersection turning movement volumes between the existing and cumulative conditions analysis years were determined. This annual percent growth rate has been applied to the observed 2013 turning movement volumes to determine the 2025 Cumulative conditions turning movement volumes. In addition, as also discussed in **Response ES-2** on page RTC-102, cumulative projects, including those that were known at the time and are considered reasonably foreseeable (i.e., projects that are currently undergoing evaluation/entitlement, those that have been recently approved, or are currently under construction) that the NOP for the Draft EIR Project was published (May 14, 2014) were considered in the cumulative analysis. Specific cumulative projects that could result in cumulative traffic and circulation impacts when combined with the proposed project are identified and discussed on pages 130 through 133 of the Draft EIR. Projects that may have been proposed since publication of the NOP are not considered in the cumulative analysis, although those projects must consider the cumulative effects of the Draft EIR Project in their own analysis of cumulative impacts, consistent with standard City practice and *CEQA Guidelines* Section 15125.

As stated in the Draft EIR on pages 169 through 174, cumulatively significant and unavoidable impacts at the 16th Street and Arkansas Street and Mariposa Street and Mississippi Street intersections were identified. As identified on page 173 of the Draft EIR, for the 16th Street and Arkansas Street intersection, mitigation measures recommended to reduce this impact to a less-than-significant level would not be feasible. As identified on page 173 of the Draft EIR, for the Mariposa Street and

Mississippi Street intersection, signalization of this intersection, or other measures to improve operations were considered, but deemed infeasible because SFMTA has determined that signalization of this intersection is not desirable.

See also **Response TR-3** on page RTC-153 regarding the traffic study methodology for the cumulative analyses, **Response TR-8** on page RTC-169 regarding I-280 ramp improvements and **Response TR-9** on page RTC-170 regarding improvements to Caltrans facilities.

F. WIND AND SHADOW

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

- WS-1: Shadows on Jackson Playground and Other Public Areas
- WS-2: Shadows on Private Open Space
- WS-3: Cumulative Shadow Impacts

As stated in Chapter II, Project Description and Draft EIR Analysis Revisions (see pages RTC-28 through RTC-40), shadow impacts associated with the Preferred Project were evaluated in a supplemental technical addendum[26] to the *Shadow Technical Memorandum for Jackson Playground* that was prepared for the Draft EIR Project. Shadow-related impacts associated with the Draft EIR Project and with the Preferred Project are discussed in Chapter II for Jackson Playground and other affected recreational and open space areas. In addition, shadow patterns for the Preferred Project are presented in Chapter II, Project Description and Draft EIR Analysis Revisions of this RTC document (see **Figures RTC II-12 through RTC II-20)**. As summarized in Chapter II, similar to the Draft EIR Project, development of the Preferred Project would result in a less-than-significant impact related to shadows similar to the Draft EIR project. Shadows cast onto Jackson Playground would be the same with the Draft EIR Project as the Preferred Project and shadows cast onto the nearby Live Oak School playground would be somewhat reduced with the Preferred Project as compared to the Draft EIR Project. In general, the responses below refer to the Draft EIR Project, although the responses may be supplemented with information related to the Preferred Project as appropriate.

[26] LSA Associates, Inc. and Environmental Vision, 1601 Mariposa Mixed-Use Project – Shadow Analysis of Revised Project and Addendum to November 20, 2014 Shadow Technical Memorandum for Jackson Playground, July 13, 2015.

COMMENT WS-1: SHADOWS ON JACKSON PLAYGROUND AND OTHER PUBLIC AREAS

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

A-Antonini	I-Friedman, S2	I-Stenberg1
I-Angles	I-Frixos	I-Stuart
I-Book	I-Ikle1	O-FOJP
I-Brooks	I-Miles	O-MEO
I-Deckenbach	I-Nielsen	O-P16C
I-Doherty	I-Sacks	
I-Friedland	I-Smallcombe, G	

Let's see. In terms of the shadow, it does address the shadow on Jackson Park. It seems to be pretty minimal and limited to the months of November through February and mostly only in December.

…

And my other question will be -- and this is not for today; but it's for the future. Forty feet in height is the maximum height. So, again, there's -- considerations as to shadow impacts when you're 40 feet or under are different than the fact that if you're over 40 feet. So we have to know about that and look at that. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

Shadowing will impact the use of Jackson Park: In order to ensure the enjoyment of our limited public open spaces and to honor City policies, it is imperative that we prevent new shadows when possible. The Eastern Neighborhoods Final EIR found that up to 40 percent of Jackson Playground could be shaded at certain hours during the winter months and 25 percent during the summer months under cumulative conditions. Analysis for 1601 Mariposa was for the entire park, but shadowing will be more significant in the areas heavily used by neighborhood residents: the playground, community garden and tennis and basketball courts. *(Michael Frixos, Email, January 28, 2015 [I-Frixos]; and Sean Angles, Letter, February 16, 2015 [I-Angles])*

So the shadowing effect that we're hearing about in one of only three parks is extremely important to our neighborhood. *(Joyce Book; Transcript; January 22, 2015 [I-Book])*

…the 1601 Mariposa St. Mixed Use Project DEIR report and conclusions; …
7) do not adequately address that shadowing will impact the use of Jackson Park; The Eastern Neighborhoods Final EIR found that up to 40 percent of Jackson Playground could be shaded at certain hours during the winter months and 25 percent during the summer months under cumulative conditions, and though analysis for 1601 Mariposa was for the entire park, shadowing will be more significant in the areas heavily used by neighborhood residents - the playground, community garden and tennis and basketball courts *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

We're also greatly concerned with the shadows that fall on the park and garden as a result of the height of the project. It seems [a shame] to shadow out the only truly viable green space we have in the neighborhood. *(Jude Deckenbach; Transcript; January 22, 2015 [I-Deckenbach])*

…the shadows that fall on the park and garden as result of the height of the project, … *(Kathleen Doherty; Email; February 17, 2015 [I-Doherty])*

Modify the project to prevent shadow impacts - the community garden is a vital part of life at Live Oak School. Students, faculty and families volunteer their time to tend the garden and learn hands-on through their experiences. In addition, children get to learn vital life skills in a practical manner. This is a critical component to the Live Oak School curriculum. Limiting light to both the garden and the playground at Jackson Park will have a negative impact on the children's use of these resources today.

…

… this playground is already well used and the shadow issues will needlessly and negatively impact this vital recreational resource. More needs to be done in order to support and enable the recreational facilities to thrive, without any adverse impact including shadows. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

———————————

… shadow profiles cast to the neighboring park and more importantly the community garden in it (which would pretty much eliminate the possibility of a garden.. plants need light). *(Seth Friedman; Email; February 16, 2015 [I-Friedman, S2])*

———————————

WS-1 The Project creates a significant shadow on Jackson Park and the Community Garden. The impact is significant. The Project creates a significant shadow on the play area of the adjacent independent school. The impact is significant. Mitigation is required.

…

Page 203 DEIR The project would shade the basketball court and the playground during the late afternoon in winter when it is important to get some Vitamin D for healthy bone formation in youngsters. Page 207 also shows how the tennis court and garden would be significantly shaded in the November mornings.

…

Page 211 DEIR The 7.6 % of the Park Area that is shaded in the hour before sunset on December 21 is significant and should be mitigated by reducing the size and density of the proposed project. New net shadow is estimated by the project developer to occur at Jackson Park up to 144 days of the year from early October to early March.

Page 213 DEIR Current use allows pedestrians and residents to enjoy the sun while on the sidewalks such as in front of Chatz Café at the Corner of 18th and Arkansas. Sunshine on sidewalks is

important for pedestrians' enjoyment of active transportation. Children play on sidewalks in the neighborhood. Shading of sidewalks is significant. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Where is the sun? This proposed structure should not cast any shadow on the school or the kids' play area including the city's park across the street. There is certainly a known correlation between amount of natural sunlight exposure and emotional well-being. Having the kids of Live Oak and the members of the neighborhood lose well-established access to natural sunlight is unacceptable. I am certain that people who are smarter than I can come up with a plan which minimizes any shadow. *(C. Miles; Letter; February 12, 2015 [I-Miles])*

Shadowing on Jackson Park - A similar SOMA project was recently declined because of its potential shadowing on a neighboring park. In order to protect these vital park and garden resources and to promote the many City policies in place to protect our parks from shadow, it is important to prevent any new shadowing wherever possible. The EN FEIR found that up to 40 percent of Jackson Playground could be shaded at certain hours during the winter months and 25 percent during the summer months under cumulative conditions. The DEIR claims that the project's contribution to this is minimal. However, the scale of the 1601 Mariposa project needs to be revisited and modified in order to eliminate project-generated shadows on Jackson Playground and the adjoining Community Garden. *(Lucy Nielsen; Email; February 17, 2015 [I-Nielsen])*

Another major concern I have is the use of Jackson Park. It's a park that my children use on a regular basis. And it is going to be severely impacted not only by the shadow that's going to be cast, which is going to be a 40 percent shadow from this project onto Jackson Park during winter months and 25 percent during summer months -- that's a significant impact that was not mentioned in the Draft EIR. *(Steve Sacks; Transcript; January 22, 2015 [I-Sacks])*

These are my concerns regarding the EIR report on 1601 Mariposa: Shadowing will impact the use of Jackson Park *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

Shadowing will impact all the areas around the project. *(Kate Stenberg; Transcript; January 22, 2015 [I-Stenberg1])*

The project, as noted earlier, will add increased demands on Jackson Playground and Park and will add significant shading to that space, degrading the quality of, again, what's vital resource in a complementary fashion to housing for how local communities should grow.
(Craig Stuart; Transcript; January 22, 2015 [I-Stuart])

We're also greatly concerned with the shadows that fall on the park and garden as result of the height of the project. It seems a shame to shadow the only truly viable greenspace we have in the neighborhood. *(Friends of Jackson Playground; Letter; January 22, 2015 [O-FOJP])*

THE DEIR'S DISCUSSION OF SHADOW IMPACTS AND MITIGATION IS INADEQUATE.
The project should be modified as demonstrated by the Reduced Height Alternative described in Chapter VI of the DEIR to eliminate project generated shadows on Jackson Playground and the Community Garden. Page 213 of the DEIR acknowledges that the proposed project would contribute to the significant and unavoidable shadow impact identified in the EN FEIR. Page 214 of the DEIR states that the EN FEIR found that up to 40 percent of Jackson Playground could be shaded at certain hours during the winter months and 25 percent during the summer months under cumulative conditions.

Also, page 212 of the DEIR states that "the project could adversely affect the productivity of the community garden." This project impact warrants mitigation or project modification.

The DEIR claims that the project's contribution to shadow impacts is minimal. However, in order to protect these vital park and garden resources and to promote the many City policies in place to protect our parks from shadow, it is important to prevent any new shadows when possible. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

The EIR for 1601 Mariposa found at certain times of the year up to 40 percent of the park will be shaded by this project at certain hours of the day. This is, of course, a serious issue as is. However, the Draft EIR analysis does not adequately indicate the fullness of this shadow impact.

The EIR provides analysis for the park as a whole and does not indicate that the shadow impacts will actually be most significant in the areas of the park most heavily used by the neighborhood residents, such as the playground, community garden, and tennis and basketball courts … The community there made it crystal clear that they could not and would not tolerate any loss of their park space. *(Andy Blue, Plaza 16 Coalition; Transcript; January 22, 2015 [O-P16C])*

RESPONSE WS-1

These comments express concerns related to the increase in shadows cast on Jackson Playground, which is located north of the project site, across Mariposa Street. This issue is addressed in Section IV.B, Shadow of the Draft EIR (pages 181 through 215). As noted on page 190 through 191 of the Draft EIR, although Jackson Playground is within the immediate vicinity of the project site and is under the jurisdiction of the San Francisco Recreation and Parks Department, the Draft EIR Project is not subject to Section 295 of the Planning Code (the Sunlight Ordinance) because the building heights of the Draft EIR Project would not exceed 40 feet. However, the proposed project was subject to the CEQA

significance criteria stating that the project would have an impact if it would create shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. Therefore, the analysis includes a complete evaluation of potential shadow impacts on Jackson Playground because the City's shadow fan analysis[27] determined that the Draft EIR Project had the potential to cast shadows onto this open space area. Because Jackson Playground is under the jurisdiction of the Recreation and Parks Department, impacts that would have a substantial adverse effect on the use of this open space area would be considered an impact under CEQA.

The analysis in the Draft EIR is supported by a Shadow Technical Memorandum[28] that shows hour-by-hour diagrams for June 21, September 21, and December 21. The analysis concludes that new shadows would be cast onto the southernmost area of the park during the winter months and, that although the Draft EIR Project would contribute to the significant and unavoidable shadow impact identified in the *Eastern Neighborhoods EIR*, the overall project contribution would not be substantial enough to adversely affect the use of these facilities and the impact would be less than significant. Specifically, the Draft EIR Project would cast new shadows on approximately 7.6 percent of the park area during the afternoon on the worst-case shadow day, which is well within and below the projected 40 percent increase of net new shadows associated with new development assumed in the *Eastern Neighborhoods FEIR* (see pages 214 through 215 of the Draft EIR). In addition, this same conclusion applies to the Preferred Project (see discussion on page RTC-11 of this RTC document). However, the concerns raised in these comments are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process.

[27] San Francisco Planning Department, *1601 Mariposa Street Preliminary Shadow Fan*, September 24, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

[28] Environmental Vision, *Shadow Technical Memorandum for Jackson Playground – 1601 Mariposa Street Project*, November 20, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

One comment also expresses concern regarding increased shading on other public areas in the vicinity of the site, such as sidewalks. This issue is addressed on page 213 of the Draft EIR. As noted, new shadows would be cast onto sidewalk areas that border the site; however, new shadow coverage would not substantially affect the function of the sidewalks.

COMMENT WS-2: SHADOWS ON PRIVATE OPEN SPACE

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

A-Moore	I-Ikle1	O-LOS4
I-Friedland	I-Miles	O-MEO

I would suggest that, on Pages 340 following, that the impacts of shadow on the school be explained in larger detail. I had a very hard time exactly knowing where the shadow lines fall. The depiction of the images of shadows throughout the critical times of the year are very small. And I do believe that we need to be able to see it clearly in order to comment or retract comments that there is no shadow impact.

That includes the open spaces and the few open mid-school break areas the school has, I think, facing the west side. And the EIR needs to be a little bit more generous in describing it. *(Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Moore])*

Eliminate the shadow impacts on Live Oak's outdoor recreation area. The DEIR states that the Live Oak outdoor recreation area is primarily used by kindergarteners. This is not true and underestimates the importance of this outdoor space - this area is used by students of all ages throughout the school day. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

Page 189 DEIR The Private Recreation area is mischaracterized. It is in use from 8 am to 6 pm by a variety of members of the independent school community not just Kindergarteners. In addition during summer there are summer day campers from throughout the city in grades K-8.

…

The shade figures should also more accurately depict the additional shading on Live Oak School.

…

The Project creates a significant shadow on the play area of the adjacent independent school. The impact is significant. Mitigation is required.

…

Page 213 DEIR The document does not provide adequate study on the private recreational space of the adjacent independent school especially afternoon hours. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Where is the sun? This proposed structure should not cast any shadow on the school or the kids' play area including the city's park across the street. There is certainly a known correlation between amount of natural sunlight exposure and emotional well-being. Having the kids of Live Oak and the members of the neighborhood lose well-established access to natural sunlight is unacceptable. I am certain that people who are smarter than I can come up with a plan which minimizes any shadow. *(C. Miles; Letter; February 12, 2015 [I-Miles])*

As it is currently proposed, the 1601 project will place stress upon the recreational facilities in the neighborhood and on the school's campus. For this reason, publicly accessible open space and recreational facilities need to be developed as part of this project and the shading on the outdoor play yard at Live Oak needs to be minimized. *(Virginia Paik, Head of Live Oak School; Email; February 17, 2015 [O-LOS4])*

The DEIR should take into account shadow impacts on Live Oak's outdoor recreation area. Page 189 of the DEIR states that the Live Oak outdoor recreation area is used primarily by kindergarteners. This is not true and reduces the importance of this space; the recreation area is well used by students of all ages before school, during school, and after school. The project should be modified to protect this vital recreational resource.

Page 213 of the DEIR states that "The proposed project would cast new shadows on this area [the schools outdoor recreation space) during the evening hours generally starting at 3:00 p.m. during the winter, [and] 4:00 p.m. during the spring/ fall." This is a misleading statement and diminishes the impact of the project on the school's recreation area. These are afternoon, not evening hours and this is a time that the space is well-used by the students.

The shading of this space could make it less desirable and could result in an increase in the numbers of students using Jackson Playground instead of the onsite recreational area. The DEIR should be revised to consider the significance of this impact, and to identify mitigation measures. For example, a second midblock passage could be added from Arkansas Street. This would pull back the buildings at the north end of the east building, thereby reducing the shadow impacts on Live Oak's recreation area. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE WS-2

These comments generally express concerns related to shadows cast onto private open space areas, including Live Oak School's outdoor play area (Live Oak School is a private school). This issue is addressed on pages 213 through 214 of the Draft EIR and the location of the play area is shown in Figure IV.B-1 on page 185 of the Draft EIR (and in **Figures RTC II-12 through II-20** in Chapter II, Project Description and Draft EIR Analysis Revisions of this RTC document). The Draft EIR acknowledges that this space is used during school recess periods and that new shadows would be

cast onto this space throughout various periods during the year. Specifically, as shown in Figures IV.B-4 through IV.B-12 on Draft EIR pages 195 through 203, the Draft EIR Project would cast net new shadows on this area during the evening hours, generally starting at 3:00 p.m. during the winter, 4:00 p.m. during the spring/fall, and 5:00 p.m. during the summer throughout the year. Between approximately October 10 and March 3, the Draft EIR Project would cast net new shadows over some areas of the school's play space throughout the day, with the worst-case shadow day occurring on December 21. These new shadows are not anticipated to substantially lessen the use or enjoyment of this area for school children since the net new shadows cast would not be substantially greater than existing shadows currently cast on the play space. However, since publication of the Draft EIR, additional information was provided as to how this space is used. Therefore, page 189 of the Draft EIR is revised as follows to include this additional information:

> Private Recreation Areas. Live Oak School's outdoor recreation area is located immediately adjacent to the project site's northern and eastern boundary, as shown in **Figure IV.B-1**. The space is partially located between two existing buildings within the Live Oak School property and includes picnic tables and play structures. The space is used by all grade levels Monday through Friday over various periods between 7:30 a.m. and 6:00 p.m. during the school year, with the heaviest periods of use occurring between 8:00 a.m. to 8:30 a.m., 10:00 a.m. to 2:00 p.m. and 3:00 p.m. to 6:00 p.m. Weekend activities may also occur during various periods and a summer camp is held in the play area from 9:00 a.m. to 6:00 p.m. for 8 weeks during the summer. The space is used for both educational purposes and recess/play activities.[1] ~~primarily used by kindergarten students during recess.~~
>
> [1] Virginia Paik, Head of School, Live Oak School. Written communication with Related California. June 18, 2015.

Based on the above, pages 213 through 214 of the Draft EIR are also modified as follows:

> Private Recreation Areas. Shadows cast on private open space are not regulated in the City of San Francisco and this discussion is provided for informational purposes only. Private

recreational space located within the immediate vicinity of the site consists of the existing play area within Live Oak School, which is used throughout the school day for various purposes~~during school recess periods~~. Under existing conditions, the school's play area is shaded by the existing three- to four-story Live Oak School building during the morning hours throughout the entire year and the space is generally unshaded during the afternoon hours. The school building and adjacent existing two-story Live Oak School gymnasium building also cast existing shadows on this space in the afternoon hours during the winter months.

As shown in **Figures IV.B-4 through IV.B-12**, the proposed project would cast net new shadows on this area during the evening hours, generally starting at 3:00 p.m. during the winter, 4:00 p.m. during the spring/fall, and 5:00 p.m. during the summer throughout the year~~, when school is not generally in session and the play area is not in use~~. Between approximately October 10 and March 3, the proposed project would cast net new shadows over some areas of the school's play space throughout the day, with the worst-case shadow day occurring on December 21. These new shadows are not anticipated to substantially lessen the use or enjoyment of this area for school children since the net new shadows cast would not be substantially greater than existing shadows currently cast on the space. In addition, most of the net new shadows would only partially cover much less than half of the northwest portion of the play area and would be cast in the afternoon hours during the winter months, in the hour or two before sunset, which would not substantially affect the use of the space.

As noted in the Draft EIR, the above discussion is provided for informational purposes only as shadows cast onto private open space are not regulated in the City of San Francisco and are not considered significant environmental effects. The concerns raised in these comments are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process. However, for the purposes of environmental review, shadows cast onto private open space areas such as Live Oak School's outdoor play area would not result in environmental impacts. Furthermore, as discussed on page RTC-28 and as depicted in **Figures RTC II-12**

through RTC II-20 in Chapter II, Project Description and Draft EIR Analysis Revisions, shadows cast onto the play area would be slightly reduced for the Preferred Project when compared to the Draft EIR Project. For instance, due to the increased setback (from 20 feet to 35 feet on the northern property boundary) shadows cast by the East Building would be eliminated on October 21 and would be reduced by about half during the noon hours on November 21 and December 21. Shadows that begin in the afternoon around 3:00 p.m. on November 21 (generally the worst-case shadow day) would be the same under the Preferred Project.

In addition, shadows cast onto other private open space areas (such as outdoor café seating) are not regulated in the City of San Francisco and any new shadows cast onto such areas would not result in significant environmental impacts.

COMMENT WS-3: CUMULATIVE SHADOW IMPACTS

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

I-Ikle1

C-WS-1 – Projects (proposed, approved and recently constructed) surrounding Jackson Park on Carolina Street and 17th Street will create new significant shadows that will adversely impact Jackson Park. Mitigation is required. The proposed project also impairs the visual vistas from Jackson Park and SFUSD property. Please provide shadow studies for building on Carolina and 17th that are built or proposed. I do not think the buildings in the pipeline on 17th Street were studied in the EN *FEIR* at the heights now being proposed. The stale underlying EN *FEIR* cannot be relied upon for the cumulative impacts the Park is proposed to suffer.

…

Page 214 DEIR I completely disagree that the project in combination with other projects surrounding Jackson Park would not have an adverse effect on outdoor recreation facilities. The project as proposed clearly has an impact on Jackson Park and other projects surrounding the park are also creating significant shadows over the park. Please include all buildings along Carolina that come under the EN EIR and proposed buildings along 17th Street between DeHaro and Connecticut. In addition, the growth of nearby residents will strain the use of the Park facilities. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

———————————

RESPONSE WS-3

These comments express concerns related to the cumulative shadow impacts at Jackson Playground that would occur with the proposed project, in combination with other projects that are proposed or under construction in the immediate vicinity. This issue is addressed on pages 214 through 215 of the Draft EIR. The cumulative analysis accounts for projects that are planned in the immediate vicinity of the site (the 1301 16th Street Project; Case File No. 2013.0698) and concludes that the Draft EIR Project, in combination with other projects, would not result in a significant cumulative impact related to shadow beyond the significant unavoidable impact identified in the *Eastern Neighborhoods FEIR*. Specifically, the *Eastern Neighborhoods FEIR* determined that up to 40 percent of Jackson Playground could be affected by new shadows with or without implementation of the Plan and that this cumulative impact would be significant and unavoidable. The Draft EIR Project's contribution to this impact would represent 7.6 percent during the later afternoon and an average of 2.3 percent of the park on the worst-case shadow day. The Draft EIR Project's contribution to cumulative shadows cast onto Jackson Playground would therefore be minimal and would not exceed the cumulative contribution to this significant impact assumed by the *Eastern Neighborhoods FEIR*.

It should be noted that the shadow diagrams provided in the Draft EIR depict existing shadow conditions in the vicinity of the site and at the Jackson Playground, including shadows cast by buildings located on 17th Street, immediately north of Jackson Playground. Existing conditions

include recently completed or currently under construction development, including the 1717 17th Street Project (see page 190 of the Draft EIR). The Final Mitigated Negative Declaration and supporting analysis (including shadow study) for the 1717 17th Street Project is available for review at the San Francisco Planning Department as part of Case File No. 2004.0946E.

G. RECREATION

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

- RE-1: Description of Existing Conditions at Jackson Playground
- RE-2: Project Impacts to Jackson Playground
- RE-3: Project Impacts to Private Open Space
- RE-4: Cumulative Open Space Impacts

COMMENT RE-1: DESCRIPTION OF EXISTING CONDITIONS AT JACKSON PLAYGROUND

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

I-Deckenbach
I-Friedman, H2
O-FOJP

We also find it shocking that Jackson Playground received 100 percent cleanliness score in the report, given that our group was initially founded after the finding used syringes, condoms and broken beer bottles -- same thing that happened 20 years ago. Right?

We feel that the report fails to acknowledge the condition of the existing facilities, most notably poor conditions in the restroom -- there's no ADA access for the women's restroom, plus it's really gross; the peeling lead-based paint on the exterior; the warped floor inside the clubhouse. I went to a couple of different classes this fall in that clubhouse. No one wanted to put a mat down because it was so gross there. The clogged drinking fountains -- only one drinking fountain servicing the whole, entire park. *(Jude Deckenbach; Transcript; January 22, 2015 [I-Deckenbach])*

Jackson Park is severely over used and adding a new outdoor space for recreation nearby will accommodate both new and existing residents and prevent accelerated deterioration of Jackson Park. *(Holly Friedman; Email; February 16, 2015 [I-Friedman, H2])*

We also find it rather shocking that Jackson Playground received a 100 cleanliness score in the report, given that our group was initially founded after finding used syringes, condoms, and broken beer bottles in the park. We feel the report fails to acknowledge the condition of existing facilities. Most notably:

- the poor conditions of the restrooms. There is no ADA access for women's restroom and it's pretty dam gross.
- peeling (likely lead-based) paint on exterior
- warped floor inside clubhouse
- clogged drinking fountains, with only one drinking fountain serving the entire park

Given this, it doesn't seem that the EIR sufficiently addresses the impact of 320 new units directly across the street from the park. *(Friends of Jackson Playground; Letter; January 22, 2015 [O-FOJP])*

RESPONSE RE-1

These comments express concerns related to the description of existing conditions at Jackson Playground, particularly related to the current condition and maintenance of restroom and clubhouse facilities. These comments state that park facilities are in disrepair and in need of additional maintenance or upgrades to address existing physical deterioration. This issue is addressed on pages

219 through 223 of the Draft EIR. The Draft EIR cites recent rating reports issued by the San Francisco Recreation and Parks Department (SFRPD)[29, 30] when describing the existing physical appearance and condition of nearby park facilities, including Jackson Playground. It is acknowledged that day-to-day conditions at the park may vary; however, the ratings reports prepared by the SFRPD indicate that although the park may be subject to increased graffiti and litter associated with its location in an urban area and that some facilities may exhibit wear-and-tear from normal use, the park is in good overall condition. Therefore, the analysis of potential Draft EIR Project-related impacts to the park relies on an accurate baseline of existing park conditions.

COMMENT RE-2: PROJECT IMPACTS TO JACKSON PLAYGROUND

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

A-Moore	I-Frixos	I-Stenberg1
I-Angles	I-Glicken1	I-Stuart
I-Bahat	I-Heath2	O-LOS3
I-Brooks	I-Hutson3	O-LOS4
I-Deckenbach	I-Ikle1	O-MEO
I-Friedland	I-Sacks	
I-Friedman, H2	I-Smallcombe, G	

_____

I'd like to ask one more question. And that is Jackson Park, we have acreage in Jackson Park. Does an EIR evaluate the adequacy of activity in the park. Traditionally citywide baseball programs occur in the park; however, the park itself, at least to my eye -- and I apologize if I offend anybody -- does not

[29] San Francisco Recreation and Parks Department, *San Francisco Park Maintenance Standards: Park Evaluation Report*, Reporting Period from January 1, 2014 to March 31, 2014.

[30] San Francisco Recreation and Parks Department, *San Francisco Park Maintenance Standards: Park Evaluation Report*, Reporting Period from Cleanliness Performance by Park by Park Feature FY14Q4 (April through June).

look particularly inviting because it is surrounding by a chain-link fenced based on the need for tennis and baseball. However, an occasional stroll seems to be somewhat difficult.

My question is, as the population increases, the amount of Park and Rec open space is static. Is a program change or refinement of how the park is laid out, part of it in order stay adequate to all the needs of the varied population in the surrounding area.

Again, I don't play baseball. I used to play tennis, but I don't do that anymore either because it's difficult to get there. So having said that, there is no stroll, there is no ride through the park. Dogs, I don't think, are an issue either because of the fence.

So I am just wondering if we are still effectively using the park relative to changing needs. *(Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Moore])*

Recreation impacts are not fully addressed: The addition of 320 new households would result in an increased demand on Jackson Playground. The Draft EIR for 1601 Mariposa relies on outdated projections and doesn't account for cumulative impacts. It points to onsite public and private open space to fulfill recreation needs for residents. However the majority of this space consists of a mid-block passageway that functions primarily as a hardscape pedestrian path, rather than a bona fide recreation area. *(Sean Angles, Letter, February 16, 2015 [I-Angles]; and Michael Frixos, Email, January 28, 2015 [I-Frixos])*

I urge you to reject the Draft EIR and to re-evaluate the site for PUBLIC OPEN SPACE and RECREATION. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

Second, whether Jackson Park and its recreational facilities are sufficient for the density of our neighborhood. Our kids go to recess there. They have P.E. there. We need to retain or replace the space in order to expand our school. *(Sara Bahat; Transcript; January 22, 2015 [I-Bahat])*

…the 1601 Mariposa St. Mixed Use Project DEIR report and conclusions; 5) did not fully address recreation impacts, specifically; a) addition of 320 new households would result in an increased demand on Jackson Playground, … *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

Given this, it doesn't seem that the EIR sufficiently addresses the impact of 320 new units directly across the street from the park.

Jackson Park is the only accessible outdoor space for many of the families on the Hill, and surely will be a draw for the future residents of 1601 Mariposa. They want to work with the developers to ensure the project serves -- not only addresses the housing needs but also the long-term benefit and sustainability for all residents. *(Jude Deckenbach; Transcript; January 22, 2015 [I-Deckenbach])*

Reconsider the impact to the outdoor recreation spaces for Live Oak School students and the broader [Potrero] Hill community:

…

The addition of 320 new households will result in an increased demand on Jackson Playground. There is a shortage of recreational facilities, especially in the neighborhood around Live Oak School - this playground is already well used and the shadow issues will needlessly and negatively impact this vital recreational resource. More needs to be done in order to support and enable the recreational facilities to thrive, without any adverse impact including shadows. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

The DEIR fails to study the impact that the residents living in the proposed housing at 1601 Mariposa will have on Jackson Park, which is across the street on Mariposa. Jackson Park is in poor condition and in dire need of renovation and expansion to support usage by current residents. Recreation and Parks Department has proposed designs for expanding the park. If the park cannot support current residents, how will it suffer when hundreds of new residents move in across the street? *(Holly Friedman; Email; February 16, 2015 [I-Friedman, H2])*

Because Potrero Hill lacks open space, it needs -- and -- it needs more and Jackson Park is already over-utilized, we would like to see the open space areas of the project expanded and improved to give residents and neighbors spaces that provide real recreational opportunities. *(Sarah Glicken; Transcript; January 22, 2015 [I-Glicken1])*

Studies are out of date: The DEIR relies on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale. Some of the studies and research (such as the FEIR analysis of Parks, Recreation and Open Space) rely on data that is as old as the 2000 census. 7 *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

The existing recreation and open space in the neighborhood will be adversely impacted by the hundreds of new residents in this project. Jackson Park is already heavily used and suffering from lack of maintenance. The Eastern Neighborhoods Plan acknowledged the lack of open space compared to the rest of the city is a problem here. This project will only make the problem worse. The tiny open spaces within the project will not do much to alleviate this problem. *(Richard Hutson; Letter; June 6, 2014 [I-Hutson3])*

… In addition, the growth of nearby residents will strain the use of the Park facilities. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

———————————

Not only is the shadow going to have an effect but also the use by these residents on the park is going to have a significant effect. And while I welcome new residents to Potrero Hill, I think it's a fantastic place to live, of course, I think that this project needs to add mitigation measures to either provide a recreation facility, a communal recreation facility, which is something that Live Oak School and the developer have discussed, or some other form of recreation area that can mitigate the impacts on the park. *(Steve Sacks; Transcript; January 22, 2015 [I-Sacks])*

———————————

These are my concerns regarding the EIR report on 1601 Mariposa: Recreation impacts are not fully addressed *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

———————————

The recreation impacts are not fully addressed. I believe we need more open space and parks. *(Kate Stenberg; Transcript; January 22, 2015 [I-Stenberg1])*

———————————

The project, as noted earlier, will add increased demands on Jackson Playground and Park and will add significant shading to that space, degrading the quality of, again, what's vital resource in a complementary fashion to housing for how local communities should grow.

…

The second concern of negative impacts regards the recreational space of which there's a scarcity in the Eastern Neighborhoods today. The project, as noted earlier, will add increased demands on Jackson Playground and Park … *(Craig Stuart; Transcript; January 22, 2015 [I-Stuart])*

———————————

As is currently proposed, the 1601 project will place stress upon the recreational facilities in the neighborhood and on the school's campus. Publicly accessible open space needs to be prioritized, and recreational facilities needs to be a part of the Environmental Impact Report and additional studies. *(Virginia Paik, Head of Live Oak School; Transcript; January 22, 2015 [O-LOS3])*

As it is currently proposed, the 1601 project will place stress upon the recreational facilities in the neighborhood and on the school's campus. For this reason, publicly accessible open space and recreational facilities need to be developed as part of this project and the shading on the outdoor play yard at Live Oak needs to be minimized. *(Virginia Paik, Head of Live Oak School; Email; February 17, 2015 [O-LOS4])*

There is a substantial shortage of public recreational facilities in San Francisco, especially in the Eastern Neighborhoods. Jackson Playground is well used and no funds from the project impact fees will be allocated for needed improvements to Jackson Playground. However, the project will increase the burden on Jackson Playground. Accordingly, the DEIR should include an alternative that incorporates public recreational facilities into the project. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE RE-2

These comments generally express concerns related to the increased use of Jackson Playground that could result with development of the Draft EIR Project and state that there is already an existing deficiency in the amount of public open space provided within the Eastern Neighborhoods and Potrero Hill areas. This issue is addressed in Section IV.C, Recreation of the Draft EIR (pages 217 through 233). Specifically, the increase in use of the park that may be associated with the Draft EIR Project and the potential for this increase in use to result in substantial physical deterioration such

that construction of new facilities would be required, is addressed in the discussion for Impact RE-2, on pages 229 through 232 of the Draft EIR. As noted in that discussion, the proposed project would exceed Planning Code requirements for the provision of on-site open space; thus, the open space and recreational needs of proposed new residents would be adequately served by on-site improvements. In addition, public open space would be provided on-site. The Draft EIR also acknowledges that increased demands on the open space and recreational facilities within Jackson Playground and other nearby facilities may occur with the Draft EIR Project; however, this impact would be less than significant because the increase in use would not be so substantial as to cause or accelerate the physical deterioration of existing facilities or require the construction of new facilities to serve demand generated by the project.

As stated on page 231 of the Draft EIR, the Draft EIR Project would be required to contribute to the Eastern Neighborhoods Community Improvements Fund which contributes to acquisition and development of open space within the Eastern Neighborhoods, including the Showplace Square/Potrero Area, or enter into an in-kind agreement to itself construct nearby infrastructure improvement in exchange for a waiver of some or all of its impact fees. Also refer to R**esponse ES-3** on page RTC-113, which addresses community infrastructure needs within the Eastern Neighborhoods, including the provision of open space facilities.

Some comments also address the possibility that the existing programming and facilities at the park may warrant review by the SFRPD as the needs of the neighborhood evolve. Given that the Draft EIR Project and Preferred Project is within the growth projections identified in the *Eastern Neighborhoods FEIR* and that the proposed project would contribute required funds towards infrastructure improvements within the Eastern Neighborhoods, the project would not be required to individually fund any infrastructure improvements or new programming at Jackson Playground beyond those that would be required to reduce the level of significance of environmental impacts identified in the Draft EIR. This comment is noted.

COMMENT RE-3: PROJECT IMPACTS TO PRIVATE OPEN SPACE

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

I-Friedland
I-Ikle1
O-LOS4

Reconsider the impact to the outdoor recreation spaces for Live Oak School students and the broader Portrero Hill community: *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

Page 189 DEIR The Private Recreation area is mischaracterized. It is in use from 8 am to 6 pm by a variety of members of the independent school community not just Kindergarteners. In addition during summer there are summer day campers from throughout the city in grades K-8.

…

Page 213 DEIR The document does not provide adequate study of the study on the private recreational space of the adjacent independent school especially afternoon hours. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

As it is currently proposed, the 1601 project will place stress upon the recreational facilities in the neighborhood and on the school's campus. For this reason, publicly accessible open space and recreational facilities need to be developed as part of this project and the shading on the outdoor play yard at Live Oak needs to be minimized. *(Virginia Paik, Head of Live Oak School; Email; February 17, 2015 [O-LOS4])*

RESPONSE RE-3

These comments generally express concerns related to private open space areas, including the play area located at Live Oak School. Construction-period impacts to this play area are discussed on page 229 of the Draft EIR. It is not anticipated that the use of this space would be affected during operation of the proposed project. Please see **Response WS-2** on page RTC-218 and the discussion on pages 296 through 299 of the Draft EIR, which conclude that significant shadow, noise, and air quality impacts relating to the use of the school's outdoor play area would not occur with implementation of the Draft EIR Project. In addition, given that this is a private open space area for the exclusive use of Live Oak School students, the Preferred Project is unlikely to place increased demands on the use of this space.

In response to the comment that use of the private recreation area is mischaracterized, see R**esponse WS-2** on page RTC-218 that updates information provided in the Draft EIR.

COMMENT RE-4: CUMULATIVE OPEN SPACE IMPACTS

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

I-Doherty
I-Heath1
I-Heath2
O-P16C

Thank you for allowing us the opportunity to publicly communicate our concerns regarding the proposed project at 1601 Mariposa.

I'm a member of Friends of Jackson playground, a neighborhood community stewardship group initially formed over a shared interest in making the park safer, as well as the untapped potential of the clubhouse. Our concerns have quickly grown, however, to include the need to accommodate a

rapidly growing number of residents. We are a group of parents and Potrero Hill residents who have a vested interest in continuing to make Potrero Hill a wonderful place to raise a family.

Jackson Park undoubtedly is the green focal point in a mixed-use neighborhood sorely lacking in open space. As few of us have any outdoor space of our own to speak of, Jackson Park is our back and front yard, and we are committed to ensuring that it meets the ever-growing needs of our neighborhood in transition. The lack of open space in the neighborhood is notable and distressing. We were under the impression that new developments needed to address this issue. However, the project at 1601 Mariposa seems to only include hardscape pedestrian paths, rather than a bona fide recreation area, and indeed even shadows much of Jackson Park and the community garden for significant periods of time. Clearly Jackson Park being across the street is a huge boon to new residents, but it doesn't seem that the project has invested much thought or effort into maintaining or improving this community resource. *(Kathleen Doherty; Email; February 17, 2015 [I-Doherty])*

New parks? We know we're deficient in this. The Showplace Square/Potrero Hill area promised us four acres of new open space. We're still waiting. Meanwhile, Jackson Park, which is already heavily used and doesn't really provide much in the way of real open space for the neighborhood, will soon be serving not just 700 additional people from 1601 Mariposa but more than 3300 new residents all within five blocks of the park. *(Allison Heath; Transcript; January 22, 2015 [I-Heath1])*

Recreation impacts raised during the Scoping Period are still not adequately addressed:
The Draft EIR (page 232) erroneously claims that the cumulative impacts on recreational resources are less than significant. "The proposed project, combined with past, present, and reasonable foreseeable future projects, would not contribute to cumulative effects related to recreational resources."

Page 233 of the Draft EIR states that, "Cumulative recreation demand would be met by existing adjacent parks and recreational facilities provided in nearby City owned parks and open spaces including Jackson Playground, McKinley Square, Potrero Hill Playground and Recreation Center, and Franklin Square… The increase in residents as a result of the proposed project and reasonably foreseeable projects would not be beyond levels anticipated and planned for by the SFRPD. For these reasons, the proposed project's contribution to cumulative demand on park services City-wide would not be cumulatively considerable."

As stated above, the Draft EIR relies on outdated projections and doesn't account for actual cumulative impacts. The Final EIR for the Eastern Neighborhoods and analysis done by SFRPD used a baseline neighborhood population from the year 2000 (page 370) rather than looking at the current or projected neighborhood population. And no specific mitigation measures were identified in the EIR despite the anticipation that, "increases in the number of permanent residents without development of additional recreational resources could result in greater use of parks and recreational facilities, which could result in physical deterioration".

The Showplace Square/Potrero Hill Plan specifically stated that the area has "comparatively little access to open space compared with the rest of the city and that the addition of new residents makes it imperative to provide more open space to serve both existing and new residents, workers and visitors."

Primarily consisting of playing fields, Jackson Park and the Clubhouse are already heavily used and suffering from maintenance issues. The addition of more than 3000 new residents in the immediate area will place a substantial strain on the park and result in the net loss to the neighborhood of recreational facilities, and further deterioration of the park. Unfortunately there is only one acre of additional open space proposed, and as yet undeveloped, at EQR Potrero. This is entirely contrary to the 4 acres of new space promised in the Showplace Square/Potrero Hill Plan, and the 1-acre/1000 residents "Need Factor" promoted in the 2007 Eastern Neighborhoods Needs Assessment.

…

Page 232 of the Draft EIR states that, "Current planning efforts for the provision of parks and open space, including Open Space 2100, will consider the City's need for parks and open space over the next 100 years and projected population growth would be factored into the planning framework." Simply referencing vague citywide planning frameworks that "consider" the need for open space over a 100-year timeframe does not come close to ensuring that cumulative demand for recreational facilities and open space will be met. In no way should "planning efforts" constitute a mitigation. Currently there are no specific plans or identified funding for the Showplace Square/Potrero Hill area beyond Daggett Park, which will only meet a fraction of the need, and primarily serve the residents of EQR Potrero. *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

Our park space is becoming increasingly precious as the development boom hits the Eastern Neighborhoods particularly hard. *(Andy Blue, Plaza 16 Coalition; Transcript; January 22, 2015 [O-P16C])*

RESPONSE RE-4

These comments generally state that there is already a deficiency in the amount of public open space provided within the Eastern Neighborhoods and Potrero Hill and that the Draft EIR Project, in combination with other proposed development within the Eastern Neighborhoods, would exacerbate this deficiency, resulting in a cumulative impact. This issue is addressed on pages 232 through 233 of the Draft EIR. The Draft EIR Project would provide a sufficient amount of on-site open space in compliance with Planning Code requirements and contribute to the Eastern Neighborhoods Community Improvements Fund. Because the Preferred Project would provide adequate on-site open space and is within the growth projections identified in the *Eastern Neighborhoods FEIR*, cumulative impacts to open space were determined to be less than significant and mitigation measures are not required. References to future planning of City-wide open space is provided in the Draft EIR for background information and to aid in the description of existing and future conditions, not as mitigation for project impacts. Also refer to **Response ES-2** on page RTC-102 and **Response ES-3** on

page RTC-113, which address the projected and existing growth and the status of infrastructure improvements within the *Eastern Neighborhoods Plan* area.

H. HAZARDS AND HAZARDOUS MATERIALS

The comments and corresponding responses in this section cover topics in Section IV.D, Hazards and Hazardous Materials, of the Draft EIR. These include topics related to:

- HZ-1: Project Construction-Period Hazardous Materials Impacts
- HZ-2: Timing of Hazardous Materials Remediation
- HZ-3: Project Operational Hazardous Materials Impacts
- HZ-4: Proximity of Sensitive Receptors to Potentially Hazardous Site Conditions
- HZ-5: Cumulative Hazardous Materials Related Impacts

COMMENT HZ-1: PROJECT CONSTRUCTION-PERIOD HAZARDOUS MATERIALS IMPACTS

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

A-Antonini	I-Frixos	I-Rowe
A-Richards	I-Horton	I-Sacks
I-Angles	I-Howarth	I-Smallcombe, G
I-Brooks	I-Ikle1	I-Stenberg1
I-Daniel	I-Jerome	I-Stenberg3
I-Deckenbach	I-Lack	O-FOJP
I-Doherty	I-Miles	O-MEO
I-Friedman, S2	I-Nielsen	

_____

The other thing that we were talking about was whether the demolition -- again, they speak about the demolition in the report. The timing of the demolition might have a lesser effect if it was done largely in the months when the school was not in session if that's possible. It certainly would be a good thing to work out. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

_____

Here, we have young students trying to learn, and we have impacts from noise, dust and toxins. *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Richards])*

_____

Hazardous Materials need further study: The EIR should be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure during demolition, remediation and construction. Based on the lack of detail in the Draft EIR, we are not confident that our children and neighbors will be safe. *(Sean Angles, Letter, February 16, 2015 [I-Angles]; and Eric Brooks, Email, February 17, 2015 [I-Brooks]; and Michael Frixos, Email, January 28, 2015 [I-Frixos])*

But I have serious concerns with the Draft EIR, particularly from my own perspective … I think the hazardous materials study needs further consideration. *(Sharon Daniel; Transcript; January 22, 2015 [I-Daniel])*

For today's purposes, the areas that concern us most are the potential for ongoing noise and hazardous waste being released in the demolition and construction phases of the project so close to several schools and our beloved park.

…

I mean, my concern really is the toxicity that will be emitted into the air if this project goes forward as it stands. *(Jude Deckenbach; Transcript; January 22, 2015 [I-Deckenbach])*

… and the potential for ongoing noise and hazardous wastes being released in the demolition and construction phases of the project so close to several schools and our beloved park.

…

As a parent who frequent the park and garden, I am concerned about the noise and hazardous waste materials that young children (and elderly) will undoubtedly be exposed to for months (possible years?) of construction. As such, I strongly believe the EIR should be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure during demolition, remediation and construction. Based on the lack of detail in the Draft

EIR, I am not confident that our children and neighbors will be safe. *(Kathleen Doherty; Email; February 17, 2015 [I-Doherty])*

…asbestos that'd be excavated, impact to children at Live Oak, shadow profiles cast to the neighboring park and more importantly the community garden in it (which would pretty much eliminate the possibility of a garden.. plants need light). *(Seth Friedman; Email; February 16, 2015 [I-Friedman, S2])*

And more specifically, too, what is going to be done during the -- during the construction to contain any type of toxicity as well as taking care of soil? There's an excavation that's going to be done. I know that I myself incurred about a $15,000 bill for lead that came in to my home. And that was merely from tracking it in from the backyard.

So this is a huge issue on Potrero Hill where the homes are older. *(Darlene Horton; Transcript; January 22, 2015 [I-Horton])*

I am concerned about the carcinogenic materials, which your report indicates in some cases are seven hundred times above acceptable limits, and are buried in the ground, and will without question become airborne particulate during construction.

I applaud your current plan, in that it is an improvement from its predecessor. You have outlined several careful and good preventative measures to reduce exposure to particulate. However while dust control measures and air quality testing are called for during construction, I believe your plan could and should be more specific about the actual testing. The EIR carefully lists all toxins found on premises, but does not specify which of all of those toxins are to be detected during construction, and

which are not. Please connect the dots here, and provide much needed specificity and clarity on this subject.

Also in your plan there is a long appendix of exemptions. I was unable to understand many of the exemptions, and I was unable to determine if any exemptions applied to the dust control measures. I ask that the exemptions be more simply and comprehensively listed, in some way that lets the public know whether or not all the preventative measures to be taken against airborne carcinogenic particulate, will in fact be enforced, or will be exempt. I truly want to be assured there are no exemptions for such preventative measures. *(Andrew Howarth; Letter; February 2, 2015 [I-Howarth])*

C-TR-6 also C-HZ-1 transport of hazardous soils from the proposed construction site needs to be examined in the context of cumulative impacts on the neighborhood. Many other projects also need to remove such hazardous materials as thus dust management and the use of such heavy machinery and trucks on the local street must be considered. The existing infrastructure is fragile. For example there was a water main break on 18th and Carolina St immediately adjacent to the proposed project. It was reported on the Saturday of ML King Holiday weekend however the SF PUC did not immediately send a crew causing additional damage to the roadway and flooding. Impact is significant. In this case the excess water from the water main break could aid in migration of the hazardous plume towards the park.

…

HZ-2d The proposed project has both artificial from building materials and naturally occurring serpentine soils and infill that would be disturbed. The surrounding environment is a poor air quality area with numerous sensitive receptors including children, infants in the playground and the vulnerable elderly that use the nearby food pantry offered by St Gregory. The impact of this exposure is significant and should be addressed in mitigation measures.

…

P. 52 Demolition and Site Remediation

Although dewatering or treatment of encountered groundwater is supposed to occur during remediation according to the DEIR, dust management is a big concern of those that breath[e] in Potrero Hill. Dust management is often achieved by watering and/or covering dirt or materials excavated. Adding additional water to the materials while on site may generate additional hazardous groundwater that requires remediation or/and cause migration of the existing plume more toward the Parks and Recreation Department Property. Finally hazardous dust would also impact the operation of the community garden directly across the street from the project.

…

Page 123 DEIR. Construction related impacts that create additional air quality concerns, noise and toxic exposures on an already stressed and vulnerable population of school children are significant.

…

Page 260 DEIR. If hazardous exposures are detected what is the remedy? If visible dust crosses the property line what is the recourse? How will outreach be conducted to the nearby playground at Jackson Park?

Page 264-265 DEIR The relevant asbestos regulation appear geared towards occupational exposure such as by construction workers rather than by sensitive receptors such as children and the elderly. Will wetting the soils extend the underground plume? Page 266 it may be necessary to sweep or wet down the sidewalks and street during the day to minimize exposure by school children nearby and well as younger children at the playground. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

———————————

The noisiest and most hazardous construction activities should be scheduled during the summer session or during winter or spring breaks. *(Phil Jerome; Email; February 17, 2015 [I-Jerome])*

———————————

Traffic was not fully studied and hazardous materials most definitely needs further study, in particular given the proximity to schools (Live Oak and ISA). *(Rosalie Lack; Email; January 28, 2015 [I-Lack])*

There does not appear to be any provision for when the builders will remove the toxic materials on the property or how they leave the property. I believe it is important to preclude the builders from disturbing any toxic materials while the kids are present and on site at the school. Similarly, care must be taken to adequately contain the materials while on the property and when removed from the property so that it does not blow about the streets of the neighborhood. With the wind we have in this city, it would not take much for our kids and neighbors and others farther removed to inhale this toxic matter. *(C. Miles; Letter; February 12, 2015 [I-Miles])*

Harmful Exposure to Hazardous Materials - The EIR needs to provide more information regarding how soil management during construction would be achieved. The descriptions in the DEIR do not provide a level of confidence that school children, residents, business owners and their customers will be protected from exposure to hazardous materials. There will be exposure to elevated levels of particulate matter during demolition of the existing structures and construction of the new buildings. There also will be exposure to diesel particulate matter (a designated toxic air contaminant). The DEIR should include an additional mitigation measure requiring weekly updates via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site. Over the last few years, the increase in dirt and other particles due to massive construction projects in nearby Mission Bay and Showplace Square is visible on my windowsills and railings. It is scary to think about the more invisible & possibly more harmful particulate matter we all might be breathing if the toxicity levels at the 1601 Mariposa site are not properly considered. *(Lucy Nielsen; Email; February 17, 2015 [I-Nielsen])*

The EIR needs to provide more information regarding how soil management during construction would be achieved. The descriptions provided in the DEIR do not provide a level of confidence that school children, business owners and their customers, and residents will be protected from exposure to hazardous materials. During construction, there will be exposure to elevated levels of particulate matter during demolition of the existing structures and construction of the new buildings and diesel particulate matter (a designated toxic air contaminant). Specifics on how health risks and removal of these materials needs to be provided to the neighborhood in community planning sessions prior to any work being done. The DEIR should include an additional mitigation measure requiring weekly updates via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site. *(Sarah Glicken, Email, February 17, 2015 [I-Glicken2]; and David Jedeikin; Email; February 17, 2015 [I-Jedeikin]; and Matt Rowe, Email, February 19, 2015 [I-Rowe])*

———————

Last item I'd like to bring up is the observation that hazardous materials are really going to enter into the air. And I don't think that there's sufficient mitigation measures in place in the Draft EIR to control the hazardous materials that are going to end up in the air and in the Live Oak School and surrounding community. Thank you very much. *(Steve Sacks; Transcript; January 22, 2015 [I-Sacks])*

———————

These are my concerns regarding the EIR report on 1601 Mariposa: Hazardous Materials need further study *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

———————

Hazardous materials need further study, … *(Kate Stenberg; Transcript; January 22, 2015 [I-Stenberg1])*

———————

For today's purposes, the areas that concern us most are the potential for ongoing noise and hazardous wastes being released in the demolition and construction phases of the project so close to several schools and our beloved park.

…

And we request that the EIR be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure. *(Friends of Jackson Playground; Letter; January 22, 2015 [O-FOJP])*

The DEIR needs to identify the specific measures that will be employed to protect students from hazardous materials exposure. The project must incorporate specific measures to protect Live Oak's students as much as possible from exposure to hazardous materials. Children at a nearby preschool, and infants, toddlers, children and elderly using Jackson Playground across the street (including the community garden where food is grown) also must be protected. These populations are highly vulnerable to health impacts from site investigation, clean up, and construction.

The DEIR needs to provide more information regarding how soil management during construction would be achieved. The descriptions provided in the DEIR do not provide a level of confidence that Live Oak's children, staff, and neighbors will be protected from exposure to hazardous materials. Similarly, the DEIR needs to provide additional information and assurance that the system described on page 267 of the DEIR that directs the potentially contaminated gasses to the outside air will not put students, staff, and residents at risk. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE HZ-1

These comments express concern that hazardous materials known to be present in soils, groundwater, and soil gas at the project site could be released into the environment during demolition, remediation, and construction activities. Many of these concerns are related to the

potential for hazardous materials to affect nearby sensitive receptors, including students and other occupants at Live Oak School, Jackson Playground, and other adjacent school and residential uses. Several comments stated that additional study of these contaminants should be required, and requested more measures and details regarding hazardous materials control measures to prevent on-site contaminants from migrating off-site via fugitive dust. One commenter expressed concern that there may be exemptions in prescribed dust control measures that could result in impacts to public health.

As described in the Draft EIR, the nature and extent of contamination at the project site has been documented in environmental investigations conducted in 1995-1997 and 2011-2013. These investigations are summarized in the Draft EIR and the concentrations and extent of contaminants of concern are shown on Table IV-D-1 on page 241 of the Draft EIR. Also refer to Chapter V, Draft EIR Revisions of this RTC document (page RTC-371) which includes text changes that apply to the description of known hazardous materials and further clarify the areas of identified contamination at the project site parcels. The areas of the site with contamination requiring remedial action are confined to the center of the site, near the closed in-place-underground storage tanks (USTs), as shown on Figure IV-D-1 on page 243 of the Draft EIR.

The remedial alternative chosen in the Draft Response Plan that was submitted to the Department of Toxics and Substance Control (DTSC) to address on-site contamination would include excavation and removal of the closed-in-place USTs and surrounding soils, totaling 730 cubic yards (approximately 1,100 tons) and replacement of that soil with clean backfill, the placement of oxygen-releasing compound (ORC) into the excavation to accelerate natural bioremediation of residual petroleum contamination, the installation and operation of a vapor intrusion mitigation system (VIMS) to prevent soil gases from entering building indoor air, and the establishment of institutional controls, including the prohibition of groundwater extraction and use.

As noted in several of the comments, demolition, remediation, and construction activities at the project site could result in dust emissions that could affect adjoining properties. Dust generated from

soils containing hazardous materials has the potential to pose a health risk to nearby members of the general public, including students at adjacent schools. The Draft Response Plan includes numerous measures to prevent migration of contaminants during demolition, remediation, and construction, which were summarized in the Draft EIR. More detail is included in Section 7.15 of the Draft Response Plan.[31] The dust control measures from the Draft Response Plan, to be maintained throughout the duration of earthmoving activities, are listed in full below and are similar to the summarized measures included on pages 265 through 266 of the Draft EIR (also refer to **Response AQ-1** on page RTC-317):

- Construction vehicle speed at the work site will be limited to fifteen (15) miles per hour or less.
- Prior to any ground disturbance, sufficient water will be applied to the area to be disturbed to prevent visible emissions from crossing the property line.
- Areas to be graded or excavated will be kept adequately wetted to prevent visible emissions from crossing the property line.
- All exposed soil surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered at least two times per day.
- Soil stockpiles will be kept visibly moist by water spray and covered with continuous heavy duty plastic sheeting to minimize emissions of organic compounds to the atmosphere. The sheeting will be at least 10 mils in thickness, will be in good condition, joined at the seams, and securely anchored to minimize headspace where vapors may accumulate. For any active storage pile, the surface area not covered by plastic sheeting or other covering will not exceed 6,000 square feet. Inactive stockpiles will be covered during periods of inactivity longer than 1 hour.

[31] Iris Environmental, *Revised Draft Response Plan, 1601 and 1677 Mariposa Street, 485-497 Carolina Street, San Francisco, California*, March 14, 2014. This document is available for review at the City of San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

- Vehicle and equipment idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage will be provided for construction workers at all access points.
- All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications.
- Equipment and vehicles will be washed down before moving from the property onto a paved public road. Cleaning will be done by dry brushing and/or washing with water, as necessary. Details of the equipment cleaning area, including wash water containment and management practices, will be specified in the Transportation Plan to be developed and included as an appendix to the Excavation Remedial Design Implementation Plan (RDIP).
- Visible track-out on the paved public road will be cleaned using wet sweeping or a HEPA filter equipped vacuum device within twenty-four (24) hours. No dry power sweeping will be conducted.
- A publicly visible sign will be posted with the telephone number and person to contact at the lead agency (DTSC) regarding dust complaints – this person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be posted to ensure compliance with applicable regulations.

Demolition, remediation, and construction work would also be subject to air quality rules, including those of BAAQMD Rule 8-40 for volatile organic compound (VOC)-contaminated soils. In addition to these measures, an Excavation RDIP will be prepared prior to earthmoving work and would be subject to DTSC review. The Excavation RDIP would include more detailed descriptions of the measures to be implemented during the excavation phase of the project, including BAAQMD rules, including requirements for perimeter air monitoring and action levels that would require a temporary stop to construction or modification of construction activities. The Draft Response Plan for the project indicates that dust and VOC concentrations would be measured by the air quality monitor on an hourly basis at upwind and downwind edges of the project site and on the fence line separating the site from Live Oak School**.** Mitigation Measure M-HZ-2b of the Draft EIR provides additional

performance standards for the Excavation RDIP, including requiring that it comply with California Health and Safety Code 25395.96(a)(4) and "control any endangerment that may occur during the response action at the site." No exemptions that could potentially impact human health would be allowed. Therefore, no additional mitigation is required to protect the nearby public from hazardous materials in soils, groundwater, and soil gas at the project site during demolition, remediation, and construction activities. Additionally, Preferred Project construction would be subject to the Construction Dust Ordinance, including preparing a Dust Control Plan and the Excavation RDIP.

One comment specifically expressed concern that soil gases ventilated from beneath project site building foundations could affect the nearby school. As noted in the Draft Response Plan for the project site, concentrations of volatile organic compounds in soil gases could potentially accumulate in indoor air within project site buildings and pose a health risk to future building occupants. By implementing the VIMS, these gases would be vented to outdoor air through a vertical riser pipe running along a wall for discharge above the roofline, where the gases would quickly disperse and not accumulate to potentially harmful concentrations. Contaminants in outdoor air is not considered a significant health risk under current conditions, and implementation of the VIMS as part of project development would not result in concentrations of contaminants in outdoor air greater than under current conditions.

Some comments also stated that demolition, remediation, and construction activities should be conducted during periods when the adjacent school is not operating, to protect children at the school from hazardous materials emissions. The implementation of the Excavation RDIP, which includes the excavation and disposal of contaminated soils, is anticipated to be completed in approximately one month. If feasible, the sponsor would attempt to schedule demolition and soil remediation activities during Summer 2016 when attendance at nearby schools would be reduced from average attendance during the regular school year. However, as noted above, measures would be required which would prevent significant emissions of hazardous materials from the site that could potentially affect nearby students and other members of the general public. No modification of the project schedule is necessary to protect students at the adjacent school. Also refer to **Response NO-1** on page RTC-306

and **Response AQ-1** on page RTC-317 which also address the construction schedule and related impacts.

One comment requested a mitigation measure providing for weekly updates on hazardous materials issues with contact information in the event that problems should occur. As shown above, agency contacts would be provided on signs as part of the dust control measures to facilitate public reporting of any problems that might occur. The May 2014 DTSC Community Profile[32] prepared for the remediation project allowed the opportunity for additional public participation on remedial activities, including issuing a fact sheet and providing a public comment period for the Draft Remedial Plan.

Some comments also expressed concern that water used for dust control as part of the mitigation could potentially allow contaminants from the soil to become dissolved in the dust control water and then migrate to the groundwater. As noted above, water used for dust control would be sprayed on the surface twice a day. The spraying is intended to keep soils "adequately wetted" to prevent dust emissions and "visibly moist." Water would not be used in such volumes that it would result in migration of contaminants via the dust control water and infiltrate to groundwater. Additionally, groundwater is not used as drinking water at or near the project site.

One comment also expressed concern that the regulatory program addressing naturally-occurring asbestos (the Asbestos Airborne Toxic Control Measure described under Impact HZ-2d) only protects construction workers and would not protect future users of the project site or nearby receptors such as students at the surrounding schools. After completion of the demolition, remediation, and construction at the site, the project site will be entirely covered with building foundations, pavement,

[32] Department of Toxic Substances Control, 2014. Community Profile, 1601 Mariposa Site, 1601 and 1677 Mariposa Street, San Francisco, California, 94107, San Francisco County, May. This document is available for review at the City of San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

newly-placed clean fill soils, and landscaping, so there would be no potential for naturally-occurring asbestos in the deeper soils to be exposed to the environment and potentially affect future project site users or nearby students, park visitors, or other members of the general public.

One comment also expressed a general concern about the project's contribution to cumulative hazardous materials impacts. Please refer to **Response HZ-5** on page RTC-261 for a discussion of cumulative impacts.

COMMENT HZ-2: TIMING OF HAZARDOUS MATERIALS REMEDIATION

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

A-Antonini	I-Jerome
I-Friedland	I-Stenberg3
I-Ikle1	O-MEO

The other thing that we were talking about was whether the demolition -- again, they speak about the demolition in the report. The timing of the demolition might have a lesser effect if it was done largely in the months when the school was not in session if that's possible. It certainly would be a good thing to work out. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

Conduct the Hazardous Materials Remediation when school is not in session. It is critical that hazardous material remediation work not take place when our children are present in school - we cannot expose our children to such risks as it relates to these procedures. Their health and safety must not be put at risk due to this project. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

Lack of specificity in the hazardous materials partial remediation activity. Conduct the Hazardous Materials Remediation when school is not in session. In order to protect their health and safety, it is critical that the hazardous material remediation work take place when school is not in session so that children and staff will not be subject to exposure.

…

P. 53 How can the final loading and disposal of soils off-site be expedited once the soils are initially excavated? In the document this is estimated to take 3-4 weeks to allow for laboratory results and landfill acceptance. Is there a way to characterize the hazardous materials in advance to some extent in order to gain provisional landfill acceptance more rapidly? Or is there another means to expedite this process? Will there be 24 hour manned security on-site during this period in order to ensure the soils remain covered and undisturbed? What emergency contingencies will be in place in case of storm, winds, or other unforeseen disturbances to the project site, hazardous soils and contaminated ground water?

…

Page 248 DEIR. I participated in the Community Survey provided by DTSC. How does the community get notified of the Draft Response Plan? What is the role of the public in reviewing the draft response plan and providing comments to DTSC? Was a notice placed on site? Did the DTSC include comments from those that participated in the survey or have received notice of the DEIR? What is the time line for final approval of the Final Response Plan? *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

In order to protect the children's health and safety, it is critical that the hazardous material remediation work take place when school is not in session so that they will not be subject to exposure. Students will also be subjected to high, disruptive noise levels for most of the school year, making for an unacceptable learning environment. The noisiest construction activities should be timed for periods when school is not in regular session. The DEIR claims that Live Oak school operates year-round without substantial periods when construction activities could be scheduled when school is not open, which is misleading. Although there is a summer session at Live Oak School, enrollment is just ten percent of that during the regular session. The noisiest and most hazardous construction

activities should be scheduled during the summer session or during winter or spring breaks. *(Phil Jerome; Email; February 17, 2015 [I-Jerome]; and Kate Stenberg, Email, February 18, 2015 [I-Stenberg3])*

The DEIR must include a mitigation measure requiring that hazardous materials remediation occur only when school is not in session. It is critical that the hazardous materials remediation work take place when school is not in session so that children and staff will not be subject to the health risks of exposure.

…

Hazardous materials remediation needs to occur when school is not in session. The proposed hazardous material remediation would expose Live Oak students, teachers, and staff to significant health risks. In order to protect students and staff from hazardous materials exposure, the remediation activities must take place when school is not in session. The DEIR needs to be revised to include this mitigation measure. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE HZ-2

These comments generally express concern that conducting remediation and demolition work while students are present at the adjoining school could result in health risks to the students and faculty. As noted under **Response HZ-1** on page RTC-246, implementation of the Excavation RDIP, which includes the excavation and disposal of contaminated soils, is anticipated to be completed in approximately one month. If feasible, the sponsor would attempt to schedule demolition and soil remediation activities during Summer 2016 when attendance at nearby schools would be reduced from average attendance during the regular school year. In addition, measures would be implemented to prevent the emission of hazardous materials from the sites that could potentially affect nearby students and other members of the general public. Existing regulations and Mitigation Measure M-HZ-2a in the Draft EIR would require that materials containing asbestos, lead-based

paint, polychlorinated biphenyls (PCBs), or di (2-ethylhexyl) phthalate (DEHP) must be abated at buildings to be demolished by certified abatement contractors prior to building demolition. Mitigation Measure M-HZ-2b requires implementation of a health and safety plan, emissions control plan, soil management plan, and an air monitoring plan. These plans are required to be approved by City agencies and DTSC and must include measures to protect workers and the public from hazardous materials during remediation and demolition work. These measures would protect all surrounding sensitive receptors and construction workers. No additional mitigation measures would be required to protect school children and faculty during remediation and demolition work.

One comment requests that the removal of soils at the site be expedited to minimize the amount of time contaminated soils are present at site. As noted under **Response HZ-1** on page RTC-246, measures would be implemented to ensure that stockpiled soils do not pose a health risk to construction workers or nearby members of the public per the requirements of BAAQMD Rule 8-40. These measures include keeping soil stockpiles visibly moist by water spray and covered with continuous heavy duty plastic sheeting to minimize emissions of organic compounds to the atmosphere. The site would also be secured during remediation activities. These measures would prevent significant public health impacts during the three to four weeks soil stockpiles are anticipated to be maintained at the site prior to off-site disposal.

One comment also requests information regarding public review of the Draft Response Plan. DTSC's Public Participation program is separate from the CEQA public review process. DTSC mailed a Community Survey on March 17, 2014, and completed a Community Profile for the project in May 2014.[33] The Community Profile states that future action will include a public notice published in the San Francisco Examiner with the dates for the Response Plan comment period, notice where the

[33] Department of Toxic Substances Control, 2014. Community Profile, 1601 Mariposa Site, 1601 and 1677 Mariposa Street, San Francisco, California, 94107, San Francisco County, May. This document is available for review at the City of San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

Response Plan and other site-related documents can be located, and distribution of a Fact Sheet to the project mailing list, that includes nearby residents, key contacts, and other stakeholders. Comments received during public meetings, open house sessions, or community briefings would be considered by DTSC prior to approving or rejecting the Response Plan. Under the Public Participation program, DTSC would provide information to the public regarding the process by which decisions about the site are made and the recourse that is available for those who may disagree with the agency decision.

COMMENT HZ-3: PROJECT OPERATIONAL HAZARDOUS MATERIALS IMPACTS

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

I-Horton
I-Ikle1
I-Smallcombe, G

So Live Oak is a school -- people mentioned very briefly the school is expanding. The way that it is expanding is that it's adding a class in the kindergarten class and then first grade, second grade. So each year, there's an expansion of -- the number of kindergarten kids essentially will be doubled over the next seven to eight years and, therefore, an increased density of kids who are most vulnerable to the potential toxicity of lead in particular.

The EIR really just skims over this issue, doesn't even mention it specifically. I support the reduced density plan but really would love for the Commission to insist that a more detailed impact of lead toxicity on young children not only at Live Oak but also at the playground.

…

And this is a site that's had trucks and all sorts of, you know, potentially toxic materials in that space. So I'd love for the Commission to very seriously consider that. *(Darlene Horton; Transcript; January 22, 2015 [I-Horton])*

Page 268 DEIR The land use covenant would prohibit groundwater extraction or use thus preventing human exposure. However this area is known to have occasional flooding as well as aging water infrastructure (see earlier documentation re broken water main). Given the presence of children and pets limiting exposure during minor flooding events may be difficult. What else can be done? *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

These are my concerns regarding the EIR report on 1601 Mariposa: Hazardous Materials need further study *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

RESPONSE HZ-3

These comments generally express concerns related to hazardous materials exposure during project operations. One commenter states that additional study is needed and a second notes that trucks and toxic materials were formerly present at the site. The nature and extent of hazardous materials in soils, groundwater, and soil gas at the site have been determined through several environmental investigations, as noted in **Response HZ-1** on page RTC-246. No additional investigation is necessary to determine health risks of the site and to develop appropriate remedial design and mitigation measures protective of public health and the environment.

One comment expresses concern that students at Live Oak school may be exposed to lead from the project site. Please see **Response HZ-1** on page RTC-246 for a description of the measures that will be taken during the demolition, remediation, and construction phase of the project to remove lead at the project site. Following construction, the project site would be covered with building foundations, pavement, clean fill, and landscaping, and there would be no exposure pathway for the deeper lead-contaminated soils to affect students at the nearby school. No additional study or mitigation is required to protect students from lead in project site soils.

One comment expresses concern that flooding and broken water mains could expose children and pets to contamination from contaminants in groundwater. Based on environmental investigations cited in the Draft Response Plan, groundwater is located approximately nine feet below ground surface and therefore would not co-mingle with floodwaters from storms or broken water mains, which would be present at surface elevations, 9 feet above the groundwater.

COMMENT HZ-4: PROXIMITY OF SENSITIVE RECEPTORS TO POTENTIALLY HAZARDOUS SITE CONDITIONS

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

I-Horton
I-Ikle1

My name is Darlene Horton. I am a resident of Potrero Hill for 15 years, also the mother of a young boy who attends Live Oak School. I live about four blocks away from the site.

I'm also a researcher and a pediatrician, pediatric cardiologist. There's a lot of things I agree with that folks have said, issues around basically the ultimate impact of increasing the density of people in the neighborhood.

But I specifically want to address the hazardous materials issue. I've treated kids with lead toxicity and have seen firsthand really the devastating effects that it can have on kids' neurological development. *(Darlene Horton; Transcript; January 22, 2015 [I-Horton])*

HZ-8 The DEIR mentions that Natural Gas Transmission Line 109 is on 20th Street however the Line then goes down Missouri St which is 2 blocks away from the project. The DEIR states that this is more that 750 feet from the project. However the utility company has a disclosure campaign that notifies

current residents within 2,000 feet of a natural gas transmission pipeline. In addition, heavy equipment associated with the project transported over the pipeline might disturb it. (See also Appendix B of this comment letter)

…

P. 53 Construction: Mention is made of rammed aggregate piers for the West Building and Part of the East Building. How will the water line on Carolina which recently ruptured and the nearby gas lines be safeguarded? What gas lines go to the Anchor Steam facility?

The SF Water Department recently (2015) needed to repair the water main on Carolina at 18th as it was leaking. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

RESPONSE HZ-4

These comments relate to the proximity of existing hazardous materials conditions near the project site. Specifically, some comments express concern regarding nearby water and natural gas transmission pipelines and the impacts that could occur to them as a result of the project. The portion of the natural gas pipeline beneath 20th Street is approximately 950 feet to the south of the project site while the portion of the natural gas pipeline beneath Missouri Street is approximately 600 feet to the east. The natural gas transmission pipeline beneath Missouri Street is the closest to the Anchor Steam Brewery. A water main runs beneath Carolina Street. No heavy equipment will be operated in the vicinity of these pipelines, and no foundation piers are proposed to be installed within the Carolina Street right-of-way, so no impact to these water and natural gas lines would be anticipated.

One comment also expresses concerns regarding lead toxicity in children, noting that children are much more susceptible to neurological effects from lead than adults. Please refer to **Response HZ-1** on page RTC-246 for a description of measures that will be taken during the demolition, remediation, and construction phase of the project to protect students and other members of the general public from hazardous materials at the project site that could potentially migrate via fugitive dust. Please

also refer to **Response HZ-3** on page RTC-257, which notes that after construction, all lead-affected soils would be buried beneath building foundations, pavement, clean fill, and landscaping and would not have the potential to affect future project residents or nearby members of the general public or these soils would be removed as part of the hazardous materials cleanup in accordance with regulatory standards.

COMMENT HZ-5: CUMULATIVE HAZARDOUS MATERIALS RELATED IMPACTS

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

I-Ikle1
O-MEO

C-TR-6 also C-HZ-1 transport of hazardous soils from the proposed construction site needs to be examined in the context of cumulative impacts on the neighborhood. Many other projects also need to remove such hazardous materials as thus dust management and the use of such heavy machinery and trucks on the local street must be considered. The existing infrastructure is fragile. For example there was a water main break on 18th and Carolina St immediately adjacent to the proposed project. It was reported on the Saturday of ML King Holiday weekend however the SF PUC did not immediately send a crew causing additional damage to the roadway and flooding. Impact is significant. In this case the excess water from the water main break could aid in migration of the hazardous plume towards the park. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

The DEIR needs to consider the cumulative effects of hazardous materials exposure. Not only will Live Oak's students be exposed to contamination from hazardous materials remediation, they will be exposed to elevated levels of particulate matter during demolition of the existing structures and construction of the new buildings, and diesel particulate matter (a designated toxic air contaminant).

This area is within a San Francisco Public Health Code-identified Roadway Exposure Zone with elevated levels of roadway generated pollutants, indicating students are already exposed to elevated levels of particulate matter. In crafting appropriate mitigation measures, the DEIR should consider these cumulative exposure impacts and identify mitigation measures to reduce such impacts. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

———————————

RESPONSE HZ-5

Two comments express concern that Live Oak School students and other community members would be adversely affected by cumulative hazardous materials impacts, as potential emissions from the project site will add to hazardous materials contamination already present in the site vicinity. The potential for cumulative hazardous materials impacts is evaluated under Impact C-HZ-1 of the Draft EIR (pages 274 through 275). The analysis concluded that there are no other projects in the vicinity of the proposed project that would combine with the project to create cumulative hazardous materials impacts, and existing regulatory programs and Draft EIR mitigation measures would reduce all project impacts to a less than significant level. No impacts of the project were identified that would be compounded by additional development at or near the project site. Therefore, no significant cumulative hazardous material impacts were identified for the project and no mitigation measures for cumulative hazardous materials impacts are warranted.

Regarding potential migration of hazardous materials from the project site as a result of a water main break, please refer to **Response HZ-3** on page RTC-257 which addresses a similar concern. The project site is not located within a mapped Alquist-Priolo earthquake fault zone, where a water main break due to fault rupture during an earthquake would be likely. A release of water from a nearby water main would result in surface flooding and would not result in migration of contaminants in soils and groundwater at the project site. Contaminated soils left in place would be beneath building foundations, pavement, clean fill, and landscaping and would not be entrained in surface runoff from

a water main break. Groundwater, located 9 feet below the ground surface, would not co-mingle with the surface flooding from a water main break. No additional mitigation is necessary.

The project site is also not located within an Air Pollutant Exposure Zone, as mapped by DPH in accordance with Article 38 of the San Francisco Health Code,[34] and therefore residential construction at the project site does not require enhanced ventilation to protect residents from health effects of living in a poor air quality area. Additional information regarding air quality is included in the Draft EIR on pages 47 through 57 of the CPE Checklist (Appendix A) and on pages 297 through 299 in Chapter V, Other CEQA Issues.

[34] San Francisco Department of Public Health, Air Pollutant Exposure Zone Maps, April 10, 2014. Available online at: www.sfdph.org/dph/files/EHSdocs/AirQuality/AirPollutantExposureZoneMap.pdf (accessed August 28, 2015).

I. ALTERNATIVES

The comments and corresponding responses in this section cover topics in Chapter VI, Alternatives, of the Draft EIR. These include topics related to:

- AL-1: Support for the Reduce Density Alternative
- AL-2: Support for a "Neighborhood Protection Alternative"
- AL-3: Reasonable Range of Alternatives
- AL-4: Open Space Alternative

COMMENT AL-1: SUPPORT FOR THE REDUCE DENSITY ALTERNATIVE

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

A-Richards	I-Hefti	I-Sinclair
I-Alexander	I-Horton	I-Smallcombe2
I-Altman	I-Hutson1	I-Soto
I-Beltramo	I-Hutson2	I-Stenberg1
I-Causey	I-Ikle1	I-Stenberg2
I-Cheung	I-Lack	I-Stolzoff
I-Chiang	I-Maruschak	I-Stuart
I-Daniel	I-Nolan-Cilia	I-Sundel
I-Diehl	I-Padula	O-18AHOA1
I-Firpo	I-Parekh	O-18AHOA2
I-Frixos	I-Ranch	O-MEO
I-Glicken1	I-Roensch	

I do agree and hope that former Commissioner Miguel is right, that we're going to see a changed project and hopefully we'll move more towards the more environmentally superior alternative. *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Richards])*

Following on to my comments from June 2014 (below), I would like to add that I now understand there is a Reduced Density Alternative. It addresses some – although not all – of my concerns. Still, on

balance, it is a much superior plan and significantly more appropriate for the neighborhood. In the draft EIR, it is described as an environmentally superior alternative because it would avoid the significant traffic- related impacts of the proposed plan, as well as reducing or avoiding other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

For those reasons, if the City does decide to approve a Related development on this site, I believe the Reduced Density Alternative is a much more suitable choice for this site. It would feasibly attain most of the basic objectives of the proposed project and yet avoid or substantially lessen many of its undesirable effects. *(Suzi Alexander; Email; January 28, 2015 [I-Alexander])*

I[/We] [strongly] support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid [altogether many] other [negative] impacts. […] A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. *(Maya Altman, Email, February 16, 2015 [I-Altman]; and Janice Cheung, Email, January 26, 2015 [I-Cheung]; and Harvey Chiang, Email, January 26, 2015 [I-Chiang]; and Rosalie Lack, Email, January 28, 2015 [I-Lack]; and Suzanne Maruschak, Email, January 26, 2015 [I-Maruschak]; and Joseph Nolan and Michelle Cilia, Email, February 5, 2015 [I-Nolan-Cilia]; and Ashesh Parekh, Email, January 26, 2015 [I-Parekh]; and Timothy Sinclair, Email, January 27, 2015 [I-Sinclair]; and Mark Smallcombe, Email, January 26, 2015 [I-Smallcombe2]; and Anita and Philip Soto, Email, January 31, 2015 [I-Soto]; and Kate Stenberg, Email, January 26, 2015 [I-Stenberg2]; and Nick Noyes, President, 18th and Arkansas Homeowners Association, Email, January 24, 2015 [O-18AHOA1])*

I very much support the Reduced Density Alternative for the 1601 Mariposa project. *(Alex Beltramo; Email; January 28, 2015 [I-Beltramo])*

That being said, I feel as though this project as it's currently being proposed does not fit in with the character of our neighborhood, nor is there enough space in these already tight blocks to support 320 units and everything that comes along with it. I'd like to voice my support for the reduced density alternative that was presented in the Draft EIR by the Department of Planning. I feel that this alternative is more in line with the infrastructure capacity in Potrero Hill, and the culture of the neighborhood. *(Matt Causey; Email; January 30, 2015 [I-Causey])*

I am not anti-growth. I do support the reduced density alternative. *(Sharon Daniel; Transcript; January 22, 2015 [I-Daniel])*

I live on 209 Arkansas, which is effectively straight across the street from the proposed project. And while I agree with the need for new housing and I'm not opposed to the reduced density option that the Environmental Impact Report suggested, I still see major failures in the report itself, in particular, pedestrian traffic safety.

…

So, again, I'd be in favor -- I'm in favor of new housing and perhaps the reduced density option, but a better report needs to be done. *(Jim Diehl; Transcript; January 22, 2015 [I-Diehl])*

With this email, I wanted to let you know that as home owners on Potrero Hill, my husband and I support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative.

We believe this approach would avoid the significant traffic-related impacts and reduce or avoid other impacts from this development. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. *(Janine Firpo; Email; January 30, 2015 [I-Firpo])*

Grow Potrero Responsibly supports the Reduced Density Alternative as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

And, finally, I just would like to state that I support the reduced density alternative as the environmentally superior alternative to this project. *(Sarah Glicken; Transcript; January 22, 2015 [I-Glicken1])*

However, I believe that we live in a city, and we can't stop development (nor should we try to do so). Therefore, I would like to voice my strong support for the "reduced density option" for this development - specifically, the development plan calling for 114 units. This scale is MUCH more in line with current projects and recently-completed in the area, and will meld with the existing neighborhood - and already strained public streets and parks - much better.

Please do consider my support for the 114 unit option, as a San Francisco homeowner and taxpayer who will be significantly impacted by this project. *(Brenda Hefti; Email; January 12, 2015 [I-Hefti])*

I support the reduced density plan … *(Darlene Horton; Transcript; January 22, 2015 [I-Horton])*

I did not attend the hearing on this matter today but I would still like to go on record as supporting the "Reduced Density Alternative" *(Richard Hutson; Email; January 22, 2015 [I-Hutson1])*

I urge the Planning Commission to approve the "Reduced Density Alternative"! *(Richard Hutson; Letter; January 22, 2015 [I-Hutson2])*

———————————

Of the alternatives included in the DEIR, the Reduced Density Alternative is preferred over the proposed project because it would eliminate many of the project impacts. As stated on page 348 of the DEIR, the Reduced Density Alternative is the environmentally superior alternative because it would avoid all of the traffic-related significant unavoidable impacts and would reduce or avoid other impacts including "…those related to the transit/pedestrian/bicycle environment, shadow, and recreation." *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

———————————

I am happy to see that my letter to you dated June 6, 2014 was apparently received and that some of the suggestions were incorporated into the "Reduced Density Alternative" in the final EIR.

This alternative makes much more sense for our neighborhood and will provide some additional housing but with much less of an adverse impact. This alternative, having almost twice as much open space within the project, should also be much more attractive to prospective occupants.

I hope you take my comments into consideration and choose the 'environmentally superior alternative' as the right thing to do for my neighborhood. *(Rosalie Lack; Email; January 28, 2015 [I-Lack])*

———————————

The reasonable option is to build less units and reduce density. *(Ana Padula; Email; February 15, 2015 [I-Padula])*

———————————

Therefore, I support the reduced density alternative in the EIR which is described as the environmentally superior alternative because it would to some extent meet the project sponsor's basic objectives while avoiding or reducing the significant, unavoidable impacts for this project.

A lower density project, one that is significantly lower than what the developer proposes, broken into smaller masses will simultaneously reduce the impact of the large number of new residents, reduce traffic and other significant impacts and better respect the existing character and scale of our neighborhood.

The reduced density alternative, in other words, is a win-win for the developer and for the neighborhood. It's the right way to move forward with development in a way that helps preserve the special culture and characteristics of Potrero Hill. *(Greg Ranch; Transcript; January 22, 2015 [I-Ranch])*

———————————

I ask you to strongly consider approving the Reduced Density Alternative as described in the Draft EIR.

As it is described in the report, the Reduced Density Alternative is the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

…

I hope you take my comments into consideration and help to preserve the character and culture of our wonderful Potrero Hill neighborhood. I believe the Reduced Density Alternative would be a win-win for the developer and the neighborhood. *(Greg Roensch; Email; January 29, 2015 [I-Roensch])*

———————————

As a long-time resident of Potrero Hill, I was very happy to attend the P[l]anning Commission meeting last Thursday when members of the community could speak up about their concerns regarding the planned development at 1601 Mariposa St. in my neighborhood. I was especially pleased to hear about and do strongly support the Reduced Density Alternative to that proposed development as it would bring the project down in size so that it would be more in keeping with the character of our neighborhood.

…

I thank you in advance for your consideration and encourage you to support the Potrero Hill community's desire to expand housing in a way that will compl[e]ment the neighborhood - not destroy it. *(Timothy Sinclair; Email; January 27, 2015 [I-Sinclair])*

I support the reduced density alternative listed in the Environmental Impact Report. Thank you. *(Kate Stenberg; Transcript; January 22, 2015 [I-Stenberg1])*

I've tried real hard to accommodate a compromise and respect the competing interests. Although I would prefer a much much less dense project with much more open space, I'm (reluctantly) willing to support the Reduced Density Alternative as described in the draft EIR. It's a bit of a stretch but I want to maintain a spirit of collaboration while hopefully maintaining what makes SF and Potrero Hill a great place to live. *(Gary Stolzoff; Email; January 26, 2015 [I-Stolzoff])*

In addition, the reduced density alternative is a sensible approach in that direction. *(Craig Stuart; Transcript; January 22, 2015 [I-Stuart])*

So I'd like to say I strongly support the reduced alternative plan. *(Carol Sundel; Transcript; January 22, 2015 [I-Sundel])*

So I'm really here just to support the reduced density alternative listed in the Draft EIR as the environmentally superior alternative. A lower density project would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. *(Nick Noyes, President, 18th and Arkansas Homeowners Association; Transcript; January 22, 2015 [O-18AHOA2])*

The project should be modified as demonstrated by the Reduced Height Alternative described in Chapter VI of the DEIR to eliminate project generated shadows on Jackson Playground and the Community Garden. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE AL-1

These comments express support for the Reduced Density Alternative which is described and evaluated in the Draft EIR (pages 315 through 328). As discussed on page 348 of the Draft EIR, the Reduced Density Alternative is identified as the environmentally superior alternative. It should be further noted that the Preferred Project would reduce the overall density as compared to the Draft EIR Project (by about 9,855 gsf, including 21 fewer residential units), but not to the same extent as the Reduced Density Alternative (which would reduce the overall density by about 282,500 gsf, including 206 fewer residential units as compared to the Draft EIR Project). These comments to not address the adequacy of the information or analysis presented in the Draft EIR and are therefore noted. However,

the concerns raised in these comments are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process.

COMMENT AL-2: SUPPORT FOR A "NEIGHBORHOOD PROTECTION ALTERNATIVE"

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

A-Antonini	I-Friedland	I-Ikle1
A-Richards	I-Friedman, H2	O-LOS4
I-Bahat	I-Frixos	O-MEO
I-Fillbrandt	I-Heath2	

One thing that has been brought up, and I don't believe it's analyzed in this report, but the second diagonal walkway from the one that is going -- the diagonal one that connects at 45 degrees across where this additional walkway would go connect to Arkansas Street immediately adjacent to where the school is.

And, you know, that certainly sounded to me to be something that might be desirable because it would lessen the impact on the school. And it could be as large as 30 feet or 40 feet possibly because there is a question about, you know, how much open space has been developed. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

I think post construction for the schools and for the clubhouse, the shadow -- the shadows, definitely the passageway would alleviate that as well as some kind of buffer. *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Richards])*

We'd also like to reopen for you consideration the second mid-block passageway from Arkansas Street which was in the PPA. This would provide a better buffer between the project and the school

during construction and afterward and, put another way, would give our kids breathing room. *(Sara Bahat; Transcript; January 22, 2015 [I-Bahat])*

———————————

The other thing is that, if we put the – the project was revised, if we could revise the project to include that second middle passageway between Arkansas and Carolina, this would also provide a buffer between the school before the construction and after. So, again, keeping that in mind. *(Stephanie Fillbrandt; Transcript; January 22, 2015 [I-Fillbrandt])*

———————————

Please revise the project to include a second mid-block passageway from Arkansas Street. This will greatly reduce air and noise quality impacts on the school environment.

…

And a second passage way needs to be added as well.

…

Add a Reduced Impact Alternative - The DEIR includes only two alternatives besides the no project alternative. In order to provide a reasonable range of alternatives, as required under CEQA, an additional alternative - a "reduced impact alternative" - should be added and evaluated in the EIR. This alternative would include a community gym, a second midblock passage from Arkansas Street, and a design that looks more similar to a typical Portrero Hill neighborhood block with many different buildings rather than one massive complex. This alternative should be considered to reduce noise, air pollution, and recreation impacts that conflict with plans and policies. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

———————————

For this reason and other faults with the design, an alternative that includes a mid block passageway between Arkansas and Wisconsin should be studied. A mid block passageway could also be designated as recreational outdoors space. *(Holly Friedman; Email; February 16, 2015 [I-Friedman, H2])*

———————————

We have proposed that the developer include a more active ground floor with neighborhood- serving businesses, including PDR, to maintain some of the historically diverse land uses that have been typical in the area and that the ENP sought to preserve. In order to address the increased need for open space, we strongly believe that a rear yard exemption should be scrutinized, and that a second mid-block passageway from Arkansas should be included as part of the complex. Additionally a bona fide public gathering area with a setback on the Mariposa side of the development has been proposed by the community and should be included as part of the project. This would reduce shadowing of Jackson park and the Live Oak School courtyard. Additionally, the neighborhood has asked for an onsite community center, open to the public, to reduce the pressure on the already overburdened Jackson Park clubhouse. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

While the Reduced Density Alternative is the preferable one of the alternatives included in the DEIR, an additional "Reduced Impact Alternative" should have been included:

- Lower density to reduce cumulative impacts from additional residents, broken into smaller masses, and of a more typical Potrero Hill design, to respect existing neighborhood scale and character.
- "Active" ground floor throughout the complex, with neighborhood-serving businesses and PDR, to maintain the diverse land uses that have been typical in the area historically and that the ENP sought to preserve.
- Additional publically accessible open space, including bona fide gathering area(s) to reduce impact on Jackson Park
- An onsite Community Center, open to the public, to reduce pressure on the Jackson Park clubhouse
- A second midblock passageway from Arkansas to increase open space, break the horizontal massing, and reduce noise and air quality impacts to Live Oak School during and after construction, and to reduce shadowing to property line windows and to the school's courtyard play area

- Setback on Mariposa to further reduce shadowing of the school's courtyard play area as well as the southern side of Jackson Park.

(Alison Heath; Email; February 17, 2015 [I-Heath2])

The lack of an alternative that includes a second midblock passage from Arkansas Street. Revise the project to include a second mid-block passageway from Arkansas Street. This would reduce noise and air quality impacts during construction and afterwards by providing an adequate setback between the school and the project. And this would at least partially remedy inconsistencies between the project and City policies regarding preservation of neighborhood character and design pattern. The backyard set back exemption requested should merit careful consideration given the other occupants immediately adjacent within the same block to the proposed project.

…

Add a Reduced Impact Alternative. The DEIR includes just two alternatives, besides the no project alternative. In order to provide a reasonable range of alternatives, as required under CEQA, an additional alternative – a Reduced Impact Alternative -- should be added and evaluated in the EIR. This alternative would include a community gym, a second midblock passage from Arkansas Street, off-street loading area and design that looks more like a typical Potrero Hill block with many different buildings instead of one massive complex. This alternative should be considered to reduce noise, air quality, and recreation impacts as well as conflicts with plans and policies.

…

Noise (p. S-26): Impacts associated with Open Space. Since the on-going major PDR activities are on Carolina St at Anchor Steam Brewery it would seem prudent to have a gym for use by the community in this part of the project. As a gym is a noisy place this would create the least conflict between the proposed project users and existing important PDR not displaced by the project. In addition the set back from the independent school on Mariposa should be increased along the mid-block passage in order to protect users of the open space from noise from the school recreational yard.

…

Page 53 DEIR: The required open space for a rear yard and an expanded mid-block passage should be provided. The expanded mid block passage would also create more distance between the independent school and the construction phase of the project. The rear yard between the independent school and the proposed project should be expanded to provide a mid-block passage more consistent with the neighborhood and the underlying EN EIR.

…

Consideration of Alternatives in the EIR:

The DEIR includes just two alternatives besides the no project alternative required under CEQA. In order to make sure that the EIR provides the reasonable range of alternatives required, an additional alternative – a Reduced Impact Alternative -- should be added and evaluated. The Reduced Impact Alternative would include a community gym, a second midblock passage from Arkansas Street, and design that looks more like a typical Potrero Hill block with many different buildings instead of one massive complex.

The project sponsor and Live Oak School have had a number of discussions regarding the possibility of including a community gym space as part of the project. This project variation is something being given serious consideration and it would reduce recreation impacts it should be added as an alternative and studied in the EIR. Placement of the Gym on Carolina would also minimize conflicts with existing important neighborhood PDR use as the noisy activities in the community gym space would be compatible with the Anchor Steam activities across the street.

The inclusion of a second midblock passage as part of this alternative would reduce the project's conflicts with plans and policies and would reduce noise and air quality impacts. As proposed, the Project is not consistent with a number of City policies including Objective 3 of the Urban Design Element and Objective 1.2 of the Showplace Square/Potrero Area Plan because the design is inconsistent with established neighborhood development pattern and character. As discussed on page 54 of the DEIR, a Horizontal Mass Waiver is being requested by the applicant because three of

the four street frontages substantially exceed the 200-foot-long limit. On Carolina Street the frontage length would be a 299 feet, on Arkansas it would be 295 feet, and on 18th it would be 229 feet.

This alternative would include a revised design that reflect the scale and density that defines the existing land use character of the Potrero Hill neighborhood. The proposed project is out of scale with the established neighborhood pattern and because it is on such a large site (comprising more than two-thirds of a city block), these impacts are exacerbated. Such impacts would be eliminated with an alternative design that looks more like a typical block with many different buildings.

The second midblock passageway from Arkansas Street. (as recommended by the Planning Department in the PPA.) This would provide a buffer between the project and Live Oak School, during construction and afterwards, thereby protecting the school and reducing noise and air quality impacts. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

As part of the Project Alternatives portion of the EIR, an additional alternative should be added and evaluated that includes a community gym as part of the project. The project sponsor and Live Oak School have had a number of discussions regarding the possibility of including a community gym space as part of the project. As this project variation is something being given serious consideration and because it would reduce recreation impacts it should be added as an alternative and studied in the EIR.

In the preliminary project assessment, the planning department recommended that the project include a typical rear-yard set back. As it is currently proposed, the 1601 project shades all of the classrooms on the south side of our campus. An increase to the currently proposed 20 foot set back could alleviate that problem and add open space to the development. *(Virginia Paik, Head of Live Oak School; Email; February 17, 2015 [O-LOS4])*

The project should be revised to include a second midblock passageway from Arkansas Street. This would reduce light, air, noise and air quality impacts during construction and afterwards by providing an adequate setback between the school and the project. Also, this passageway would at least partially remedy inconsistencies between the project and City policies regarding preservation of neighborhood character and design pattern.

…

The DEIR must add a neighborhood protection alternative. The DEIR includes just two alternatives besides the No Project Alternative. In order to provide a reasonable range of alternatives, as required under CEQA, an additional alternative – a Neighborhood Protection Alternative – should be added and evaluated in the EIR. This alternative would include a community gym, a second midblock passage from Arkansas Street, and a design that looks more like a typical Potrero Hill block with many different buildings on smaller lots instead of one massive complex. This alternative would reduce noise, air quality, light and air, and recreation (shadow) impacts as well as conflicts with the City's plans and policies, and would achieve all of the project objectives.

…

There is a substantial shortage of public recreational facilities in San Francisco, especially in the Eastern Neighborhoods. Jackson Playground is well used and no funds from the project impact fees will be allocated for needed improvements to Jackson Playground. However, the project will increase the burden on Jackson Playground. Accordingly, the DEIR should include an alternative that incorporates public recreational facilities into the project.

…

In order to reduce operational and construction noise impacts, the project should be modified to include a second mid-block passage from Arkansas Street. The second mid- block passage should be required to provide adequate setbacks to reduce noise impacts during the operational and construction phases of the project. Portions of the project are set back *just five feet* from Live Oak classrooms, subjecting students and teachers to significant noise impacts during construction.

…

A second midblock passage, discussed above, would also help reduce construction-period air quality impacts. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

…

In order to make sure that the DEIR provides the reasonable range of alternatives required, the DEIR should add and evaluate an additional alternative - a Neighborhood Protection Alternative. A Neighborhood Protection Alternative would include a community gym, a second midblock passage from Arkansas Street, and a design that looks more like a typical Potrero Hill block with many different buildings instead of one massive complex. A specific design has not been prepared, but it is assumed that this alternative could accommodate at least, and probably substantially more than, the 114 residential units and 3,510 square feet of commercial space in the Reduced Density Alternative.

- Community Gym. The community gym would be located along Carolina Street and would be used by project residents and would also be open to the neighborhood, including the school. The fitness studio/gym and possibly the pet spa and flex room that are part of the proposed project should be combined into this space. Relocation of the fitness studio to this location has the added benefit of eliminating some of the shadow impacts on the Live Oak recreation area.
- Second Midblock Passage. A second midblock passageway from Arkansas Street would be included in this alternative. The midblock passage would be similar to the 40-foot-wide midblock passage provided under the proposed project. This would reduce light and air, noise and air quality impacts during construction and afterwards by providing an adequate setback between the school and the project. And this would at least partially remedy inconsistencies between the project and City policies regarding preservation of neighborhood character and design pattern by reducing the massing along Arkansas Street from more than 290 feet to approximately 245 feet.[2]

[2] The DEIR (page 310) chose not to analyze an alternative with an increased setback, stating that the project provides a 20 foot setback from the south façade of Live Oak School. This is inaccurate. As shown on the figures beginning on page 28 of the DEIR, there are portions of the project that are set back approximately five feet from the school, not 20 feet. The northwesterly portion of the east building is set back approximately five feet from exiting

classrooms and the northeasterly portion of the east building is set back approximately five feet from planned classrooms.

The DEIR also claims that an additional setback is "not necessary for light, air, privacy, would significantly reduce development potential of the project site, and would not reduce any of the identified environmental impacts of the project." This is not true. A greater setback would mitigate light and air impacts on Live Oak's classrooms, would reduce shadow impacts on the school's outdoor recreation area, and would help mitigate construction related noise and air quality impacts.

- Varying Building Designs. Under this alternative, the project would include several different building designs that are more characteristic of the existing urban design pattern of Potrero Hill instead of one massive building complex. This aspect of the alternative would avoid inconsistencies between the project and City policies regarding preservation of neighborhood character and design pattern.

Section 15126.6 of the CEQA Guidelines states that an EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation." The Guidelines also state that "There is no ironclad rule governing the nature or scope of alternatives other than the rule of reason." In selecting a reasonable range of alternatives, the Guidelines say that "The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the project objectives of the project and could substantially avoid or lessen one or more of the significant effects."

As stated on pages 13 and 14 of the DEIR, the key project objectives are as follows:

1. Redevelop a large underutilized site with a range of dwelling units, ground floor commercial and retail uses, and open space amenities.
2. Create a mixed-use project consistent with the Urban Mixed Use (UMU) zoning and the objectives and policies of the Showplace Square/Potrero Area Plan.

3. Build a substantial number of residential units on the site to contribute to the City's General Plan Housing Element goals, ABAG's Regional Housing Needs Allocation for the City and County of San Francisco, and to respond to the City's current shortage of housing.
4. Provide affordable dwelling units on-site, pursuant to the City's Inclusionary Affordable Housing Program.
5. Provide neighborhood services in the immediate vicinity for future residents and adjacent neighbors.
6. Create a development that is generally consistent with the height and bulk limits and other development controls recently established for the site in the Eastern Neighborhoods rezoning.
7. Incorporate private open space for the use by project residents and publically accessible open space maintained by the project sponsor in an amount equal to or greater than required by the UMU zoning.
8. Develop a feasible project capable of providing an adequate return on investment sufficient to attract both equity and debt financing.
9. Remediate existing hazardous substances on the project site to protect future site users.

The Neighborhood Protection Alternative would achieve all of the stated project objectives, although, as with the Reduced Density Alternative (which includes 114 units and 3,510 square feet of commercial space), it would not provide as large a return on investment and therefore, would not meet objective 8 to the same degree as the proposed project. The Neighborhood Protection Alternative would meet objectives 2, 6, and 7 to a greater degree than the proposed project.

The applicant would need to provide substantial evidence to demonstrate that this alternative would result in an economically infeasible project. A reduction in the return on investment is not enough of a reason to reject the alternative out of hand. (*See Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1180-1183; *Sierra Club v. Tahoe Regional Planning Agency* (2013) 916 F.Supp.2d 1098, 1129-1131.)

The project sponsor and Live Oak School have had a number of discussions regarding the possibility of including a community gym space as part of the project. Because this project variation is something being given serious consideration and would reduce recreation impacts, it should be added as an alternative and studied in the DEIR. As stated above, the CEQA Guidelines say that a DEIR should include potentially feasible alternatives that will foster informed decision-making and public participation. Presumably the applicant has been acting in good faith and would not be discussing this option with the school and neighborhood if it were not feasible.

Because the DEIR does not include a reasonable range of alternatives and because the Neighborhood Protection Alternative would (a) meet all or most of the basic project objectives, (b) reduce one or more significant effects of the proposed project, and (c) not result in any new significant impacts, the DEIR should be revised to include this alternative. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

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RESPONSE AL-2

These comments generally express support for an alternative that includes one or more of the following components: 1) a second mid-block passageway between Arkansas and Carolina Streets; 2) provision of community facilities open to the public including a neighborhood gym, on-site community center, or additional on-site open space; 3) a reduction in the number of residential units proposed by the project; 4) an alternate design that reduces the overall mass of the project buildings; and 5) inclusion of PDR uses or an increase in active commercial uses within the ground floor spaces. Some commenters refer to this or a similar alternative as the "Neighborhood Protection Alternative" or "Reduced Impact Alternative" and contend that such an alternative would reduce environmental impacts —such as land use, noise, air quality, noise, shadow, and recreation— of the Draft EIR Project during both the project-related construction and operation periods, in addition to reducing perceived corresponding policy inconsistencies (all of which it should be noted were identified as less-than-significant impacts in the Draft EIR and CPE Checklist with, in some cases, implementation

of recommended mitigation measures; see Draft EIR pages S-5 through S-26 for a summary of impacts and mitigation measures). Other comments contend that the Draft EIR's alternatives analysis is inadequate due to the lack of inclusion of these alternatives in the environmental analysis. Such alternatives, or alternatives that include permutations or combinations of the requested alternative components were not evaluated in the Draft EIR for the following reasons.

The requested alternatives that call for reduced building heights, increased setbacks, reduced building massing, lower density, fewer residential units, and development of more retail or PDR space are generally analyzed as part of the Reduced Density and Reduced Height on Mariposa Street Alternatives evaluated in Chapter VI, Alternatives of the Draft EIR. In addition, the discussion on pages 309 through 311 of the Draft EIR explains the reason for not analyzing potential alternatives that would substantially increase retail space on site, provide additional open space on-site or other recreational facilities for public use, or increase the Draft EIR Project's setback from the southern façade windows of Live Oak School. As stated there and in the analysis, these alternatives were not further analyzed because these alternatives would either increase the severity of some environmental impacts (i.e., increase trip generation resulting in reduced levels of service on area roadways as compared to the Draft EIR Project) or would not substantially reduce or eliminate any of the significant or significant and unavoidable impacts of the Draft EIR Project. In some instances, these alternatives were also determined to be infeasible.

The request to include a second mid-block passageway on the project site in order to provide increased setbacks from the adjacent Live Oak School as a project alternative is noted. As stated on page 36 of the Draft EIR, a second mid-block passageway is not required by Planning Code Section 270.2 because the Draft EIR Project's north-south block frontages do not exceed 400 feet in length. This issue is further addressed on pages 69 through 72 and on pages 310 through 311 of the Draft EIR. Regarding the statement that the setbacks described for the project are not accurate, please refer to pages 25 through 26 of the Draft EIR, which accurately describes the proposed building setbacks.

Furthermore, a community gym or other on-site recreational space is not proposed by the project sponsors and is not required to be provided to fulfill open space or recreation requirements per Planning Code and City policies. Additionally, recreation-related impacts were determined in the Draft EIR to be less than significant; therefore, the provision of on- or off-site recreational space is not required to reduce any of the impacts of the Draft EIR Project and there is no nexus to require such mitigation. If the project sponsor intends to pursue this improvement as a community benefit, additional environmental review may be required to ensure that potential environmental impacts associated with construction and operation of such a facility would not result in additional impacts beyond those identified in the Draft EIR. A new public recreation space would be further evaluated if put forth by the project sponsor.

Additional alternative components requested as a "Neighborhood Protection Alternative" are not required to be evaluated as a new alternative in the EIR because many of the requested components, such as increases in on-site open space, reduction in the number of residential units or overall density, reduction in the overall building mass, and inclusion of PDR uses on the site, are already evaluated as part of the Reduced Density or Reduced Height on Mariposa Street alternatives or because the requested components would not substantially reduce or eliminate any of the environmental impacts that are identified for the proposed project. The basis for the development and analysis of project alternatives is further described on pages 307 through 308 of the Draft EIR and the analysis is adequate. Also refer to **Response AL-3** on page RTC-284, below regarding the adequacy of the alternative analysis.

In addition, it should be noted that a number of the components requested as part of the "Neighborhood Protection Alternative" proposed by some of the comments have been incorporated into the Preferred Project. These include: 1) an increase of 3,582 gsf of on-site open space for a total of 42,777 gsf; 2) development of a second pedestrian passageway that would provide public access from Arkansas Street to the proposed north-west public passageway that would provide access between Mariposa and 18th Streets; 3) a reduction in residential square footage and units for 21 fewer units than the Draft EIR Project (299 rather than 320 residential units); 4) an increased setback from Live

Oak School (35 feet rather than 20 feet); and 5) inclusion of approximately 3,982 gsf of PDR uses along Carolina Street in place of the commercial square footage proposed by the Draft EIR Project in this location. These proposed changes to the Preferred Project would not result in an increase in severity of Draft EIR Project impacts. Likewise, the Preferred Project would not reduce or eliminate any of the Draft EIR Project impacts. These components have been incorporated into the project by the project sponsor and these changes represent minor modifications to the overall design scheme.

COMMENT AL-3: REASONABLE RANGE OF ALTERNATIVES

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

O-MEO

Because the DEIR does not include a reasonable range of alternatives and because the Neighborhood Protection Alternative would (a) meet all or most of the basic project objectives, (b) reduce one or more significant effects of the proposed project, and (c) not result in any new significant impacts, the DEIR should be revised to include this alternative. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE AL-3

This comment and some of the related comments included in Comments AL-1, AL-2, and AL-4 generally state that the range of alternatives described and analyzed in Chapter VI, Alternatives of the Draft EIR is inadequate. The basis for the development and analysis of project alternatives is described on pages 307 through 308 of the Draft EIR. The comments, however, do not suggest additional alternatives that would avoid or mitigate any potentially significant environmental impacts of the proposed Draft EIR Project while meeting most of the project sponsor's objectives, or

those that would offer substantial environmental advantages, or be more feasible than the alternatives analyzed in the Draft EIR (CEQA Guidelines, Section 15204 [a]).

Section 15126.6(a) of the CEQA Guidelines provides that "[a]n EIR need not consider every conceivable alternative to a project. Under the "rule of reason" governing the selection of the range of alternatives, the EIR is required "to set forth only those alternatives necessary to permit a reasoned choice" (CEQA Guidelines, Section 15126.6 [f]). This section also requires the presentation of a reasonable range of alternatives. Although an EIR must consider a reasonable range of potentially feasible alternatives, it does not have to identify and analyze alternatives that would not meet most of the project sponsor's basic objectives, nor does it have to discuss every possible variant or permutation of alternatives, or alternatives that do not further reduce or eliminate significant impacts of the project. The alternatives identified and evaluated in the Draft EIR were developed on this basis.

In addition to the Draft EIR Project, the Draft EIR identified two alternatives to the project and the required No Project alternative. These alternatives were developed with the intention of reducing the environmental impacts of the Draft EIR Project while still meeting most of the project's basic objectives, key requirements for the development of project alternatives in an EIR. The Draft EIR also discusses a range of both on- and off-site alternatives that were considered for analysis, and explains why these additional alternatives were ultimately rejected and not considered for further analysis. The Draft EIR evaluated a reasonable range of alternatives, as required by CEQA that allows City decision-makers and the public to evaluate and compare the potential impacts of the proposed project with other similar development scenarios designed to lessen the project's environmental effects.

COMMENT AL-4: OPEN SPACE ALTERNATIVE

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

I-Angles
I-Angles2

OPEN SPACE ALTERNATIVE (Page 310 of Draft EIR). I disagree with Draft EIR conclusion that did not consider the Open Space Alternative. The Eastern Neighborhoods Plans adopted December 2008 specifically calls for 'at least one new substantial open space'. Our neighborhood believes that 1601 Mariposa would offer the ideal location for city acquisition of new open space.

Here are specific references to open space and recreation that should be addressed in the EIR for 1601 Mariposa.

Eastern Neighborhoods Plans
Chapter 5:
OBJECTIVE 5.1
PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS

Page 51 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

"It is critical that at least one new substantial open space be provided as part of this Plan. The Planning Department will continue working with the Recreation and Parks Department to identify a site in Showplace / Potrero for a public park and will continue to work to acquire additional open spaces."

Page 52 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

POLICY 5.1.1
Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the Showplace / Potrero.

In addition, the Eastern Neighborhood Plans proposed a "living street" along Carolina and Arkansas. This 2008 published plan for "living street" was NOT considered in the Draft EIR for 1601 Carolina.

Page 55 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

"Extensions to Jackson playground along Carolina and Arkansas (or both) could include landscaping and special paving that would extend the park and allow for a pedestrian oriented landscaped open space. (See Figure A3. Streets and Open Space Concept Map in the Appendix of this plan) "

I believe the Draft EIR report presented a false conclusion regarding the Open Space Alternative.

I urge the Planning Commission to reject this Draft EIR finding, and to genuinely investigate how 1601 Mariposa site could be repurposed as new public open space and recreational facilities that could become a natural extension to adjacent and over-burdened Jackson Park for the benefit of the forecasted increase of new residents around Potrero Hill and children at Live Oak School and International Academy. The location across the street the Jackson Park offers the ideal proximity as a natural expansion of desperately needed recreation and open space in our increasingly congested neighborhood. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

———————————

Personally, one of -- what I would like to see obviously for this space I think it is extremely ginormous, oversized project for the density in our neighborhood. Ideally, I would see a better use of this space -- if there is an opportunity still to look at it, even though the environmental report

neglected to look further -- and it would be an open space and extension of Jackson Park for the future recreational needs of the 3,000-plus residents that will be arriving in our neighborhood based on the pipeline projections of projects already in the scope. *(Sean Angles; Transcript; January 22, 2015 [I-Angles2])*

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RESPONSE AL-4

These comments generally state that the project site could be developed as an open space area, either partially or in its entirety, and that this scenario should be considered as an alternative in the Draft EIR. This issue is addressed on page 310 of the Draft EIR. As stated, an alternative which considers the development of additional open space on the site or provision of community recreational facilities was not considered for further analysis as the Draft EIR Project exceeds the open space requirements for the proposed development, the City does not own the subject property, and acquisition of the site for City open space is not within the City's open space acquisition priority list. In addition, the project site was rezoned from M-1 to UMU zoning as part of the *Eastern Neighborhoods Plan*; therefore, redevelopment of the project site with a mix of uses is planned for and anticipated through that comprehensive planning effort. The project site is privately owned and the proposed project would be generally consistent with the zoning controls that apply to the project site. There is no mechanism or requirement in place that would call for the project site to be developed as open space. Furthermore, such an alternative would not achieve any of the basic project sponsor objectives and would not be a feasible proposal. Therefore, such an alternative is not required to be evaluated in the Draft EIR. Also refer to **Response AL-3** on page RTC-284 regarding the adequacy of the alternatives analysis, and **Response ES-2** on page RTC-102 and **Response ES-**3 on page RTC-113 regarding Eastern Neighborhood growth projections and infrastructure.

One comment noted that the Eastern Neighborhoods Plan identifies one or both sides of Carolina and Arkansas Streets as potential "living streets." Although the *Eastern Neighborhoods Plan* noted that these streets could be developed with additional pedestrian and landscape improvements, these

improvements are not proposed or required of the Draft EIR Project. The proposed project would include street improvements adjacent to the site consistent with the Better Streets Plan, as required by the Planning Code.

J. LAND USE

The comments and corresponding responses in this section cover topics in Section 1, Land Use and Land Use Planning in the CPE Checklist (Appendix A of the Draft EIR). These include topics related to:

- LU-1: Impacts to Neighborhood Character
- LU-2: Compatibility with Adjacent Land Uses
- LU-3: Loss of PDR Space

COMMENT LU-1: IMPACTS TO NEIGHBORHOOD CHARACTER

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

I-Glicken2	I-Roensch	I-Vandenheuvel
I-Hefti	I-Rowe	O-18AHOA1
I-Jedeikin	I-Smallcombe1	O-18AHOA2
I-Megid	I-Stenberg3	O-MEO
I-Nielsen	I-Stolzoff	O-P16C

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The proposed project is out of scale with the established neighborhood pattern and because it is on such a large site, these impacts are exacerbated. *(Sarah Glicken, Email, February 17, 2015 [I-Glicken2]; and David Jedeikin, Email, February 17, 2015 [I-Jedeikin]; and Luis Megid; Email; February 15, 2015 [I-Megid]; and Matt Rowe, Email, February 19, 2015 [I-Rowe]; and Kate Stenberg, Email, February 18, 2015 [I-Stenberg3])*

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In addition, I have serious concerns about the developer's proposed density for this site - 300+ units is FAR out of scale for this area, where much smaller, less dense buildings predominate. It is also out of scale with developments nearby that are new and under construction. *(Brenda Hefti; Email; January 12, 2015 [I-Hefti])*

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The 1601 Mariposa project is way out of character and scale for this particular part of Potrero Hill. This is a neighborhood of railroad flats, single family homes, and small-scale (2 to 3-story) condominiums and/or apartments. The surrounding streets are barely wide enough to handle local traffic as it is now. *(Lucy Nielsen; Email; February 17, 2015 [I-Nielsen])*

I'm writing these comments in response to the Draft EIR report for 1601 Mariposa in Potrero Hill.

I was born in San Francisco and am a long-time Potrero Hill resident. I live directly across the street from this proposed development. I shared some of these comments at the recent Planning Commission meeting at City Hall and am following them up with this letter.

I am certainly not anti-development in general or in terms of the 1601 Mariposa site. My concern is mainly that the current proposal by the developer is grossly out of scale with the neighborhood … *(Greg Roensch; Email; January 29, 2015 [I-Roensch])*

My concerns are that this - the scale of this development is so out of character and identity with the current community. It's just so dense. As a matter of fact, it's four times as dense as Victoria Mews, which is quite a large monstrosity in our community. It's five times as dense. *(Mark Smallcombe; Transcript; January 22, 2015 [I-Smallcombe1])*

However, the biggest concern I have is preserving the scale of the neighborhood. I have been on Potrero Hill since 1995. I also appreciate the need for additional housing. I think the challenge is finding a balance among the competing agendas. *(Gary Stolzoff; Email; January 26, 2015 [I-Stolzoff])*

The Eastern Neighborhoods Plan in Policy 3.16 states that new buildings should epitomize the best in contemporary architecture, but should do so with full awareness of and respect for the height/mass articulation and materials of the best of the older buildings that surround them.

The project's aesthetics will degrade the existing visual character of its surroundings *(Wendy Vandenheuvel; Transcript; January 22, 2015 [I-Vandenheuvel])*

… the scale and density of the proposed project is completely out of character with our neighborhood. *(Nick Noyes, President, 18th and Arkansas Homeowners Association; Email; January 24, 2015 [O-18AHOA1])*

I have here a petition that we gave to the Planning Commission in May of 2013 which states that we are extremely concerned about the proposed over-scaled development proposed for our neighborhood. The height, density, scale -- and the scale of the project are completely out of character with our neighborhood. *(Nick Noyes, President, 18th and Arkansas Homeowners Association; Transcript; January 22, 2015 [O-18AHOA2])*

The DEIR should be revised to identify these land use impacts and recognize that the proposed project is out of scale with the established neighborhood pattern, and that these impacts are exacerbated because the project is on such a large site, comprising more than two-thirds of a city block.

The DEIR should recommend mitigation measures to reduce or eliminate these land use impacts, including:

a. Adding a second midblock passage from Arkansas.

b. Revising the project design to look like several different buildings instead of one massive housing complex. This development pattern is more characteristic of the existing urban design pattern of Potrero Hill.

These measures would reduce land use impacts by avoiding inconsistencies between the project and City policies regarding preservation of neighborhood character and design pattern.

…

The DEIR needs to be revised to include these impacts and identify mitigation measures (such as those identified above). *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

We initially formed in 2013 to oppose the market rate towers proposed for 1979 Mission at 16th Street, a project we have deemed the "Monster in the Mission" because, as many have said about 1601 Mariposa, the project is monstrously out of character with our neighborhood and would have monstrously negative impacts upon our community. *(Andy Blue, Plaza 16 Coalition; Transcript; January 22, 2015 [O-P16C])*

RESPONSE LU-1

These comments generally state that the Draft EIR Project is out of scale with existing neighborhood character and therefore impacts associated with the increased density of development on the site would result (including traffic-related impacts). This issue is addressed on pages 33 through 35 of the CPE Checklist (Appendix A of the Draft EIR) and on pages 286 through 287 of the Draft EIR. As stated on page 33 of the CPE Checklist, the new residential and ground floor retail uses on the site are consistent with the UMU zoning and the type and intensity of development that surrounds the site and, thus, would not have an impact on the land use character of the vicinity. Therefore, mitigation measures are not required to address land use impacts. Recommendations for alternative site and

building designs outlined in this comment are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process. Impacts that would result from the intensification of uses on the site are identified in the Draft EIR. In particular, traffic-related impacts are identified and discussed on pages 141 through 151 and 169 through 174 of the Draft EIR (Section IV.A, Transportation and Circulation).

COMMENT LU-2: COMPATIBILITY WITH ADJACENT LAND USES

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

I-Heath2
I-Ikle1

The proposed project would overwhelm the prevailing scale of development, combining three separate parcels into an unprecedentedly large 3.36 acre complex over the majority of a double block in an area where most blocks are only 2 acres. *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

Potential conflicts with the truck traffic and odors of nearby important PDR businesses in the food and beverage sector such as Anchor Steam and the Spice Company as both are nearby to the proposed project. The DEIR suggests disclosure via lease has been provided by Related however there is no mitigation measure noted.

…

Page 41: "The proposed Project would be set back 20 feet from the school. " What would be the change if the backyard exemption were not granted? This set back is insufficient and must be expanded given the need for light in classrooms and incompatible uses with residents near schools. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

RESPONSE LU-2

These comments generally express concerns related to compatibility of the Draft EIR Project's residential land uses with existing surrounding land uses. These issues are specifically addressed on pages 33 through 35 of the CPE Checklist, Draft EIR Appendix A and on pages 286 through 287 and 295 through 299 of the Draft EIR. Impacts associated with residential compatibility with nearby school and commercial or light industrial uses were evaluated in the CPE Checklist and the Draft EIR and these impacts were determined to be less than significant because these types of uses are not inherently incompatible and the appropriate protective measures would be implemented (i.e., compliance with City ordinances or notice through rental agreements). Mitigation measures are not required to reduce potential impacts associated with the proximity of nearby commercial and manufacturing uses that emit odors because no significant impacts would result (Draft EIR pages 298 through 299). In addition, impacts associated with locating residential uses near an existing school would also be less than significant (Draft EIR page 296). The presence of such uses would be disclosed in the project rental agreements; however, these types of disclosures are common in mixed use areas and are not required to reduce environmental impacts associated with the proposed project.

One comment speculates that a larger setback between Live Oak School and the Draft EIR Project would result if no rear yard modification were granted. Pursuant to Planning Code Section 134, a minimum rear yard depth shall be equal to 25 percent of the total depth of the lot on which the building is situated, but in no case less than 15 feet. Such a yard could be situated at any portion of the site opposite one of the three adjacent streets and would not necessarily be located adjacent to Live Oak School. The setback between Live Oak School as described in the Draft EIR is, therefore, a voluntary 20-foot wide side yard setback. This setback would be increased to 35 feet with the Preferred Project. Side yards are not required in the UMU district.

COMMENT LU-3: LOSS OF PDR SPACE

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

I-Angles	I-Glicken2	I-Rowe
I-Brooks	I-Jedeikin	I-Stenberg3
I-Frixos	I-Megid	I-Vandenheuvel

Land Use objectives are ignored: The UMU (Urban Mixed Use) zoning for this project does not honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "support the economic well being of a variety of businesses". The 1601 Mariposa development will result in the displacement of 96 jobs, many of them viable PDR and blue-collar jobs. Most of the development's square footage will be devoted solely to residential use. The extent of the cumulative loss of PDR space was not fully anticipated in the Eastern Neighborhoods' FEIR (Final EIR) and merits further study. *(Sean Angles, Letter, February 16, 2015 [I-Angles]; and Michael Frixos, Email, January 28, 2015 [I-Frixos]*

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b) the 1601 Mariposa development will result in the displacement of 96 jobs, many of them viable PDR and blue-collar jobs, … *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

Furthermore, the project should be revised to encourage small manufacturing uses (PDR space), and maintain the mix of diverse land uses that are an attraction and attribute I seek to preserve. *(Sarah Glicken, Email, February 17, 2015 [I-Glicken2]; and David Jedeikin, Email, February 17, 2015 [I-Jedeikin]; and Luis Megid; Email; February 15, 2015 [I-Megid]; and Matt Rowe, Email, February 19, 2015 [I-Rowe]; and Kate Stenberg, Email, February 18, 2015 [I-Stenberg3])*

I want to begin by referring to the land use objectives and how they are being ignored in the 1601 Mariposa project. There are 96 people being employed on the land where 1601 Mariposa wants to be, most of them PDR and blue-collar workers. And I'm wondering how those kind of specific jobs are going to be increased or at least replaced. How is it going to be fulfilled? How are we going to vitalize our neighbor rather than populate it?

The urban mixed use zoning for 1601 Mariposa does not honor the Showplace Square/Potrero Hill's Plan Objective 6.1 to support the economic well-being of a variety of businesses. The 1601 Mariposa development will result in the displacement of these 96 jobs and will be devoted solely to residential use. And the extent of the cumulative loss of PDR space was not fully anticipated in Final Environmental Impact Report, and definitely merits further study.

Our community would love to see the addition of work spaces in the development that would create job opportunities for a diverse workforce. *(Wendy Vandenheuvel; Transcript; January 22, 2015 [I-Vandenheuvel])*

RESPONSE LU-3

These comments express concerns related to the loss of Production, Distribution and Repair (PDR) uses on the project site as a result of the Draft EIR Project. This issue is addressed on pages 34 through 35 of the CPE Checklist (Draft EIR Appendix A). As discussed in the Draft EIR, the site was rezoned from Light Industrial (M-1) to Urban Mixed Use (UMU) in 2009 as part of the *Eastern Neighborhoods Plan*. As noted, the Draft EIR Project would contribute to the cumulative loss of PDR uses, which was identified as a significant and unavoidable impact identified in the *Eastern Neighborhoods FEIR*. However, the loss of PDR uses would be relatively minor and no new impacts not analyzed in the *Eastern Neighborhoods FEIR* would result related to this issue. Furthermore, while the UMU District is intended to provide for the preservation and development of PDR uses within the area, retention of PDR uses is not required and development of residential units is also permitted.

It is also noted that the Preferred Project would include approximately 3,962 gsf of PDR uses, which would replace the Draft EIR Project's proposed retail space on Carolina Street. Refer to **Response PO-4** on page RTC-73 and **Response PO-5** on page RTC-78 for additional discussion in regards to the loss of PDR uses.

It is noted that since publication of the Draft EIR, the owner of the MacKenzie Warehouse property (1601 Mariposa Street), the largest former employer on the site that represents 54,648 gsf of PDR uses being lost as part of the project, has relocated the business to 6000 Third Street in San Francisco.[35]

[35] Related California, written communication with LSA Associates, Inc., January 23, 2015. This document is available for review at the City of San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

K. NOISE

The comments and corresponding responses in this section cover topics in Section 6, Noise of the CPE Checklist included in Appendix A of the Draft EIR. These include topics related to:

- NO-1: Construction-Period Noise
- NO-2: Operation-Period Noise

COMMENT NO-1: CONSTRUCTION-PERIOD NOISE

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

A-Antonini	I-Daniel	I-Jerome
A-Johnson	I-Deckenbach	I-Kurek
A-Richards	I-Doherty	I-Smallcombe, G
I-Angles	I-Fillbrandt	O-FOJP
I-Bahat	I-Friedland	O-LOS4
I-Brooks	I-Frixos	O-MEO
	I-Ikle1	

The other thing that we were talking about was whether the demolition -- again, they speak about the demolition in the report. The timing of the demolition might have a lesser effect if it was done largely in the months when the school was not in session if that's possible. It certainly would be a good thing to work out. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

So I think, if we can have some specifics around construction staging – I know that generally comes in the project plan. When you're closer to getting active permits, you file for your construction plan with the Department of Building Inspection. But I think it would be good to see as part of an environmental impact for noise and construction here. And anything we can do around further noise

blocking -- I know that there are lots of rules around the type of equipment that has to be used and all of that.
But I think, if there's anything we can do around further noise shielding, I think that those could definitely be mitigations that could be pointed out in the EIR for this project. *(Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Johnson])*

The construction piece, you have to have scheduling; you have to have the noise, which actually does affect learning, which reminds me of 1333 Post Street Draft EIR, where we said that the construction impacts actually affected people at the seniors next door that were trying to regain memory as a result of issues that they had healthwise.

Here, we have young students trying to learn, and we have impacts from noise, dust and toxins. *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Richards])*

Noise may be a nuisance for two full years: Jackson Park, residences and businesses in the area will be impacted and the proposed mitigations are inadequate. In the CPE, the Planning Department noted that construction noise "could interfere with indoor activities and may be considered an annoyance by occupants of nearby properties." Scheduling around school schedules appears problematic and the use of noise blankets over such a long period of time would have a significant impact on Live Oak's access to light and air. *(Sean Angles, Letter, February 16, 2015 [I-Angles]; and Eric Brooks, Email, February 17, 2015 [I-Brooks]; and Michael Frixos, Email, January 28, 2015 [I-Frixos])*

The ability of our kids to learn and thrive: We'd like the noisiest part of construction to happen during the summer or other breaks. *(Sara Bahat; Transcript; January 22, 2015 [I-Bahat])*

But I think that two years of construction will be -- will create horrible and unbearable sound and air pollution in the environment. And the EIR does not adequately address that.

I'm a professor, and I do my research at home at least three days a week. And the quality of both air and sound through my windows which face the potential construction site will probably make it impossible for me to work at home. *(Sharon Daniel; Transcript; January 22, 2015 [I-Daniel])*

For today's purposes, the areas that concern us most are the potential for ongoing noise and hazardous waste being released in the demolition and construction phases of the project so close to several schools and our beloved park. *(Jude Deckenbach; Transcript; January 22, 2015 [I-Deckenbach])*

… and the potential for ongoing noise and hazardous wastes being released in the demolition and construction phases of the project so close to several schools and our beloved park.
…
As a parent who frequent the park and garden, I am concerned about the noise and hazardous waste materials that young children (and elderly) will undoubtedly be exposed to for months (possible years?) of construction. As such, I strongly believe the EIR should be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure during demolition, remediation and construction. Based on the lack of detail in the Draft EIR, I am not confident that our children and neighbors will be safe. *(Kathleen Doherty; Email; February 17, 2015 [I-Doherty])*

My name is Stephanie Fillbrandt, and I'm Live Oak parent of a kindergartener. I'm a small business owner; I have a small interior architecture and design firm. I'm very familiar with construction sites. I'm on them pretty much every single day.

On a different project, I'm currently working on an education -- on a preschool. And we've just been spending about the last year investigating noise and the impact of noise on children. And so when I start to think about Live Oak and my kindergartener and I saw the project, I thought, "What do I really care about?" and I thought, "I've just spent this time, this whole year, learning about noise. How are they treating the noise?"

So I looked at the information that I could gather. And really what I came to was there's a few things that I think could help. I am -- I think that we can go into this responsibly. But I do hope -- and I think some people have already outlined them.

But I'd like to see a regular weekly correspondence to the school and to other people in the neighborhood so that we can plan. If we know something's coming up, we can plan for it. If we know what's happening, we can do a better job.

We have to keep our children, you know, learning. And the noise -- I don't want to underestimate how much of an impact it has. It really does have a huge impact on learning. So that's one thing I think we can do.

…

And also if the project -- sorry. If we could do the noisiest part of the demolition, which seems pretty easy to plan for, outside of the school sessions, that would also help us tremendously. *(Stephanie Fillbrandt; Transcript; January 22, 2015 [I-Fillbrandt])*

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Noise - The noisiest demo[li]tion projects should be conducted outside of normal school working hours during the summer session when regular school is not in session. And a second passage way needs to be added as well. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

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Conflicts with the educational mission of the three schools and the construction related noise.

…

- Noise: Modified Measure F-2 from EN *FEIR*
    - (p. S-23). Re #4 A.) Please provide the procedure for a stop work order. B.) Given the documented sensitive receptors what is the threshold that the monitoring would need to reach in order to require additional mitigation or a stop work order until such time acceptable limits can be reached?
    - (p. S-24). Re. #6 A) Please better define feasible. I would think given the surrounding the Best Available Technology would be the standard and the construction specifications and plans would need to adhere to Best Available Technology standards for noise mitigation for all equipment.
- Noise: (p. S-25) A Planning Department site survey at this time will be impacted by all the construction activities already occurring in the neighborhood if it is done during permitted time for construction activities. The noise assessment conducted by Charles M Salter would need to take into account ALREADY OCCURRING construction in the neighborhood. In addition the proposed project is next to a major PDR facility in terms of economic importance for the CCSF – Anchor Steam as well as 3 schools and a playground and park.

…

Page 123 DEIR. Construction related impacts that create additional air quality concerns, noise and toxic exposures on an already stressed and vulnerable population of school children are significant. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

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Students will also be subjected to high, disruptive noise levels for most of the school year, making for an unacceptable learning environment. The noisiest construction activities should be timed for periods when school is not in regular session. The DEIR claims that Live Oak school operates year-round without substantial periods when construction activities could be scheduled when school is not open, which is misleading. Although there is a summer session at Live Oak School, enrollment is

just ten percent of that during the regular session. The noisiest and most hazardous construction activities should be scheduled during the summer session or during winter or spring breaks. *(Phil Jerome; Email; February 17, 2015 [I-Jerome])*

And I'm really worried about the noise impacts during construction.

My daughter is very sensitive to sound. And I'm worried she's going to lose two years of her learning because of sound coming from this project.

The Draft EIR is inaccurate. On Page 296, it says that Live Oak is a year-round school, and this is not the case. They do have a small summer program, but it only has about 10 percent of the enrollment of the regular school year. And we need to have the noisiest activities, like demolition, done during this three-month summer break and also during other breaks like winter break. Otherwise, I just don't know how the kids are going to be able to learn.

The Draft EIR also does not consider the impact of student learning and student health of the sound mitigation measures that are being considered, such as sound blankets. *(Stephanie Kurek; Transcript; January 22, 2015 [I-Kurek])*

These are my concerns regarding the EIR report on 1601 Mariposa: Noise may be a nuisance for two full years *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

For today's purposes, the areas that concern us most are the potential for ongoing noise and hazardous wastes being released in the demolition and construction phases of the project so close to several schools and our beloved park.

…

As parents who frequent the park and garden, the idea of months (possibly years?) of ongoing noise is disheartening. *(Friends of Jackson Playground; Letter; January 22, 2015 [O-FOJP])*

The noisiest demolition and construction phases of the project should be scheduled outside of the regular school session. Live Oak School is considered a "noise-sensitive receiver." Other such uses near the project site include Jackson Park, the International Studies Academy, and residential uses across 18th and Arkansas Streets. These uses will be greatly impacted by the project, particularly during the construction period. *(Virginia Paik, Head of Live Oak School; Email; February 17, 2015 [O-LOS4])*

Portions of the project are set back *just five feet* from Live Oak classrooms, subjecting students and teachers to significant noise impacts during construction.

The noisiest demolition and construction phases of the project should be scheduled outside of the regular school session. Live Oak School is considered a "noise-sensitive receiver." (Page S-23 of the DEIR) Page 53 of the DEIR states that the construction period will begin in late 2015 and continue for two years. Assuming late 2015 means the last quarter of the year, school will be in session.

Demolition and grading will take three months and students and teachers will be subjected to high, disruptive noise levels for most of the school year making for an unacceptable learning environment. Noise generated by heavy machinery typically range from 84 to 89 decibels at 50 feet. Scientific research has shown a direct, and in some cases, dramatic correlation between noise from outside classrooms and student learning. (See, e.g., Shield and Dockrell, "The Effects of Noise on Children at School: a Review," 10 J. Building Acoustics 97-106, (2003); Cohen, Evans, Krantz, and Stokols, "Physiological, motivational, and cognitive effects of aircraft noise on children: Moving from the laboratory to the field," 35 American Psychologist 231-243 (Mar 1980); Bronzaft, "The effect of a noise abatement program on reading ability" 1 Journal of Environmental Psychology 215-222 (Sept 1981).)

To mitigate these serious impacts, the noisiest construction activities must be timed for periods when school is not in regular session. Page 296 of the DEIR claims that Live Oak school operates year-round without substantial periods when construction activities could be scheduled when school is not open. While it is true that there is a summer session at Live Oak School, enrollment during this time is just ten percent of that during the regular session. The noisiest construction activities should be scheduled during the summer session or during winter or spring breaks. The DEIR needs to be revised to incorporate this measure to reduce significant construction noise impacts on the school.

The project sponsor should provide weekly email updates regarding construction activities and contact information for noise complaints. The DEIR should be revised to include an additional mitigation measure to require weekly updates to the schools and other neighbors via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site.

The DEIR should address the indirect impacts of standard mitigation measures such as noise blankets. The DEIR should address the impacts of noise blankets which would deprive students of light and air during the lengthy construction period and offer alternative measures such as a second midblock passage from Arkansas to attenuate noise impacts. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE NO-1

These comments generally relate to construction-period noise concerns. Comments suggest that the noisiest construction activities should be coordinated with the adjacent Live Oak School and that these activities should occur outside of school hours, including during the summer months when enrollment is substantially less. This issue is addressed on pages 295 through 296 of the Draft EIR and pages 43 through 45 of the CPE Checklist (Draft EIR Appendix A). As discussed in the analysis,

temporary noise barriers would be constructed of plywood and noise control blankets would be utilized to mitigate the effects of construction noise. Mitigation Measures are outlined in the CPE Checklist Summary, pages S-23 through S-26, and address construction noise in Mitigation Measure F-2, and siting of noise sensitive uses in Mitigation Measure F-4. Monitoring was conducted to determine ambient noise conditions of the project site, and as described in the noise analysis conducted for the project, typical construction noise levels from construction equipment provided by the U.S. Environmental Protection Agency were used to calculate the anticipated noise levels due to project construction. Mitigation Measure F-2 would require that noise monitoring be conducted at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. Construction occurs in very discrete, successive steps and is anticipated to commence in late 2015. To coordinate construction activities with school operations, the overall construction period would likely be substantially lengthened, which would result in a longer overall period that existing surrounding uses would be subject to construction-period noise. Nonetheless, if feasible, the sponsor would attempt to schedule demolition and soil remediation activities during Summer 2016.

Some comments request that the project sponsor provide weekly updates to the community regarding scheduled construction activities and provide contact information for reporting of any issues related to construction-period noise. Per Project Mitigation Measure 2 (CPE Checklist page 44), the project sponsor would be required to notify the Department of Building Inspection and neighbors in advance of the schedule for each major phase of construction and expected loud activities. Furthermore, signs are required to be posted on-site that identify complaint procedures and who to notify in the event of a problem. In the event of continuous noise-related complaints, and assuming that these complaints are related to lack of compliance with the Noise Ordinance and the established allowable noise levels for construction activities, the Department of Building Inspection has the authority to require sound monitoring during construction activities or to issue a stop work order until these issues can be remedied.

Other measures outlined in Project Mitigation Measure 2 would ensure that construction noise impacts to the sensitive receptors at Live Oak School are reduced to a less-than-significant level, including the installation of noise control barriers and blankets and the use of "quiet" construction methods, when feasible (this may not always be "feasible" for every piece of equipment depending on contractor inventory and the location of construction activities within the site). With implementation of the Project Mitigation Measure 2 and compliance with the Noise Ordinance, which allows for construction period increases in noise as a temporary condition in this urban area (Article 29 of the San Francisco Police Code), temporary construction noise would not have a substantial effect on the operations of the school or substantially affect student learning. As stated in the CPE Checklist on page 49, the Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period. In addition, construction staging areas would be placed as far away from sensitive noise receptors as feasible, although the specific locations have not yet been identified.

These comments also address secondary impacts associated with the mitigation measures recommended to reduce construction-period noise impacts, particularly related to the use of sound blankets and the resulting temporary reduction in sunlight within adjacent school classrooms. Please refer to **Response OC-1** on page RTC-324, which addresses this issue.

Finally, the City is not aware of any other construction projects that would occur within the immediate vicinity of the site at the same time as project construction. Construction noise is a localized impact that decreases as the distance from the source increases and rapidly attenuates when

line-of-sight is blocked by buildings or other intervening features. Future projects would be required to consider the construction schedule for the proposed project, assuming the project is approved and would also be required to implement standard measures to reduce construction-period noise, including compliance with the Noise Ordinance.

The comments also note that Live Oak School is not a full-time year-round facility and operates at around a 10 percent capacity during the summer months. Therefore, construction should be planned to commence during this low-activity time period to reduce the number of students adversely affected by construction noise. The project sponsor would coordinate the construction schedule to maximize construction activities during this low-activity time period, if feasible, although noise impacts associated with construction activities would continue to be less than significant regardless of when construction activities would occur. To clarify that the school has reduced enrollment during the summer months, the text on page 296 of the Draft EIR is revised as follows:

> Project related construction noise is addressed on pages 43 through 45 of the CPE Checklist. Mitigation measures are outlined on pages S-23 through S-26 in Summary. Pile driving is not proposed as part of the project. In addition, all construction activities for the project would be subject to and would comply with the San Francisco Noise Ordinance. It would not be feasible to conduct construction activities outside of school hours only, as these hours typically correspond with early morning or evening hours when construction activities are not permitted by the Construction Noise Ordinance (permitted hours of construction are between 7:00 a.m. and 8:00 p.m.). In addition, the school operates year-round and there are not substantial periods of time when construction activities could be scheduled around the school sessions. Enrollment is however reduced to approximately 10 percent of total capacity during the summer months and the project sponsor may consider scheduling demolition and remediation activities during this time period, if feasible. However, it should be noted that noise impacts during construction would be less than significant regardless of when these activities would occur.

COMMENT NO-2: OPERATION-PERIOD NOISE

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

I-Ikle1

Potential conflicts with residents and the school noise of three nearby schools. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

The persistent lack of acknowledgement of the independent school expansion in the project description of the setting and lack of acknowledgement of the charter school (KIPP), which has its entry directly across from the project on 18th Street. The DEIR suggests disclosure via lease has been provided by Related however there is no mitigation measure noted. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

RESPONSE NO-2

This comment notes that existing uses within the vicinity of the site, schools in particular, will emit noise that may disturb future project residents. Noise levels for the indoor and outdoor areas included in the Draft EIR Project (and Preferred Project) would meet the noise standards for residential land uses of 45 dBA L_{dn} and 60 dBA L_{dn}, respectively. Ambient noise levels, which include school operations and operations of nearby commercial and light industrial uses were considered in the analysis and it was determined that project residents would not be exposed to significant levels of noise, such that an impact would occur. Operational noise is discussed in the CPE Checklist on pages

49 through 51 and on page 296 of the Draft EIR. The presence of existing noise-generating uses within the site vicinity would be disclosed in the project rental agreements;[36] however, these types of disclosures are common in mixed use areas and are not required to reduce environmental impacts associated with the proposed project. Also refer to **Response LU-2** on page RTC-295.

[36] Related, Letter to Chelsea Fordham, San Francisco Planning Department: *Information Shared in Future Rental Agreements*, November 21, 2014. This document is available for review at the City of San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1398E.

L. AIR QUALITY

The comments and corresponding responses in this section cover topics in Section 7, Air Quality of the CPE Checklist (Appendix A of the Draft EIR). These include topics related to:

- AQ-1: Construction-Period Air Quality Impacts
- AQ-2: Operation-Period Air Quality Impacts
- AQ-3: Cumulative Air Quality Impacts

COMMENT AQ-1: CONSTRUCTION-PERIOD AIR QUALITY IMPACTS

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

A-Antonini	I-Daniel	I-Smallcombe, G
A-Richards	I-Friedland	I-Stenberg1
I-Angles	I-Frixos	I-Zwerner
I-Angles2	I-Howarth	O-MEO
I-Brooks	I-Ikle1	

_____

The other thing that we were talking about was whether the demolition -- again, they speak about the demolition in the report. The timing of the demolition might have a lesser effect if it was done largely in the months when the school was not in session if that's possible. It certainly would be a good thing to work out. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

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Here, we have young students trying to learn, and we have impacts from noise, dust and toxins. *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Richards])*

_____

The current proposal for 1601 Mariposa also presents the following issues:

Study of Air Quality was not included: Additional mitigation measures are needed to address construction-period air quality impacts. Air quality was addressed in the CPE Checklist, but not the Draft EIR. Recently we have witnessed failures at nearby construction sites to properly control and monitor dust. Watering down is not an adequate mitigation, particularly under windy conditions. Alternate measures should be provided. Personally, I observe a significant increase in dust and black grime covering surfaces inside my home and outside on deck furniture since construction activities accelerated around Potrero Hill. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

———————

Study of Air Quality was not included: Additional mitigation measures are needed to address construction-period air quality impacts. Air quality was addressed in the CPE Checklist, but not the Draft EIR. Recently we have witnessed failures at nearby construction sites to properly control and monitor dust. Watering down is not an adequate mitigation, particularly under windy conditions. Alternate measures should be provided.

I attach photographs taken on January 22, 2015, to demonstrate the dust and grime accumulated after one week on my outside deck caused by deteriorating air quality due to increase construction activities. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

———————

Also, finally I'd like to address the construction air quality. This is a swipe of my table this morning. I was having breakfast outside. I do it once a week. This grime is something that happens every single week. *(Sean Angles; Transcript; January 22, 2015 [I-Angles2])*

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Study of Air Quality was not included: Additional mitigation measures are needed to address construction-period air quality impacts. Air quality was addressed in the CPE Checklist, but not the Draft EIR. Recently we have witnessed failures at nearby construction sites to properly control and

monitor dust. Watering down is not an adequate mitigation, particularly under windy conditions. Alternate measures should be provided. *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

But I have serious concerns with the Draft EIR, particularly from my own perspective. With the lack of study of air quality, air quality study that was not included, …

…

But I think that two years of construction will be -- will create horrible and unbearable sound and air pollution in the environment. And the EIR does not adequately address that.

I'm a professor, and I do my research at home at least three days a week. And the quality of both air and sound through my windows which face the potential construction site will probably make it impossible for me to work at home. *(Sharon Daniel; Transcript; January 22, 2015 [I-Daniel])*

Air quality - all dust control measures should be taken to address construction-period air quality impacts. This is of serious concern. The school has already observed wind- blown dust on a construction site nearby that was not being watered down as required by the City's Construction Dust Control Ordinance because it was too windy to water down. Alternate measures should be provided to prevent wind-blown dust problems in these circumstances. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

Study of Air Quality was not included: Additional mitigation measures are needed to address construction-period air quality impacts. Air quality was addressed in the CPE Checklist, but not the Draft EIR. Recently we have witnessed failures at nearby construction sites to properly control and monitor dust. Watering down is not an adequate mitigation, particularly under windy conditions. Alternate measures should be provided. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

I applaud your current plan, in that it is an improvement from its predecessor. You have outlined several careful and good preventative measures to reduce exposure to particulate. However while dust control measures and air quality testing are called for during construction, I believe your plan could and should be more specific about the actual testing. The EIR carefully lists all toxins found on premises, but does not specify which of all of those toxins are to be detected during construction, and which are not. Please connect the dots here, and provide much needed specificity and clarity on this subject. *(Andrew Howarth; Letter; February 2, 2015 [I-Howarth])*

Page 123 DEIR. Construction related impacts that create additional air quality concerns, noise and toxic exposures on an already stressed and vulnerable population of school children are significant. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Additional dust control measures are needed to address construction-period air quality impacts. The project construction period air quality impacts are of great concern. Air quality was addressed in the CPE Checklist, but not the DEIR. While the Checklist identifies specific measures to limit such impacts including a dust control plan and monitoring, I am concerned because of what I experienced walking on Carolina on the Jackson Park sidewalk with wind-blown dust from a construction site nearby that was not being watered down as required by the City's Construction Dust Control Ordinance because it was too windy to water down. Alternate measures should be provided to prevent wind blow dust problems in such circumstances. The DEIR should include an additional mitigation measure requiring weekly updates to the schools, Jackson Park Users and other neighbors via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

These are my concerns regarding the EIR report on 1601 Mariposa: A study of air Quality was not included *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

———————————

… and the study of the air quality was not included. *(Kate Stenberg; Transcript; January 22, 2015 [I-Stenberg1])*

———————————

However, I speak to you today as a concerned parent regarding the air quality of this project. Additional mitigation measures are needed to address construction period air quality impacts.

Air quality was addressed in the CPE checklist but not the DEIR. While the checklist identifies specific measures to limit such impacts, including a dust control plan and monitoring, we are concerned because we have observed wind-blown dust on a construction site nearby that was not being watered down as required by the City's construction dust control ordinance because it was too windy to water down. Alternate measures should be provided to prevent wind-blown dust problems in such circumstances.

On this particular site, there [were] no individuals available to deal with the problem. We request that an additional mitigation measure be included to require weekly updates to the schools and to other neighbors via e-mail, mail, and with scheduled activities and contact information in the event that problems should occur. Proper signage with the names of contact information for responsible City staff should also be posted permanently on the project site.

Children have smaller airways than adults. Even for a healthy child, it makes any irritants such as exhaust, strong smells, chemicals in the air and dust particles more difficult for their little bodies to process. When inhaled, the outdoor pollutants can aggravate the lungs, lead to chest pains, coughing, digestive problems, dizziness, fever, lethargy, sneezing, shortness of breath, throat irritation, watery eyes, et cetera.

As we know, air pollution can also worsen chronic respiratory disease. This project needs to be modified to protect the health and safety of our children, the neighborhood and eliminate the significant air quality impacts of this project. *(Debra Zwerner; Transcript; January 22, 2015 [I-Zwerner])*

Additional dust control measures are needed to address construction-period air quality impacts. The project's construction-period air quality impacts are of great concern. The DEIR should include an additional mitigation measure requiring weekly updates to the schools and other neighbors via mail and email with scheduled activities and contact information in the event that problems with dust mitigation occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site. A second midblock passage, discussed above, would also help reduce construction-period air quality impacts. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE AQ-1

These comments generally relate to construction-period impacts associated with the Draft EIR Project, and these same concerns would apply to the Preferred Project. Construction-period air quality impacts are addressed in Section 7, Air Quality on pages 47 through 57 of the CPE Checklist (Appendix A of the Draft EIR). An analysis of the Draft EIR Project's construction period impacts related to air quality, including quantification of daily construction emissions, is provided in that discussion. Impacts to sensitive receptors, including school children, were evaluated and emissions were determined to be below applicable exposure thresholds (refer to Table 5 on page 54 of the CPE Checklist). Therefore, construction-period impacts were identified as less than significant.

Several of these comments also express concerns related to dust generated during the project construction period. As discussed on pages 52 through 53 of the CPE Checklist, the proposed project, like all construction projects in San Francisco that would disturb more than 10 cubic yards or 500

square feet of soil, would be required to comply with the City's Dust Control Ordinance. Per the Dust Control Ordinance requirements, construction sites are required to be watered down at least three times daily and more frequently when winds exceed 15 miles per hour and construction work must be stopped when winds exceed 25 miles per hour. Some of these comments state that construction projects in the surrounding area generate dust and debris in violation of the Dust Control Ordinance and that some construction sites are not properly watered down. In instances where construction projects may be in violation of the Dust Control Ordinance, community members are encouraged to report these conditions to the established hotline. Per the Dust Control Ordinance, the contact information for the on-site monitor and the hotline number is required to be posted at all construction sites. In addition, refer to pages 265 through 266 of the Draft EIR and **Response HZ-1** on page RTC-246, which further details dust control measures that would be implemented during earthmoving activities.

The Dust Control Requirements addressed in the CPE, page 58, require that the project sponsor and the contractor responsible for construction activities at the project site use best management practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Specifically, dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors are required to provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors are required to wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil are required to be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. For projects over one half-acre, such as the Draft EIR Project (and Preferred Project), the Dust Control Ordinance

requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. DBI will not issue a building permit without written notification from the Director of Public Health that the sponsor has a site-specific Dust Control Plan, unless the Director waives the requirement. The site-specific Dust Control Plan would require the project sponsor to: submit of a map to the Director of Public Health showing all sensitive receptors within 1,000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with these dust control requirements.

Related comments request that the project sponsor provide weekly updates to the community regarding scheduled construction activities and provide contact information for reporting of any issues related to construction-period dust. Refer to **Response NO-1** on page RTC-306. Per Project Mitigation Measure 2 (CPE Checklist page 44), the project construction schedule will be provided to the Department of Building Inspection and neighbors in advance. Additionally, per the requirements of the Dust Control Plan to be developed for the Revise Project, a hotline would be established for dust-related complaints (see page 53 of the CPE Checklist). This information would be posted on the project site.

COMMENT AQ-2: OPERATION-PERIOD AIR QUALITY IMPACTS

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

I-Ikle2
I-Smallcombe, G
I-Stenberg1

So I think that the real problem is – and this shows why doing a valid traffic study is so important because this is an area where we have schools which are two blocks from these air pollutant exposure zones. This is an area where we need to ensure that our children's air quality is accurately measured.
…
From these flawed estimates flow poor estimates of pedestrians at risk and traffic impact and circling for parking, which feed into the air quality impacts on these sensitive receptors, our children.

I cannot understand how you could base a fact-based decision related to children's health and pedestrian safety in our Eastern Neighborhoods on such a fundamentally flawed data.

The Planning Department needs to revise the traffic and parking impact analysis after new counts are taken and then, of course, revise the air quality. It's as if you were trying to count songbirds in the middle of winter. *(Judith Ikle; Transcript; January 22, 2015 [I- Ikle2])*

These are my concerns regarding the EIR report on 1601 Mariposa: A study of air Quality was not included *(Gail Smallcombe; Email; February 12, 2015 [I-Smallcombe, G])*

… and the study of the air quality was not included. *(Kate Stenberg; Transcript; January 22, 2015 [I-Stenberg1])*

RESPONSE AQ-2

These comments express concerns related to operation-period air quality impacts. Operation-period air quality impacts are discussed in Section 7, Air Quality on pages 56 through 57 of the CPE Checklist (Draft EIR Appendix A). Roadway congestion and resulting increases in air pollutant emissions are specifically addressed on pages 55 through 56 of the CPE Checklist. As shown in Table 6 on page 56 and Table 5 on page 57 of the CPE Checklist, operational emissions would be below established thresholds for criteria air pollutant emissions and operation-period air quality impacts would be less than significant. Additionally, as stated on page 56 of the CPE Checklist, the project would replace the existing bus maintenance/staging and parking area, which would result in the removal a source of toxic air contaminants in the project vicinity. Also refer to **Response TR-1** on page RTC-128 regarding the methodology for collecting traffic, pedestrian, and parking counts and **Response TR-17** on page RTC-202 regarding the secondary effects associated with the demand for parking.

COMMENT AQ-3: CUMULATIVE AIR QUALITY IMPACTS

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

I-Heath1
O-MEO

This area is within a San Francisco Public Health Code-identified Roadway Exposure Zone with elevated levels of roadway generated pollutants, indicating students are already exposed to elevated levels of particulate matter. In crafting appropriate mitigation measures, the DEIR should consider

these cumulative exposure impacts and identify mitigation measures to reduce such impacts. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

Traffic? We have several intersections on Potrero Hill that are already at unacceptable levels. Traffic backs up every rush hour. And our air quality is rapidly declining. What happens when we add thousands of residential units, office towers, a hospital, Warriors Stadium and Pier 70 to the mix? *(Allison Heath; Transcript; January 22, 2015 [I-Heath1])*

RESPONSE AQ-3

This comment states that the project site is located within the City's identified Roadway Exposure Zone. This issue is addressed on page 298 of the Draft EIR. As noted, Roadway Exposure Zones have been superseded by Air Pollutant Exposure Zones and the project site is not located in an area of poor air quality. Furthermore, roadway congestion and resulting increases in air pollutant emissions are addressed on pages 55 through 56 of the CPE Checklist (Draft EIR Appendix A).

Cumulative air quality impacts are evaluated on page 57 of the CPE Checklist. As discussed, the proposed project would not result in significant cumulative air quality impacts that were not identified in the *Eastern Neighborhoods FEIR*.

M. OTHER CEQA CONSIDERATIONS

The comments and corresponding responses in this section cover topics in Chapter V, Other CEQA Issues, of the Draft EIR. These include topics related to:

- OC-1: Solar Access

COMMENT OC-1: SOLAR ACCESS

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

I-Brooks
I-Ikle1
I-Kurek

Scheduling around school schedules appears problematic and the use of noise blankets over such a long period of time would have a significant impact on Live Oak's access to light and air. *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

P.50 Figure II-21 Shows how the proposed project would block the Independent School's light including light in the existing gym, outside play yard, art room, other classroom and common rooms. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

I mean, there are standards for daylighting for schools and hospitals because daylight is so important for people's health. And if we cover up -- if we use these sound blankets, then I don't understand how the kids are going to have access to daylight. *(Stephanie Kurek; Transcript; January 22, 2015 [I-Kurek])*

RESPONSE OC-1

These comments express concerns related to solar access. This issue is addressed on pages 299 through 300 of the Draft EIR. It should be noted that the Preferred Project would increase the setback from the school at the northern property line from the 20 feet proposed by the Draft EIR Project to 35 feet with the Preferred Project, which would allow for increased solar access in this location. With respect to a temporary reduction in solar access related to the installation of noise blocking barriers during the construction period, this effect would be temporary and would only occur during periods when construction is occurring immediately adjacent to existing sensitive receptors, in order to reduce the effects of construction noise. Noise blankets or other barriers which might block existing light that filters into the school building during the school day would be in place for the entire two-year duration of construction, but would overall represent a temporary condition.

N. GENERAL COMMENTS

The comments and corresponding responses in this section cover general subjects not directly related to a specific section of the Draft EIR. These include topics related to:

- GC-1: Adequacy of the Draft EIR
- GC-2: Project Merits
- GC-3: General Concerns Not Related to Project Impacts or the Adequacy of the EIR
- GC-4: Mitigation Monitoring and Reporting Program
- GC-5: Live Oak School Expansion
- GC-6: Terms and Acronyms Used in the Draft EIR
- GC-7: General Construction-Related Concerns

Portions of some of the comments addressed in this section also relate to other resource topics and are therefore responded to more fully in those sections.

COMMENT GC-1: ADEQUACY OF THE DRAFT EIR

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

A-Antonini	I-Friedland	I-Rowe
A-Moore	I-Friedman, H1	I-Smallcombe1
A-Richards	I-Friedman, H2	I-Wegner
I-Alexander	I-Frixos	O-HAC
I-Angles	I-Glicken1	O-LOS2
I-Bahat	I-Hefti	O-MEO
I-Beltramo	I-Hutson3	O-P16C
I-Brooks	I-Ikle1	O-PBNA
I-Daniel	I-Jerome	
I-Diehl	I-Miguel	

_____

So, anyway, but that's not what's before us today. And I do want to make some comments on things that -- I hope these may be changes that are made to the plan. And I want to make sure that the

Environmental Impact Report addresses them adequately. And usually when you make changes that are less intense, then there's no further impact -- environmental evaluation necessary.

…

And then certainly I am supportive -- and we want to make sure we analyze comments and responses -- if there was a change in the layout of the project and they moved some units around and created more communal open space on the plan, then the impact is still not -- not increased by doing that.

So those are my main comments on it so far. I think the elements of all the environment analysis are present in the plan, but we have to make sure that, as the plan may evolve, that this analysis is still adequate. It sounds like the kind of changes that I will be advocating for will be those that will not intensify the impact, rather make the impact less. So I think the plan looks like it's pretty complete. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

I appreciate the community coming out. And with a project as far developed as this one, it's not all EIRs present projects which are as developed as this. I think there is a number of issues which community comments helped to focus.

…

The second point which arises from the strong presentation of people interested in schools is impacts on the city's most critical infrastructure. We sit here literally every Thursday and hear from people that, in order for this city to remain attractive and support a livable attractive future for families, that schools are our biggest asset and needs to be protected at all costs.

We have three schools plus a very critical after-school project in the Jackson Square Community facility, which was not even addressed actually today, which I believe needs to be analyzed so that the impacts, not only of shadow, are more clearly explained. And I will elaborate on that. But health

impacts based on, as one of the medical doctors spoke, toxicity, access to light as well noise needs to be addressed so that the schools indeed are one of the most protected resources we have.

The Live Oak School is an unusual example of an innovative reuse of an existing industrial building, something which we all would encourage, given that it's difficult to build schools. So that particular building, including where what classrooms are, it's extremely important to require the additional detail. *(Kathrin Moore, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Moore])*

I am worried about the impact on the school. I agree with the Commissioner Moore and others. We're trying to encourage families here, and here we are affecting a school. And there's two parts to the impact on the school; there's also the clubhouse across the street. *(Dennis Richards, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Richards])*

That said, this particular project in its current iteration is significantly overscaled for the location and will have an enormous, detrimental physical effect on the neighborhood. Dropping (conservatively) 600 people into one block of Potrero Hill is just entirely disproportionate to the current housing density, inconsistent with the surrounding family-oriented neighborhood, and excessively taxing for the existing infrastructure.

These are all significant physical effects that require a full EIR review, specifically addressing the impacts of the project on parking, traffic, land use planning, aesthetics, population and housing, noise, air quality, water quality, and recreation. Simply put, the physical impact of adding such an enormous number of new residents to a portion of one block of Potrero Hill would be dramatic and absolutely requires a full EIR analysis.*(Suzi Alexander; Email; January 28, 2015 [I-Alexander])*

I disagree with findings of the Draft Environmental Impact Report published December 17, 2014.

I urge the San Francisco Planning Department to order a 'time out' halt to this poor proposal and to all future projects around Potrero Hill until the cumulative negative impacts caused by current projects that are already rapidly deteriorating our neighborhood's quality of life are assessed and mitigated. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

We love this neighborhood. We visit these businesses. We need you guys to protect us and to make this a place we want to be. *(Sara Bahat; Transcript; January 22, 2015 [I-Bahat])*

I work on Arkansas St., across from Jackson Park, where my family has a business. I also own a loft in the G2 building at 1695 18th St., across from the proposed development.

Thank you for all your work on the draft EIR for 1601 Mariposa. *(Alex Beltramo; Email; January 28, 2015 [I-Beltramo])*

Because of all of these concerns, 1601 Mariposa St. Mixed Use Project DEIR is inadequate and needs extensive revision.

Thanks for your attention to this very important matter of neighborhood health and quality of life. *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

I think there's going to be a significant negative impact on the environment in the neighborhood, both during the construction and afterwards, because of the size. *(Sharon Daniel; Transcript; January 22, 2015 [I-Daniel])*

I live on 209 Arkansas, which is effectively straight across the street from the proposed project. And while I agree with the need for new housing and I'm not opposed to the reduced density option that the Environmental Impact Report suggested, I still see major failures in the report itself, in particular, pedestrian traffic safety.

…

So, again, I'd be in favor -- I'm in favor of new housing and perhaps the reduced density option, but a better report needs to be done. *(Jim Diehl; Transcript; January 22, 2015 [I-Diehl])*

———————

Thank you for the opportunity to submit written comments on the Draft Environmental Impact Report (DEIR) for the proposed 1601 Mariposa Street Project. I am a Noe Valley resident and a Live Oak School parent. Live Oak School is immediately adjacent to the proposed project site and will have a very significant impact on the children and staff of the school…As a community, we want Live Oak and its student body to thrive. It is important to protect and nurture the unique and special identity of this community and school. The Mariposa Street Project needs to be modified to protect the health and safety of our children and staff.

…

We need your help in making sure that the DEIR is revised so that it is accurate and complete and adequately identifies all impacts, mitigation measures and alternatives to reduce or eliminate the significant impacts of the project as proposed.

…

Thank you again for the opportunity to comment on this important document. I ask that the EIR be revised as stated in this letter in order to provide the public and decision-makers with accurate information so that we may fully understand the impacts of the project and provide mitigation measures to significantly reduce and/or eliminate all impacts. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

———————

My name is Holly Friedman. I live at 316 Arkansas Street, half a block away from the proposed development.

And I'm here today to talk about the deficiencies in the Draft EIR and to urge the Commission to take action to support this group assembled here today to build a better community. We're all working very hard to do that. We need your support. *(Holly Friedman; Transcript; January 22, 2015 [I-Friedman, H1])*

Thank you for the opportunity to comment on the draft environmental impact report for 1601 Mariposa. I live one block from the property. I have been a resident of Potrero Hill for 8 years. I have several concerns about the lack of current and relevant information in the draft study. I urge you to conduct studies that are more accurate and evaluate alternative designs prior to finalizing the EIR. *(Holly Friedman; Email; February 16, 2015 [I-Friedman, H2])*

By way of introduction, I live on Kansas Street and 17th. I was not able to attend the public hearing earlier this month, but would like to share my input into the process. I would like to draw your attention to a couple of key concerns from the complete list at the bottom of this email: *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

The conclusions in the Draft EIR reflect what the Showcase Square/Potrero Area Plan and General Plan, which many people have already mentioned. Further, the Draft EIR states that aesthetics, noise, and air quality are considered, quote, "less than significant impacts."

I disagree. They are, in fact, very significant impacts for the many neighbors in close proximity to the project, including schools, residents, and businesses. *(Sarah Glicken; Transcript; January 22, 2015 [I-Glicken1])*

I am a homeowner who lives across the street from the proposed project at 1601 Mariposa (I specifically own the building at 209-211 Arkansas St). I have read the draft EIR, and agree with many of the findings.

…

This many units will have a significant impact on the neighborhood, street traffic, pedestrian safety, and Jackson Park. Please do not approve this option - this block is not equipped to handle that number of units in any respect, as further evidenced by the finding that this project would have at least some significant environmental impacts that could not be mitigated by any means. *(Brenda Hefti; Email; January 12, 2015 [I-Hefti])*

Although there are myriad issues to be addressed including many related to the construction process, I will limit my comments to a few that have a permanent impact on our neighborhood. *(Richard Hutson; Letter; June 6, 2014 [I-Hutson3])*

Thank you for the opportunity to comment on the Draft EIR on the 1601 Mariposa Mixed Use Project. I commented on the NOP and many of my concerns still stand with the proposed project, alternatives considered thus far and project description.

…

Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned for the EN, the assumption on page 87 of the DEIR that growth has been planned for and anticipated is no longer true. In addition, as has been witness at the Mission Playground recently there have been conflicts over the extremely limited Park space and Playfields in the Eastern Neighborhoods. Jackson Park must be preserved and protected and possibly expanded. New laws regarding pedestrian safety, school zones and safety, gas transmission pipeline dangers, newly located SF Police Department "bomb squad" facilities and active transportation were not accounted for in the EN FEIR.

…

Thank you for your consideration.
I look forward to further development of the project Environmental Review and development of appropriate mitigation as needed if the proposed project is approved.

I also wonder how projects next to schools can better support educational institutions for K-12 – such as through a community gym or other facilities, parking for staff or even housing for educators or school staff. I hope the Planning staff will work on developing protocols and enhanced mitigation for these types of projects that impact school children, parks, playgrounds and educational institutions. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

———————

Thank you for the opportunity to submit Comments on the Draft Environmental Impact Report (DEIR) for the proposed 1601 Mariposa Street Project. Live Oak School is immediately adjacent to the project site. I am a parent of a Live Oak student and have concerns about some of the potentially significant impacts the project may have on the school community. I think the project needs to be modified to help protect the health and safety of the children, and not detract from the educational experience. I ask that you please ensure that the DEIR is complete and accurate, so that it adequately identifies potential impacts, mitigation measures, and alternatives to reduce or eliminate the significant impacts of the project as proposed.
…
Thank you again for the opportunity to comment on this report, which is of the utmost importance to the families of the children and staff members at Live Oak School. I ask that the report be revised as stated above, as well as in comments submitted by Live Oak School, so that the people making the decisions have the information needed to accurately assess and mitigate the potential impacts of this project. *(Phil Jerome; Email; February 17, 2015 [I-Jerome])*

———————

I have lived for nearly 40 years a block from this project. I'm very familiar with it. I think this is the first EIR I've actually read since I was sitting up where you are. Commissioners Antonini and Moore are very familiar, as am I, with the Eastern Neighborhoods EIR.

This is, in my opinion, in full conformity with it. I expect the project to change before I appear before you at some future date regarding the actual project.

…

As I say, I fully expect the project to change. I look forward to working with them as I have before. But as far as this EIR is concerned, having read it, I do believe it is adequate. It is complete. And I will urge you later on, when the draft comments come in and read it again, to probably okay it and get on with the project as it will appear at that time. *(Ron Miguel; Transcript; January 22, 2015 [I-Miguel])*

I am a resident of Potrero Hill and live near 1601 Mariposa Street. I am concerned about the Draft EIR issued for the proposed development at this site. *(Matt Rowe; Email; February 19, 2015 [I-Rowe])*

My name is Mark Smallcombe. I live one block or within one block of the proposed development at 1601 Mariposa. I'm actually 500 feet. So the concerns are both personal but also for our community.

…

I know you've heard numerous reasons why the conclusions in this Draft EIR conflict with so many concerns of the neighborhood, the citizens of the neighborhood, and also our city. *(Mark Smallcombe; Transcript; January 22, 2015 [I-Smallcombe1])*

I only moved to the Potrero Hill area in 2014 but I already love the neighbourhood for what it is. A refuge from the city, in the city. There are many ways to grow it sustainably but placing a 320! Unit behemoth in the center of it is not one of them. I have significant concerns about the environmental

and social impact of such a project and would like to be included on any further notices regarding this proposal. Many thanks *(Andre Wegner; Email; December 21, 2014 [I-Wegner])*

But on to the EIR. We believe it is adequate, thorough, and complete.

…

We think this project aligns with the envisioned Eastern Neighborhoods Plan, and it should move forward as it is. Thank for your time. *(Rob Poole, Housing Action Coalition; Transcript; January 22, 2015 [O-HAC])*

My name is Scott MacBean. I'm the director of operations at the Live Oak School. I'd like to address the deficiencies in the EIR as it relates to plans and procedures

…

I hope the Council will take that all into consideration. And I'm going to write a letter to detail these points, since I only glossed over them here. *(N Scott MacBean, Live Oak School; Transcript; January 22, 2015 [O-LOS2])*

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report (DEIR) for the proposed 1601 Mariposa Street project. My firm represents Live Oak School which, as you know, is located immediately adjacent to and surrounded on two sides by the proposed project. Live Oak School is an integral part of the Potrero Hill community and a highly valued educational resource for San Francisco families. Live Oak is the only middle school in the neighborhood and most of the students attending the school live in the Potrero Hill community.

The housing complex, as currently proposed, threatens the viability of the school and the health and safety of its students, teachers, and staff. The City must make sure that the DEIR is revised so that it is accurate and, as required under CEQA, adequately identifies all impacts,

mitigation measures, and a reasonable range of alternatives. We have a number of comments regarding the adequacy and accuracy of the EIR, but, the most important points are summarized here:

…

The DEIR needs to be revised to include these impacts and identify mitigation measures (such as those identified above). *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

An EIR is the heart of CEQA. (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 392.) "The fundamental goal of an EIR is to inform decision makers and the public of any significant adverse effects a project is likely to have on the physical environment." (*Neighbors for Smart Rail v. Exposition Metro Line Const. Authority* (2013) 57 Cal. 4th 439, 447.)

"CEQA requires an EIR to reflect a good faith effort at full disclosure. … Failure to comply with the information disclosure requirements constitutes a prejudicial abuse of discretion when the omission of relevant information has precluded informed decision making and informed public participation." (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal. App.4th 1184, 1197-1198.)

…

Thank you again for the opportunity to comment on this important document. We ask that the DEIR be revised as stated in this letter, and then recirculated, in order to provide the public and decision-makers with accurate information to understand the impacts of the project and provide mitigation measures to reduce or eliminate impacts. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

My name is Andy Blue, and I'm representing the Plaza 16, or the Plaza 16 Coalition. We are a coalition of 100 labor and small businesses across the Mission District.

…

Our coalition is here today to support the many members of the Potrero community who are raising significant issues with the EIR report for 1601 Mariposa and with the impacts this project would have on the community.

Among the many potential worrisome impacts we share are concerns of environmental impacts and shadowing impacts upon open space.

While each neighborhood has its own priorities and specific needs, our coalition is increasingly building alliances across the Eastern Neighborhoods and across the city as we find that there is substantial overlap in the issues we face during the current development boom. *(Andy Blue, Plaza 16 Coalition; Transcript; January 22, 2015 [O-P16C])*

I'm JR Eppler, and I'm president of the Potrero Boosters Neighborhood Association. You've heard many concerns during today's hearing on the 1601 Mariposa Street Draft EIR. And while several of those comments that you've heard are unique to that Draft EIR, I believe that most of the comments fit under an overarching theme that will be reiterated at hearing after hearing unless more is done soon. *(JR Eppler, President, Potrero Boosters Neighborhood Association; Transcript; January 22, 2015 [O-PBNA])*

RESPONSE GC-1

These comments generally relate to the overall adequacy of the Draft EIR. Some comments make a general claim that the Draft EIR is inadequate and must be recirculated because it does not meet the CEQA standard for adequacy. Some of these comments also make general statements regarding the evaluation of environmental impacts, but are not specific enough to be included in the responses that address the environmental issue topics above. Other comments state that the Draft EIR appears to be adequate.

The Draft EIR identifies the potential impacts of the proposed 1601 Mariposa Street Mixed Use Project as proposed by the project sponsor and as described in Chapter II, Project Description of the Draft EIR (revisions to the Draft EIR Project are also addressed in Chapter II, Project Description and Draft EIR Analysis Revisions and Chapter V, Draft EIR Revisions of this RTC document). As discussed in the Draft EIR, most of the Draft EIR Project's impacts would be reduced to a less than significant level with implementation of the mitigation measures stated in the Draft EIR. However, significant and unavoidable transportation and circulation impacts were identified.

CEQA Guidelines Section 15151 contains the standards used to determine whether an EIR is adequate: "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure." The Draft EIR meets this standard for adequacy.

For similar reasons, recirculation of the Draft EIR is not required. Per *CEQA Guidelines* Section 15088.5, recirculation of a Draft EIR prior to certification is required only when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification."

"Significant new information" is defined as:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Additionally, *CEQA Guidelines* Section 15088.5(d) states that recirculation is not required if "new information in the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR." The proposed changes associated with the Preferred Project described in Chapter II, Project Description and Draft EIR Analysis Revisions of this RTC document would not result in significant new information as defined in *CEQA Guidelines* Section 15088.5. No new impacts or mitigation measures have been identified, no increase in the severity of identified impacts would occur, and no new feasible alternative or mitigation measure has been added to the Draft EIR since publication of the Notice of Availability. In addition, as indicated in this chapter (see **Response GC-1** on page RTC-336), the Draft EIR is considered to be adequate. The Preferred Project is an alternative design scheme that is substantially similar to the project described and evaluated in the Draft EIR. Therefore, the Preferred Project is in addition to the Draft EIR Project and the three alternatives analyzed in the Draft EIR. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines* Section 15088.5 is not required.

Comments that address specific environmental issue topics or identify specific concerns related to the analysis in the Draft EIR are addressed in more detail in the appropriate topical sections of this chapter of the RTC document. These concerns generally relate to the provision of infrastructure, shadow impacts, health and safety impacts, access to light, noise, land use compatibility, parking, traffic congestion, pedestrian safety, aesthetics, population and housing, recreation, water quality, impacts to sensitive receptor's including school children, and consistency with Planning Code and other City policies. No new or more severe impacts that cannot be mitigated to a less than significant level have been identified in responding to comments submitted on the Draft EIR beyond those impacts already identified in the Draft EIR.

COMMENT GC-2: PROJECT MERITS

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

A-Antonini	I-Glicken1	I-Stewart, D.
I-Alexander	I-Hutson3	I-Stuart
I-Angles	I-Kingman	I-Sundel
I-Bahat	I-Maznio	I-Trauss
I-Brooks	I-Megid	I-Vandenheuvel
I-Daniel	I-Miller	O-18AHOA1
I-Doherty	I-Nielsen	O-FOJP
I-Friedman, S1	I-Padula	O-HAC
I-Friedman, S2	I-Smallcombe1	
I-Frixos	I-Smallcombe2	

———————————

And obviously later on we'll talk about the breakdown of the units, which is not before us today. But I would be favorable if more -- larger units that accommodate families better are created, two- or three-bedroom units. But that's for another day. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

———————————

Once again, thank you for taking the time to incorporate community concerns and perspectives into your analysis of the appropriateness of the proposed project at 1601. I'm truly grateful for the opportunity to let you know my thoughts.

…

Thank you so much for your interest in the community's concerns about the Related development. I truly appreciate the opportunities that have been created for Potrero Hill residents to learn about the project and express opinions about specific aspects. I was at the community meeting last night and thought it was run extremely well.

Also, just so you know my perspective, I strongly support housing development. As a board member of Larkin Street Youth Services and a long-time San Francisco resident, I am acutely aware of the need for more housing in the city – particularly in the wake of the current employment boom. It makes sense to me that there may be higher uses for the 1601 property than its current uses.

That said, this particular project in its current iteration is significantly overscaled for the location and will have an enormous, detrimental physical effect on the neighborhood. Dropping (conservatively) 600 people into one block of Potrero Hill is just entirely disproportionate to the current housing density, inconsistent with the surrounding family-oriented neighborhood, and excessively taxing for the existing infrastructure.

…

Further, the fact that such a huge project is set up for renters rather than owners is an especially poor fit for the neighborhood and creates additional physical effects. The current community in Potrero Hill is a settled community of families that move to the Hill and stay. It's not a transient neighborhood for short-term renters. And, a building of hundreds of renters seems like a terrible choice to share the block with a K-8 elementary school. Again, these project-specific physical effects require that a full EIR analysis be conducted, using best current information.

I think some development on the property could be in the city's best interests. But, I think the scale of this project needs to be significantly cut back and I think that if the space is used for housing, building units for sale, rather than for rent, would be a much more appropriate choice for Potrero Hill's settled, family-oriented community. *(Suzi Alexander; Email; January 28, 2015 [I-Alexander])*

I am opposed to the current proposal for 1601 Mariposa.

I disagree with findings of the Draft Environmental Impact Report published December 17, 2014.

I urge the San Francisco Planning Department to order a 'time out' halt to this poor proposal and to all future projects around Potrero Hill until the cumulative negative impacts caused by current

projects that are already rapidly deteriorating our neighborhood's quality of life are assessed and mitigated.

I strongly believe the 1601 Mariposa location would be better suited for OPEN SPACE and PUBLIC PARKS AND RECREATION as a natural extension to adjacent Jackson Park. This purpose would fulfill the promised benefits of the Eastern Neighborhood Plans.

…

Because the bomb squad vehicle yard is a known potential target for terrorism, high-density residential units should not be located within harmful proximity and direct sightline of the SF bomb squad vehicle yard. *(Sean Angles; Letter; February 16, 2015 [I-Angles])*

I'm confident there are solutions that can work for everyone. In addition to these items that I've already noted, I'd like to you understand that we are working with the developer to try to address having community space in the form of a gym.

We need your help. We will not be able to remain the only K-through-8 school with a full-size gym in this neighborhood if you cannot help us. *(Sara Bahat; Transcript; January 22, 2015 [I-Bahat])*

Objections of local neighbors that the program designs does not sufficiently address their concerns remain outstanding *(Eric Brooks; Email; February 17, 2015 [I-Brooks])*

I've looked at the plans. I also agree that the architect is a good architect, the same architect that designed the place where I now live.

...

And I think that the -- one of the reasons that I love Potrero Hill, though I agree there needs to be more affordable housing in the neighborhood -- and there's no indication that this will be affordable

housing, for one thing -- but I think the openness, the air, the light, the mix of small residential, small business, and industrial uses of the neighborhood is really an attractive thing that I think should be maintained to a certain degree.

And I'm just concerned that, once this building project begins and when it is concluded, there will be no light and there will be no air in the neighborhood for both the school children and the residents and businesses that are currently there. *(Sharon Daniel; Transcript; January 22, 2015 [I-Daniel])*

———————————

I am all too aware of the city's need for increased housing. I welcome projects that meet this need, but I want to make sure that these projects are thoughtful and serve as an asset to the neighborhood, not a detriment. At this point, Friends of Jackson Playground feels the current proposed scope of 1601 Mariposa falls into the latter category. The areas that concern us most are the density of units (particularly when viewed in conjunction with other slated projects within a stone's throw and those currently under construction) … We strongly believe a project like 1601 need to be much more thoughtful about how its design relates to (and ideally improves) a significant public amenity like Jackson Park.

…

As a group, we would love the needs of Jackson Park to be addressed when considering the development at 1601 Mariposa. We see this as a win win for both the incoming residents and the neighborhood as a whole. A lot of great ideas have been generated about the park, everything from more sidewalk trees to more functional art that you can play on to murals to new equipment to an enlarged play area that includes some grassy seating to a renovated clubhouse and bathrooms. We want to work with developers to ensure that projects serve to not only address housing needs, but also provide long-term benefit and sustainability for all residents.

As mentioned before Jackson Park is the only accessible outdoor space for many families on the hill and will surely be a draw for future residents at 1601 Mariposa. Let's make sure we don't destroy it with shadows, over-use, traffic, and lack of foresight in realizing its potential. Let's do the right thing

for all the children and families living on Potrero Hill, both current and future. *(Kathleen Doherty; Email; February 17, 2015 [I-Doherty])*

So, I agree with the concerns about the project. Just about everything I heard made sense to me. *(Seth Friedman; Transcript; January 22, 2015 [I-Friedman, S1])*

As a neighbor and homeowner across the street from the proposed project (I am in 18th & [A]rksansas), I am writing to express my continued shock at the original proposal's lack of appropriateness to the neighborhood, as well as their minimalist responses to an overwhelming outpouring from the community (neighbors and parents of children in the schools adjacent to the proposed project).

…

This is not a greenfield 4th-and-[K]ing kind of place where they'd be just displacin[g] cement from a fallen freeway. This is a neighborhood, one that cherishes what exists (and generates property tax revenue for the city accordingly, with lots of over $1K/square foot property sales).

…

If this project came along with an underground MUNI line between the T and 16th and [M]ission, or 90% of the units having at least 1 parking spot, and the scale reduced to 1/4 its current size, I wouldn't be in opposition. But it's really very clearly being attempted in a neighborhood that wasn't designed nor built for it. *(Seth Friedman; Email; February 16, 2015 [I-Friedman, S2])*

Therefore, I recommend a smaller development than the one currently contemplated. Details are included at the bottom of this email. *(Michael Frixos; Email; January 28, 2015 [I-Frixos])*

Looking at the renderings, there is really very little open space for residents to linger and relax outdoors. And the public space is really little more than a passageway through the project. *(Sarah Glicken; Transcript; January 22, 2015 [I-Glicken1])*

I live on Potrero Hill and I am a proponent of sensible new development in our neighborhood. I also understand the need to add residential units in the city. However, the project proposed for 1601 Mariposa Street seems to be excessive and out of scale with the existing neighborhood.
…
I urge the project sponsors and the Planning Department to rebalance this project to address these concerns. This is a great opportunity to create an asset for the neighborhood instead of another liability. *(Richard Hutson; Letter; June 6, 2014 [I-Hutson3])*

We have lived in Dogpatch for over 21 years and consider ourselves part of the larger Potrero Hill community. We went to yoga classes and acupuncture appointments in the building at Arkansas and Mariposa, adjacent to the proposed building at 2601 Mariposa, and are well acquainted with this area. We feel that the structure planned for that site would be out of scale and inappropriate for the neighborhood. Please consider us opposed to this project. *(Frank and Rhonda Kingman; Email; February 14, 2015 [I-Kingman])*

I'm a mother, a nurse, and a resident of Potrero Hill for over 20 years. Although the City wants to build infill housing, the site at 1601 Mariposa is too small for a project this big. *(Kasha Maznio; Transcript; January 22, 2015 [I-Maznio])*

My name is Luis Megid, I live at 221 Arkansas right across the street from the proposed development. While I am not opposed to new housing the large number of units proposed for this project will affect the whole neighborhood and specially the families on our block.

…

A more reasonable option is to decrease the number of units to respect the character of the neighborhood. The quality of life of the tax paying neighbors should be put ahead of corporation profits. *(Luis Megid; Email; February 15, 2015 [I-Megid])*

I am writing to support the concerns of the Potrero Hill Neighborhood Association with regard to the proposed development at 1601 Mariposa Street. A more responsible project would better address the character and scale of neighborhood properties and Jackson Park, an important community gathering site. Further impact studies (parking, environmental, traffic, etc.) must be conducted in order to safely and sensitively develop the property. Additionally neighborhood recommendations to produce a less dense development would mitigate many concerns.

I hope you will take neighborhood concerns seriously. After all, these are the people living and working in the district. These are the people directly impacted by this development. These are the residents of San Francisco who by all rights have a voice in how their community develops. They have done their research and dispute many assumptions and reviews that support the current proposal. The project is out of character with the neighborhood and by the Planning Code, should be reconsidered. *(Susan Miller; Email; February 18, 2015 [I-Miller])*

I am writing to express my concerns about the scope & scale of the proposed development at 1601 Mariposa Street and the Draft EIR. I have lived on Potrero Hill for the past 25 years and on Arkansas Street just 1 block from the development sight for the past 20 years.

I realize that this area of the city is changing--new hospitals, new universities, new neighborhoods, etc.--but I am extremely concerned about this 1601 Mariposa development and the impact it will have on the neighborhood both during construction and when it is completed. *(Lucy Nielsen, Email, February 17, 2015 [I-Nielsen])*

My name is Ana Padula, I am a physician and I have lived with my family for the last 22 years at 221 Arkansas across the street f[r]om the proposed development. I am very concerned with the large number of units being proposed. That will have a very negative impact in the quality of life in the neighborhood, especially when you consider all the other housing units being buil[t] in the vicinity. *(Ana Padula; Email; February 15, 2015 [I-Padula])*

In my own community that I live in, the complex, we have 60 units on 2,800 square feet. They're proposing 320 units on the same square footage.

…

Say good-bye to the few restaurants that are there, getting a table. You know, there's potentially 700 to 1,000 occupants going to live in 320 units here. It's just -- it's too overreaching.

I am actually pro development. I am for development in our community but responsible development. This thing needs to be scaled down. I know it would be the same, you would feel the same if it was in your community.

I'm not a nimby by any means because I'm looking at this from the view from not just our community but also our city and preserving the heritage and character of our communities in our city. *(Mark Smallcombe; Transcript; January 22, 2015 [I-Smallcombe1])*

Not to mention the other projects in the area contribution to the over-saturation of the neighborhood's population in such a short window of time, the 1601 Mariposa project could easily further add 600 to a 1,000 people (with their vehicles) that is over 5% in one hit. Potrero Hill must not be turned into a bedroom community. It is not without mention that the 1601 Mariposa project is 4 times more dense than the Victoria Mews project that remains such an eyesore on Potrero Hill... and 5 times as dense as the 18th & Arkansas St Project which has only 60 units on roughly the same plot of land as 1601 Mariposa

…

I echo the concern of the commissioners in increasing massive housing projects like this without providing infrastructure or caring for the negative impact on the existing neighborhood, its facilities, tenor and not to mention the changes to the character of the neighborhood that caused us to invest our lives here in the first place *(Mark Smallcombe; Email; January 26, 2015 [I-Smallcombe2])*

———————————

And I really think that projects like this one, while I understand that people who may have, you know, a vested interest if they live very nearby – I get the sense that I'm not going to be the majority opinion here today. But I think that projects like this will be very important for our city to move forward. We've heard about all the new jobs, the new people living here. And they need somewhere to live.

I think this is exactly the sort of project that we need more of and that this project – I reviewed it specifically, and I think there is – this is in an area that I think actually has -- you know, there's no perfect place where you won't disrupt anything or anyone.

But this is in a space that isn't very well utilized right now. It isn't particularly dense. It's not like this is a 20-story building. It's really not that tall in the grand scheme of things for being so central in the city. And it's in an area that's already, you know, central and pretty well served by public transportation. And there are already stores and other areas nearby.

I just think that this -- you know, this is one of the best places in the city to build something on this scale. So I really hope that this project gets built so that people, including some people that I work with who are desperately trying to find places to live and find that there are very limited options if you weren't lucky enough to get into a rent-controlled place a long time ago -- we need opportunities like this for people to find homes in San Francisco. *(David Stewart; Transcript; January 22, 2015 [I-Stewart, D.])*

My name is Craig Stuart. I have two children at Live Oak -- a daughter in fourth grade and a son in first grade. And I appreciate the chance to provide some input here today.

My concern is that, as planned, the project is of a scale that's going to have significant negative impacts on the community. I'm certainly not anti-housing, but schools are a complementary and additionally vital component of how a community grows. And at the scale that's planned for this project, I think there are some implications and perhaps unintended consequences that would harm the neighborhood and the school's mission to provide quality education there.

…

My hope and expectation is that the Commission would ensure the project complies with code and policy as it exists and ask for mitigations to help reduce impacts that the scale and size of the project might create in the neighborhood. *(Craig Stuart; Transcript; January 22, 2015 [I-Stuart])*

Good afternoon. My name is Carol Sundel. And I've been a Potrero Hill resident for almost 50 years. And I'm not going to go -- I agree with the calls from the community about further investigating the environmental impact reports, but most of all, my concern is that this development is way too large. I have seen my godson and family have to move out of the neighborhood to where they can find affordable housing.

…

It saddens me that the project, over half of which is studios and one bedroom, is not taking into consideration what the Mayor's call has been for more family housing. *(Carol Sundel; Transcript; January 22, 2015 [I-Sundel])*

So I'm in support of this project. I wish that it could have already been finished because we are in a housing crisis, and there are a lot of people that need housing now. *(Sonja Trauss; Transcript; January 22, 2015 [I-Trauss])*

I want to also just briefly mention the loss of the aesthetic nature. *(Wendy Vandenheuvel; Transcript; January 22, 2015 [I-Vandenheuvel])*

As the president of the 18th and Arkansas HOA - I am writing to reiterate our concern over the scale of the proposed project at 1601 Mariposa.

…

I have had at least 5 meetings with the developers and the architect - the developers have made it perfectly clear that they have maxed out the development of the site and they are not going to give in on anything unless they are forced to - I hope that that time has come and that we can all come to an understanding of what an acceptable size and scale for the project could be …

…

I have attached below the petition that we submitted to you in [2]013. *(Nick Noyes, President, 18th and Arkansas Homeowners Association; Email; January 24, 2015 [O-18AHOA1])*

Thank you for allowing us the opportunity to publicly communicate our concerns regarding the proposed project at 1601 Mariposa.

Friends of Jackson Playground is a neighborhood stewardship group initially formed over an interest in making the park safer, as well as the untapped potential of the clubhouse. Our concerns have quickly grown, however, to include the need to accommodate a rapidly growing number of residents. We are all too aware of the city's need for increased housing. We welcome thoughtful projects that meet this need. *(Friends of Jackson Playground; Letter; January 22, 2015 [O-FOJP])*

———————————

Rob Poole with the Housing Action Coalition, speaking on behalf of our 140 members. Thanks for the opportunity to speak to you today.

I'll keep my comments focused on the EIR, but I just do want to state that this project was presented to our project review committee. I believe Commissioner Fong was actually present at that meeting. And we are in full support of the project. *(Rob Poole, Housing Action Coalition; Transcript; January 22, 2015 [O-HAC])*

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RESPONSE GC-2

These comments generally pertain to the merits of the project and not the accuracy or adequacy of information or analysis in the Draft EIR. Some comments express support for the proposed project and others request that the project be modified to reduce the overall density or type of residential units or to ensure that the project does not require any waivers, exceptions or modifications pursuant to the Planning Code. The concerns raised in these comments are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process.

COMMENT GC-3: GENERAL CONCERNS NOT RELATED TO PROJECT IMPACTS OR THE ADEQUACY OF THE EIR

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

A-Antonini	I-Ikle2	I-Trauss
I-Bahat	I-Kurek	I-Vandenheuvel
I-Book	I-Miguel	O-18AHOA2
I-Causey	I-Miles	O-FOJP
I-Daniel	I-Mussetter	O-HAC
I-Deckenbach	I-Ranch	O-LOS3
I-Glicken1	I-Smallcombe1	O-LOS4
I-Heath2	I-Stewart,D.	O-P16C
I-Howarth	I-Stolzoff	

Again, as Ron Miguel said accurately, the freeway entrance is a real problem on Mariposa. And it has to be changed regardless of -- it has nothing really to do with this project to do that. But it would be wise with the growth that is occurring in the area that Caltrans do something to improve that. *(Michael Antonini, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Antonini])*

We pride ourselves on our connectedness to this community. I love the woman who mentioned the Jackson Park -- our -- the Jackson Park cleanup. Our kindergarteners, in the first week of school, go to this park and are told not to touch needles, condoms, or poop. *(Sara Bahat; Transcript; January 22, 2015 [I-Bahat])*

We've never been presented with a picture of what our neighborhood will look like in five years let alone ten or 15. I believe it's -- Commissioner Moore, I've heard you speak before on television asking

a very basic question, "What is the Master Plan? What is the big picture? What will this neighborhood look like in five or ten years?"

We still don't have that in this plan. And so where we continue to see these one-offs and -- I'm not going to repeat a lot of the statements and facts that you've heard today. What I can tell you is the neighborhood is listening, and we do count on you to pay attention. We're drowning in the over-development. We're having a hard time keeping up with all of the stats and meetings.

And I'm very grateful to the Boosters and our friends at Live Oak who are a very important part in our community. Our friends at Rec and Park -- I was so grateful to see the Commission come forward and say "no" to a project in SoMa simply because of the shadowing effect.

I'm a park advocate, public safety advocate in our neighborhood. I had no idea there was a 1984 ordinance that the Park Commission could use to shut down a project. I think that's wonderful. *(Joyce Book; Transcript; January 22, 2015 [I-Book])*

———————————

I'm writing today in response to the call for comment for the proposed project at 1601 Mariposa St in the Potrero Hill neighborhood. I'll start by saying that I'm excited to see our neighborhood grow and understand the importance of development in our city given the housing constraints we currently face. *(Matt Causey; Email; January 30, 2015 [I-Causey])*

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My name is Sharon Daniel. I live in the 1600 block of 18th Street, so right across the street from the proposed development project. I've been a resident of San Francisco since 1996.

When I first came to San Francisco, I visited Potrero Hill, and I decided that that was where I wanted to ultimately live. It took me until this past summer to be able to find a residence there. So I'm a new resident of this block. *(Sharon Daniel; Transcript; January 22, 2015 [I-Daniel])*

I'd just like to say ditto to everything he just said. But more specifically, I've been a resident about a block away from the site of this project since 1992. And when I moved here, I was one of the founding members of the Potrero Hill Parents Association. And this had a membership of 100 families. And the vision was to improve the neighborhood for the kids and the families of Potrero Hill.

And our first project was Jackson Playground. And we worked for three years, went before open space, raised the money and renovated that playground to be a pretty good playground.
…
And just as an aside, my husband is a pediatrician at 350 Rhode Island. And I can tell you there is a baby-boom going on there. Not only is he seeing so many more kids, new babies, he's also seeing lots more asthma. *(Jude Deckenbach; Transcript; January 22, 2015 [I-Deckenbach])*

Can I project something? My name is Sarah Glicken. I am a 20-year resident of San Francisco and a seven-year resident of Potrero Hill neighborhood. And I live, also, directly across the street from this project.

I have three points that I wanted to make regarding this Draft EIR and also just state that I am not anti-development but I am pro responsible development. *(Sarah Glicken; Transcript; January 22, 2015 [I-Glicken1])*

Thank you for the opportunity to submit Comments on the Draft Environmental Impact Report (DEIR) for the proposed 1601 Mariposa Street Project. I have included two sections in my comments.

The first addresses some of the issues that concern me. The second proposes a Reduced Impact Alternative. *(Alison Heath; Email; February 17, 2015 [I-Heath2])*

I thank you for the opportunity to review discuss and question the Draft EIR for the 1601 Mariposa Project. I am a proud parent of two "Sensitive Receptors" at Live Oak School, or as we like to call them, children. *(Andrew Howarth; Letter; February 2, 2015 [I-Howarth])*

I'm a parent at the Live Oak -- eighth grader. My son has attended Live Oak since kindergarten, and my family lives in Bernal Heights, a few blocks from the Mission planning area in the Eastern Neighborhood Plan. I also have a younger daughter.

I want my child to be able to return to Live Oak as a recent graduate and continue to have pride in the wonderful surroundings that supported his education and growth. Live Oak is a very special place and a very special area. It is an area rich in educational resources. *(Judith Ikle; Transcript; January 22, 2015 [I- Ikle2])*

My name is Stephanie Kurek. And I'm a San Francisco resident for almost 15 years and the mother of a Live Oak kindergartener.

And it seems like all of my friends with kids are leaving. And what keeps us in San Francisco is that we did -- we were one of the families that found a great school for our kid. *(Stephanie Kurek; Transcript; January 22, 2015 [I-Kurek])*

For those who are concerned with MTA, so am I. Transit is lousy in the district. Go before their commission.

As far as CalTrans, the on and off ramps to the freeway design for Potrero Hill are admittedly by CalTrans some of the worst they have ever designed and certainly the worst in Northern California. But that has nothing to do with this EIR.

This, as was envisioned in the Eastern Neighborhoods EIR, is a neighborhood in transition, as it has been for years. Right across from me is a project called Pioneer Square. The old smoke stacks of the former industrial soap -- Pioneer Soap Company are still standing there. It's been in transition for probably 100 years in this neighborhood. And this is just another part of that transition. *(Ron Miguel; Transcript; January 22, 2015 [I-Miguel])*

I am a single parent of three kids who are all attending Live Oak School. As part of this school community, I am very concerned about the recent plans for developing the property directly next to Live Oak School. Here are my concerns:

…

I am sure there are a great deal of other things I would disagree with but frankly, I can't get through all the building and planning vocabulary to get any more of an idea than I presently have. Your job sounds very difficult but I must count on you and others like you to know what is best for our kids and to cull through these documents - to force this company to care about our kids, this neighborhood and about San Francisco. *(C. Miles; Letter; February 12, 2015 [I-Miles])*

PLEASE stop the development on or even near Potrero Hill. Yes, that includes Mission Bay!!! We TRULY have had ENOUGH!!!!! We have to deal with all of Mission Bay along with that heinous DAGGETT building which will radically change ou[r] neighborhood already!!!!! This is our home!!!! The Daggett is ATROCIOUS!!! How did this EVER get passed???????

DO NOT LET ANYONE BUILD NEXT TO THE OAK SCHOOL!!!!!! S[T]OP THE RIDICULOUSNESS. There is plenty of apartment buildings. You people down at the planning department MUST be responsible!!! You have to understand there will continue to be gold rushes in this city forever. There will be booms and busts. I think the housing is fine now!!!! STOP THE MADNESS!!! The bust from this current boom is about to bust out. I know you know this. Please act accordingly. *(Jani Mussetter; Email; February 17, 2015 [I-Mussetter])*

I live -- my name is Greg Ranch. And I live a block away -- right across the street from the project.

First of all, I'd like to say that, for the record, I'm not anti-development or anti-change in any regard. I'm all for development done in a responsible manner that fits the spirit, scale and culture of our neighborhood. *(Greg Ranch; Transcript; January 22, 2015 [I-Ranch])*

My role is actually a pastor. I'm a minister here in the community. Many of my parishioners live in Potrero Hill, so I represent them as well today.

…

Can I just say that Potrero Hill, if you've never been there, is a rare treasure. And you can hear the accent. I come from Australia and from Sydney. There's a little community in Sydney exactly like Potrero Hill. It's called Balmain. Can I tell you that everyone goes to visit Balmain because of its quaintness, its uniqueness. They don't visit the bedroom communities beside where they've built massive structures like is proposed here. They go to Balmain.

And we need to keep treasured communities like this for families that live in our community. So many families live in our community and try to make a go there. *(Mark Smallcombe; Transcript; January 22, 2015 [I-Smallcombe1])*

I'm not -- as the first speaker here, I hopefully will do this the right way and take two minutes and 48 seconds.

So I'm here -- actually, I just live about eight blocks from this site, and I work near there, too. I don't have a particular, I guess -- I don't know the developer or have any particular interest in this, except that I own a small business. And as part of that, I've seen people on my team try to find housing when they come to San Francisco. Some of them have lived here for a long time. Some are newcomers. And it is just catastrophic how difficult it is for people to find reasonably priced housing in the city. *(David Stewart; Transcript; January 22, 2015 [I-Stewart, D.])*

I was able to attend the meeting last Thursday for the 1[6]01 Mariposa EIR. Thank you for listening to the comments. *(Gary Stolzoff; Email; January 26, 2015 [I-Stolzoff])*

It occurs to me that the EIR, taken literally, it would sound like you would be considering environmental effects on water quality or air quality maybe by something industrial. But clearly, since people are talking about traffic, you also get to consider social effects.

And what's the problem with traffic? Well, it's crowded, and it has all of the downsides of crowding. And it also, I guess, increases time spent traveling somewhere.

So if you get to consider in the EIR the social impacts of traffic, cumulative impacts even, then we should really be considering the cumulative impacts of not building because by not building over and over and over again, we, one, increase crowding in the units that do exist, and we also force people to spend more money on the units that do exist.

So in that way, none of these EIRs are really adequate if we can't -- if we can't look into the cumulative effect of not building. *(Sonja Trauss; Transcript; January 22, 2015 [I-Trauss])*

I love Potrero Hill, and I chose to live in it because of its character and simplicity and because it is a true neighborhood. Potrero is made up of mostly middle class families where people talk to each other in the streets, families go to other families' houses for dinner and holidays, and we raise our children together. It is small in size but not in heart.

And it also used to be a neighborhood of blue-collar workers and immigrants. And I'm concerned, as most of the people in the neighborhood are, of the increasing gentrification and displacement of middle income families but also of the loss of the production, distribution and repair workers who represent our community's identity as well.

…

Our community would love to see the addition of work spaces in the development that would create job opportunities for a diverse workforce.

For instance, the development could hold more commercial space or small business incubators that would create jobs for graphic designers, small manufacturers and repair work.

We have no interest in turning Potrero Hill into a bedroom community of tech commuters who can pay high rents and chain stores. Is the project looking at the extent of this cumulative loss?

When a neighborhood loses its history, it loses its character. And when it loses its character, it loses its identity. *(Wendy Vandenheuvel; Transcript; January 22, 2015 [I-Vandenheuvel])*

My name is Nick Noyes. I'm the president of the Homeowners Association at 18th and Arkansas, which is across the street from the subject property.

I'd like to start off by saying that we're certainly not anti-growth. We're not anti-development. We think the developer is an excellent developer. We think the architect is an excellent architect.
…
I've had a lot of meetings with the developers. They've been very cordial. They've been very accommodating. I'm an architect. I kind of understand what we're all talking about.

It became very obvious pretty early on that they were, rightfully so, going to try and max out the project as best they can. Absolutely. Why wouldn't you start off at that starting point?

And then it became very, very clear that there was not going to be any change until someone said that you might want to change. *(Nick Noyes, President, 18th and Arkansas Homeowners Association; Transcript; January 22, 2015 [O-18AHOA2])*

Jackson Park is the only accessible outdoor space for many families on the hill and will surely be a draw for future residents at 1601 Mariposa. We want to work with developers to ensure that projects serve to not only address housing needs, but also provide long-term benefit and sustainability for all residents. Let's do the right thing for all the children and families living on Potrero Hill, both current and future. *(Friends of Jackson Playground; Letter; January 22, 2015 [O-FOJP])*

However, we don't think this project had -- we think it's unfortunate this project had to do its own EIR. It is on the Eastern Neighborhoods Plan. I think it's important to bring up we spent 10 years trying to put that plan together. And we did an EIR for that whole plan.

And the goal of that was to add more housing to underutilized land to meet our housing goals for the City. And we're going to add more certainty to new good urban infill projects. In exchange, we are also to increase the fees. So we're going to increase impact fees to help with public infrastructure, to

boost the inclusionary requirement to deliver more affordable housing, create a more dense urban walkable environment. *(Rob Poole, Housing Action Coalition; Transcript; January 22, 2015 [O-HAC])*

———————————

Thank you for having us here today. My name is Virginia Paik, and I'm head of school at Live Oak.

I -- you can tell that our community has been paying close attention to development of 1601 Mariposa as you've heard from many parents here today. And I won't repeat what has already been said but just underline what you have heard from our parents as they ask you to prioritize this school, the school community and education for the students of San Francisco as we work on making the 1601 project the best that it can be.

I want to add a little more context to Live Oak's role in the community to help you understand how important it is that our community is considered as the Potrero Hill neighborhood is developed.
…
We believe that Live Oak has become an essential part of the neighborhood character. Our parents and students volunteer at local community organizations. We worked with Parks and Rec to sponsor the Potrero Hill Neighborhood Learning Garden and host days to service the playground and the field spaces. We buy at local stores and support local merchants.

Live Oak has collaborative relationships with the schools in the neighborhood and also serves as Potrero Hill's only middle school.

Because of the generosity of our community, our kindergarten-through-8th grade program is accessible to a socioeconomically diverse community.

Live Oak allocates over $1 million a year to our adjusted tuition program in which nearly one third of our students participate. We have to prioritize extraordinary educational environments as we develop our city.

Live Oak parents and employees have spent a lot of time thinking about this 1601 project. And we've given real thought to our hopes for the development. You've heard from our families. *(Virginia Paik, Head of Live Oak School; Transcript; January 22, 2015 [O-LOS3])*

Thank you for the opportunity to offer comments on the DEIR for the proposed project at 1601 Mariposa Street.

I imagine you have heard from many members of the Live Oak School community as we come to better understand the impact that the project will have on our school and on the neighborhood as it is currently proposed. It is important to me, as head of school, that Live Oak participate as fully as possible in process of planning for the development of the site adjacent to our campus so we can contribute to the creation of the best possible outcome for the current and future needs of the neighborhood.

Live Oak is a Kindergarten through eighth grade school in Potrero Hill. The 1601 site abuts on campus to the south and west. We currently have 290 students and the demand on the school in recent years has been such that we have leased new classroom space in the commercial building to our west in order to grow our enrollment. As contributors to the growth and development of Potrero Hill, we, at Live Oak, would like to see a vibrant neighborhood served by varied retail, populated with diverse communities that reflect San Francisco, and a mix of land uses in harmony.

We believe that Live Oak has become an essential element of the neighborhood character. Our parents and students volunteer for local community organizations. We sponsor the Neighborhood Learning Garden at Jackson Park and host work days to service the playground and field spaces. We buy at local stores and support local merchants. Live Oak has collaborative relationships with the other schools in the neighborhood and serves as Potrero Hill's only middle school. Because of the generosity of our community, our kindergarten through eighth grade program is accessible to a

socio-economically diverse student body. Live Oak allocates one million dollars annually to an Adjusted Tuition Program in which nearly one third of our students participate.

Live Oak parents and employees will be active consumers in new retail space in the area. We shop and eat in the area in large numbers and with great frequency. Our faculty are often in the hunt for housing options in close proximity to the school and new developments may find a market in our teachers.

In that spirit, we've given real thought to what we need from this site and its development. I will rely upon other comments to address the full scope of our school community's concerns. However, I do want to highlight particular areas of greatest concern for me as I contemplate the impact on the learning environment for children. *(Virginia Paik, Head of Live Oak School; Email; February 17, 2015 [O-LOS4])*

We share their concerns, and we support the Potrero community. And I'll be back to talk about this project in terms of affordable housing at later hearings. *(Andy Blue, Plaza 16 Coalition; Transcript; January 22, 2015 [O-P16C])*

RESPONSE GC-3

These comments relate to general concerns regarding the Draft EIR Project or the analysis in the Draft EIR but do not identify any particular deficiencies in the Draft EIR. Other comments are introductory in nature or do not address the Draft EIR Project or the Draft EIR. Specific comments that relate to the adequacy of the information and analysis in the Draft EIR are addressed in the responses under each topical subsection above. The concerns raised in these comments are noted, will be transmitted to City decision-makers, and will be considered by City decision-makers as part of the project approval process.

COMMENT GC-4: MITIGATION MONITORING AND REPORTING PROGRAM

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

A-DOT

As the lead agency, the City of San Francisco (City) is responsible for all project mitigation, including any needed improvements to State highways. Given the project's high vehicle trip generation, fair share contribution financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The City should work with Caltrans to develop a cooperative agreement to fund the future improvements of nearby US-101 and I-280 ramps and mainline operations to ensure that the Project's direct and indirect traffic impacts, including contribution cumulative impacts, are mitigated to the extent feasible.

This information should also be presented in the Mitigation Monitoring and Reporting Plan (MMRP) of the environmental document, a draft of which should be included in the DEIR. Please send the draft MMRP for our review before finalizing the Final Environmental Impact Report.

…

Required roadway improvements as part of the Project work should be completed prior to issuance of the Certificate of Occupancy. *(Patricia Maurice, Department of Transportation; Letter; January 28, 2015 [A-DOT])*

RESPONSE GC-4

This comment relates to the Mitigation Monitoring and Reporting Program (MMRP) that will be prepared and circulated with the Final EIR. Please see page RTC-5 in Chapter I, Introduction, of this RTC document, which details the timing and approval process for the MMRP. The MMRP will identify the timing and process for any required roadway improvements and, for State facilities, the

timing and process for these activities will be coordinated with Caltrans, as appropriate. As stated in **Response PD-3** on page RTC-58, no work would occur within the State right-of-way as part of the project.

COMMENT GC-5: LIVE OAK SCHOOL EXPANSION

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

I-Bahat	I-Ikle1
I-Carswell	O-LOS3
I-Friedland	O-MEO

From a long-term perspective, please seriously consider that Live Oak has begun a major expansion that will effectively double the size of the school by 2020. This is relevant in a couple of very specific ways. *(Sara Bahat; Transcript; January 22, 2015 [I-Bahat])*

And we should also consider the expansion of the school. As we know, the school has publicly announced plans to increased enrollment over the next few years. So the number of kids, the number of adults in the area walking and trying to park will only go up in the next few years.

Thank you. Like the speaker before, this is my first time coming to a Commission. I was moved by this to get here today, to leave work and come and speak with you. So thanks for your time. *(Deborah Carswell; Transcript; January 22, 2015 [I-Carswell])*

The EIR needs to also take into consideration predicted Live Oak School's enrollment increases projected over the next 10 years as the student body grows. *(Heather G Friedland; Letter; February 16, 2015 [I-Friedland])*

The persistent lack of acknowledgement of the independent school expansion in the project description of the setting and lack of acknowledgement of the charter school (KIPP), which has its entry directly across from the project on 18th Street. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

Live Oak is a kindergarten-through-8th grade school. We currently have 290 students. You've heard about the school expansion. This is happening because of the extraordinary demand on the school. Last year, we had 14 applications for every single spot that we had open in kindergarten. There are not enough quality programs, educational programs, in the Potrero Hill Neighborhood in the city of San Francisco. And we need to prioritize the experience of our children in good schools. We're growing and expanding our enrollment for that reason. *(Virginia Paik, Head of Live Oak School; Transcript; January 22, 2015 [O-LOS3])*

The DEIR must take into account enrollment increases at Live Oak School when evaluating cumulative parking and pedestrian and bicycle safety conditions. Live Oak's enrollment is expanding to meet the demand for schools in the neighborhood. The enrollment of the school was approximately 275 in 2013. This year it has 290 students, and by 2020 it will have 420, which is a 53 percent increase over 2013 conditions. For the DEIR to honestly evaluate impacts likely to occur when the project is completed, it must take into account the enrollment levels that will be present at that time. *(Scott Emblidge, Moscone Emblidge & Otis representing Live Oak School; Letter; February 17, 2015 [O-MEO])*

RESPONSE GC-5

These comments relate to the possible future expansion of the adjacent Live Oak School and request that the Draft EIR consider increased enrollment at the school. The proposed expansion of Live Oak School is noted on page 23 of the Draft EIR and was considered in the analysis provided in the Draft EIR (see page 156 of the Draft EIR, which discusses the potential increase in pedestrian traffic). Live Oak School is authorized for a capacity of 222 students, pursuant to a 1998 Mitigated Negative Declaration environmental review (Case No. 1997.858E) As of August 2015, Live Oak School has submitted an environmental evaluation application to the City for analysis of the proposed expansion into 1501 Mariposa Street (Case No. 2014-000534PRJ). The proposal is to increase the number of students at Live Oak School from 291 students to 420 students and conduct tenant improvements at 1501 Mariposa Street to accommodate an additional 22,650 gsf of educational uses. This proposed expansion of Live Oak School was identified on page 23 and adequately analyzed in the 1601 Mariposa Street Draft EIR. See also Response TR-1 regarding the relationship of school-related peak trips during drop-off and pick-up times and project-related traffic peak periods.

In addition, the KIPP San Francisco College Preparatory Charter School referred to in one of the comments is located within the International Studies Academy High School campus. The presence of this high school campus was acknowledged throughout the Draft EIR, including in Section IV.A, Transportation and Circulation. The KIPP school opened on the International Studies Academy campus with 120 9th grade students at 655 De Haro Street in the Fall of 2013 and will become a 9th through 12th grade high school by 2016.[37] It should also be noted that the International Studies Academy recently phased out the middle school grades on this campus, which allows for the space occupied by the new KIPP school. Enrollment at the International Studies Academy for the 2013-2014

[37] The Potrero View, *KIPP San Francisco College Prep Finishes Its First Year on the Hill*, Website: http://www.potreroview.net/news11211.html, June 2014.

was substantially less than the enrollment identified in the Draft EIR. Page 24 of the Draft EIR is therefore revised as follows:

- *South.* The existing topography rises uphill immediately south of the site, across 18th Street. Land uses immediately across from the project site along 18th Street include a public school, described below, and a three-story mixed-use building with primarily residential uses. The International Studies Academy is a ~~6th~~ 9th through 12th grade public school with an enrollment of about ~~530~~ 263 students which occupies approximately three-quarters of three blocks bound by 18th, Arkansas, 19th, and De Haro Streets. The KIPP San Francisco College Preparatory Charter School is also located on this campus and currently includes an enrollment of 251 9th and 10th grade students. By 2016, the school will include 9th through 12th grades. The three-story building on the eastern portion of the block immediately across from the project site along 18th Street includes primarily ground floor artist's lofts with residential uses on the upper floors. A performing arts/community center is also located within this building.

The Draft EIR identifies the various school campuses that are located within the immediate vicinity of the site and considers the presence and operation of these schools in the analysis. The reconfiguration of school facilities on the International Studies Academy/KIPP Charter School campus does not substantially affect the adequacy of the information or analysis provided in the Draft EIR. See also **Response TR-1** on page RTC-128 regarding the inclusion of the KIPP Charter School in the Draft EIR analysis.

COMMENT GC-6: TERMS AND ACRONYMS USED IN THE DRAFT EIR

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

I-Howarth

And finally, I am concerned about the term "sensitive receptors." I find it confusing and misleading. I ask that you please edit all documentation to delete the term "sensitive receptor" and replace it with the more obvious word choice: "Children". If you are unable to make this edit, please explain why. Is this term "sensitive receptors" adding to the protection of children in some legal or administrative way? Or is this term being used because the real term "children" would trigger additional costly regulations that further protect children? I truly want to be assured that this is not the case. *(Andrew Howarth; Letter; February 2, 2015 [I-Howarth])*

RESPONSE GC-6

This comment questions the use of the term "sensitive receptors" throughout the Draft EIR. Sensitive receptors are considered persons, including children, seniors, or people with compromised immune systems, that would that have an increased sensitivity to air pollution, noise, or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling unit(s). "Sensitive receptors" is not a term that is exclusive to children. CEQA requires that the location of sensitive receptors be identified and that the potential impacts of a project on these sensitive receptors be evaluated and mitigated to the extent feasible. The analysis provided in the Draft EIR fulfills this requirement.

COMMENT GC-7: GENERAL CONSTRUCTION-RELATED CONCERNS

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

A-Johnson
I-Bahat
I-Doherty
I-Ikle1
O-LOS4

In terms of construction, I saw quite a bit there, but I will say that I would love to see more details. We have very sensitive receptors here in terms of the school that is abutting two different sides of this project. It's not just sort of one wall, and construction is over there and the rests of it is a school. It's sort of surrounding -- the project is surrounding the school.

So I think, if we can have some specifics around construction staging -- I know that generally comes in the project plan. When you're closer to getting active permits, you file for your construction plan with the Department of Building Inspection. *(Christine Johnson, Commissioner, San Francisco Planning Commission; Transcript; January 22, 2015 [A-Johnson])*

I have concerns about the immediate construction period as well as the long-term effects of construction. For the construction period, it's similar to what you've heard from everyone else: I'm worried about the safety of our families from a traffic perspective and from an air quality perspective. Our kids spend as much on this site as they do at home. Please keep that in mind. *(Sara Bahat; Transcript; January 22, 2015 [I-Bahat])*

The Construction period must be better managed than nearby projects which have:
Blocked side walks, conducted activities during windy times spreading dust into the Park and Schools nearby and not created clear recourse or stop work process when activities were harmful. Construction on Carolina near 17th that released dust into Jackson Park. Activities continued on windy days with excavators creating more dust. Pictures below. Please provide specific mitigation for Pedestrian and sidewalk access during construction. Installation of 15 foot sidewalks per MU. Sect 138 Better Street Plan. (Appendix A) Please clearly indicate redress in case of dust migration from the site or water travelling off-site. *(Judith Ikle; Letter; February 17, 2014 [I-Ikle1])*

RESPONSE GC-7

These comments generally relate to construction-period concerns and identify related environmental issues of concern, but do not necessarily identify any particular deficiencies related to the information or analysis provided in the Draft EIR. Specific comments that relate to the adequacy of the information and analysis in the Draft EIR in regards to construction impacts are addressed in the responses under each topical subsection above (see **Response TR-16** on page RTC-196, **Response HZ-1** on page RTC-246, **Response HZ-2** on page RTC-254, R**esponse NO-1** on page RTC-306, and **Response AQ-1** on page RTC-317 in particular).

V. DRAFT EIR REVISIONS

This chapter presents specific revisions to the text of the Draft EIR that are being made in responses to comments, or to amplify and clarify material in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with double underline text. Deletions to the text are shown with ~~strikethrough text~~. Page numbers correspond to the page numbers of the Draft EIR. The revisions to the Draft EIR derive from two sources: 1) comments raised in one or more of the comments letters received by the City and County of San Francisco on the Draft EIR; and 2) staff-initiated changes that correct minor inaccuracies, typographical errors or to clarify material found in the Draft EIR subsequent to its publication and circulation. Staff-initiated change to clarify information presented in the Draft EIR are highlighted by an asterisk (*) in the margin to distinguish them from text changes associated with response to comments. None of the changes or clarifications presented in this chapter significantly alters the conclusions or findings of the Draft EIR.

PROJECT DESCRIPTION

Page 24 of the Draft EIR is revised to clarify the school programs and enrollment located at 655 De Haro Street, which does not alter the analysis or conclusions of the Draft EIR.

- ***South.*** The existing topography rises uphill immediately south of the site, across 18th Street. Land uses immediately across from the project site along 18th Street include a public school, described below, and a three-story mixed-use building with primarily residential uses. The International Studies Academy is a ~~6th~~ 9th through 12th grade public school with an enrollment of about ~~530~~ 263 students which occupies approximately three-quarters of three blocks bound by 18th, Arkansas, 19th, and De Haro Streets. The KIPP San Francisco College Preparatory Charter School is also located on this site and currently includes an enrollment of 251 9th and 10th grade students. By 2016, the school will include 9th through 12th grades. The three-story building on the eastern portion of the block immediately

across from the project site along 18th Street includes primarily ground floor artist's lofts with residential uses on the upper floors. A performing arts/community center is also located within this building.

Page 42 of the Draft EIR is revised to include a description of the Preferred Project outlined in Chapter II, Project Description and Draft EIR Analysis Revisions of this Responses to Comments document:

*

Preferred Project

The Preferred Project would result in the development of a total of 299 residential units and 9,555 gross square feet (gsf) of ground floor commercial (retail and restaurant) and Production, Distribution and Repair (PDR) space distributed throughout both East and West buildings. A total of 60 units would be affordable units available to low-income households (20 percent of the total project residential units). A two-level below-grade parking garage under the East Building would contain 249 parking spaces and would be accessible from Arkansas Street (upper garage level) and 18th Street (lower garage level). The proposed East and West Buildings would have heights ranging from 31 feet to 40 feet. A total of approximately 42,777 gsf of publicly accessible and private open space would be developed throughout the project site. An approximately 25- to 49-foot wide east-west publicly-accessible pedestrian pathway would also be located at the project site's northern property line adjacent to Live Oak School. The east-west pathway would be accessed from Arkansas Street and would connect to the proposed north-south mid-block pedestrian pathway that would provide through access between Mariposa Street and 18th Street. The new pathway would provide a 35-foot setback from Live Oak School.

Table II-3, below shows the proposed development program for the Preferred Project.

Table II-3: Preferred Project Details *

Use	Preferred Project
Residential Units	
Studio	69
1 Bedroom	109
2 Bedroom	111
3 Bedroom	10
Total Units	**299**
Commercial/Light Industrial/Production/Distribution/Repair (PDR) Use	
Retail	1,398
Restaurant	4,195
Light Industrial (PDR)	3,962
Total Commercial/PDR Space (gsf)	**9,555**
Total Building Area	417,715
Building Heights (ft)	31-40
Open Space (gsf)	42,777
Parking	
Off-Street Vehicle Spaces	249
On-Street Vehicle Spaces	4
Total Vehicle Spaces	**253**
Class I Bicycle Spaces	354
Class II Bicycle Spaces	15
On-Street Loading Spaces	3

Source: Related/Mariposa Development Co., LLC, 2015.

The Preferred Project would require four modifications, waivers, and exceptions from the Planning Commission in its Large Project Authorization application: 1) a modification for configuration of the project's rear yard; 2) a waiver of the horizontal mass reduction along Arkansas Street, 18th Street and Carolina Street; 3) an exception for use of three on-street loading spaces in lieu of two off-street loading spaces; and 4) an exception for the 17-foot commercial floor-to-floor height for some areas of the proposed commercial space. *

The following figures are hereby incorporated into Chapter II, Project Description and Draft EIR Analysis Revisions of this RTC document. These figures depict the site plan, elevations, and other relevant details of the Preferred Project and correspond to Draft EIR Figures II-4 through II-15 (Draft EIR pages 27 through 40):

- Figure RTC II-1: Preferred Project Conceptual Site Plan
- Figure RTC II-2: Preferred Project – Level 1 West Building/Lower Garage East Building

- Figure RTC II-3: Preferred Project – Level 2 West Building/Upper Garage East Building
- Figure RTC II-4: Preferred Project – Level 3 West Building/Level 1 East Building
- Figure RTC II-5: Preferred Project – Level 4 West Building/Level 2 East Building
- Figure RTC II-6: Preferred Project – Roof Plan West Building/Level 3 East Building
- Figure RTC II-7: Preferred Project – Roof Plan West Building/Level 4 East Building
- Figure RTC II-8: Preferred Project – Exterior Elevations – Arkansas Street and 18th Street
- Figure RTC II-9: Preferred Project – Exterior Elevations – Mariposa Street and Carolina Street
- Figure RTC II-10: Preferred Project Interior Elevations
- Figure RTC II-11: Preferred Project Conceptual Landscape Plan

TRANSPORTATION AND CIRCULATION

Page 106 of the Draft EIR is revised to reflect MUNI service changes to the 10 Townsend bus route, which occurred after publication and does not alter the analysis or conclusions of the Draft EIR:

- *10 Townsend* – The 10 Townsend bus route operates from 5:00 a.m. to 8:45 p.m. between San Francisco General Hospital and Pacific Heights via Potrero Hill, Downtown, and Chinatown and runs along 17th Street and Connecticut Street in the vicinity of the project site. In November 2014, nighttime service after 7:30 p.m. was established, and the route now operates every 30 minutes after 7:30 p.m. until midnight seven days a week. On April 25, 2015, two additional service trips were added during the AM peak period to provide additional capacity. The nearest inbound and outbound bus stops are located on Connecticut Street at 17th Street approximately 0.1 miles from the project site. At these stops, there is pavement striping locating the bus stop and the stop is shared with the 22 Fillmore bus route.

Page 131 of the Draft EIR is revised to include updates to Muni Forward as follows, which does not alter the analysis or conclusions of the Draft EIR:

> *Muni Forward (formerly Transit Effectiveness Project.)* The SFMTA, in partnership with the San Francisco Office of the Controller, is proposing to implement Muni Forward (formerly known as the Transit Effectiveness Project [TEP]) which would implement transit route changes and construct other improvements, including changes to existing bicycle routes. Specifically, the intersection of Seventh, 16th, and Mississippi Streets would be restriped and a bus-only lane, if implemented, would operate in each direction along 16th Street near the project site. These changes would include the relocation of the existing bike lane on 16th Street, between Seventh Street and Kansas Street (Bicycle Route 40), to 17th Street. In addition, priority and pedestrian safety improvements for the 22 Fillmore route along 16th Street, including transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities will be constructed. Muni Forward will also include extending the overhead contact system (OCS) on 16th Street from Kansas Street to Third Street to allow for zero-emission transit service into Mission Bay. In the interim, the 55 16th Street bus line was established in January 2015 to run along 16th Street between the Mission Street and 16th Street BART Station and the UCSF campus in Mission Bay.

Pages 132 through 133, beginning with the fourth paragraph, of the Draft EIR are revised to include the current timing of improvements planned for Owens Street and signalization of the Mariposa Street I-280 off-ramp during cumulative conditions and to update the identified development plans for Mission Bay, which does not alter the analysis or conclusions of the Draft EIR.

Mission Bay Redevelopment Plan/UCSF Mission Bay Medical Center. The Mission Bay Redevelopment Plan covers approximately 303 acres of land between San Francisco Bay and I-280. The development program would include up to 6,3500~~0~~0 housing units, 4.4 million square feet of office/life science/ biotechnology commercial space, a new UCSF research campus and hospital complex, known as the USCF Mission Bay Medical Center, ~~and hospital complex,~~ 500,000 square feet of retail space, a 250~~500~~ room hotel, 41 acres of open space, a new 500 student public school, and other public amenities. The Mission Bay Redevelopment Plan proposes changes to the transportation network. Intersection improvements near the project site would include modifications to Owens Street, Mariposa Street at the I-280 northbound off-ramp (Intersection 3 in this analysis), and Mariposa Street at the I-280 southbound on-ramp (Intersection 13 in this analysis). Improvements to Owens Street were completed in June 2015 (after publication of the Draft EIR in December 2014) and the I-280 ramp improvements are projected to be completed by December 2015. During the 2025 Cumulative PM peak hour, the operations at Mariposa Street at the I-280 northbound off-ramp (Intersection 3) would remain at LOS C as compared to Existing conditions. *

The intersection of Mariposa Street and I-280 southbound on-ramp (Intersection 13) would also be signalized and intersection geometry modified as part of the Mission Bay South Infrastructure improvement project. These improvements were completed in June 2015 (after publication of the Draft EIR in December 2014) and the I-280 ramp improvements are projected to be completed by December 2015. Under 2025 Cumulative conditions, intersection operations would improve to LOS B from LOS F under Existing conditions. *

Page 162 of the Draft EIR is modified to reflect the revised loading restriction on Mariposa Street while Live Oak School is in session, which does not alter the analysis or conclusions of the Draft EIR:

> Improvement Measure I-TR-6: Active loading on Mariposa Street for residential uses (such as move-in/move-out) should be restricted to off-peak school hours. Peak pick-up/drop-off times at Live Oak School are generally between 7:30 a.m. and 9:00 a.m. ~~8:15 a.m. and 8:35 a.m.~~ and 1:30 p.m. and 4:00 p.m. ~~2:40 p.m. and 3:35 p.m~~.

Page 164 of the Draft EIR is revised to clarify Improvement Measure I-TR-8 by including the schools with which the project sponsor is advised to consult, which does not alter the analysis or conclusions of the Draft EIR:

> Improvement Measure I-TR-8: The project sponsor should consult with other agencies including Muni/SFMTA and property owners near the project site, including Live Oak School and the International Studies Academy/KIPP Charter School campus, to assist coordination of construction traffic management strategies as they relate to transit operations and the needs of other users adjacent to the project site. The project sponsor should proactively coordinate with these groups prior to developing the construction management plan to ensure that the plan adequately meets these needs, including designating a construction management contact person, advertisement of construction schedule to local businesses and schools, and encouragement of construction workers to carpool or use alternative modes of travel.

Page 164 of the Draft EIR, beginning after the last paragraph, is revised to include an analysis of the transportation and circulation-related impacts associated with the Preferred Project outlined in Chapter II, Project Description and Draft EIR Analysis Revisions of this Responses to Comments document:

Preferred Project *

An evaluation of the Preferred Project's transportation and circulation was conducted to supplement the information and analysis presented in the Transportation Impact Study (TIS) prepared for the proposed project.[1] As shown in Table IV.A-8 on page 134, the proposed project would result in a total of 7,595 daily person trips and a total of 1,082 PM peak hour trips. With the Preferred Project, the number of daily person trips would be reduced to 5,343 (or 2,252 fewer trips) and the number of PM peak hour trips would be reduced to 774 (or 308 fewer trips) as compared to the proposed project. As shown in Table IV.A-10 on page 135, the proposed project would result in a total of 452 PM peak hour vehicle trips. With the Preferred Project, the number of PM peak hour vehicle trips would be reduced to 341 (or 111 fewer vehicle trips than the proposed project).

While there would be a reduction in the number of vehicles added to the 13 study intersections, the traffic impacts of the Preferred Project at these study intersections would be similar in nature to, but less than, those associated with the proposed project. As with the proposed project, the Preferred Project would result in significant impacts at the intersection of Mariposa Street/Mississippi Street and cumulatively significant impacts at the 16th Street/Arkansas Street and Mariposa Street/Mississippi Street intersections. Similar to the proposed project, feasible mitigation measures were not identified for these impacts under the Preferred Project and these impacts would continue to be significant and unavoidable. Impacts related to transit, bicycle circulation, pedestrian circulation, loading, emergency vehicle access, and construction circulation would continue to be less than significant under the Preferred Project. The proposed circulation and access to and through the site would be the same with the Preferred Project. Recommended improvement measures I-TR-1a, I-TR-1b, I-TR-4, I-TR-6, and I-TR-8 would also continue to apply to the Preferred Project, which would further reduce the less-than-significant impacts related to vehicle trips, vehicle queues, pedestrian circulation, loading activities, and construction activities.

[1] DKS Associates, *1601 and 1677 Mariposa Street/485 Carolina Street Project – PDR and Reduced Residential Density Trip Generation Assessment*, June 18, 2015. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.1398E.

SHADOW

Page 189 of the Draft EIR is revised to include additional information regarding the Live Oak School outdoor recreation areas uses, which does not alter the analysis or conclusions of the Draft EIR:

> Private Recreation Areas. Live Oak School's outdoor recreation area is located immediately adjacent to the project site's northern and eastern boundary, as shown in **Figure IV.B-1**. The space is partially located between two existing buildings within the Live Oak School property and includes picnic tables and play structures. The space is used by all grade levels Monday through Friday over various periods between 7:30 a.m. and 6:00 p.m. during the school year, with the heaviest periods of use occurring between 8:00 a.m. to 8:30 a.m., 10:00 a.m. to 2:00 p.m. and 3:00 p.m. to 6:00 p.m. Weekend activities may also occur during various periods and a summer camp is held in the play area from 9:00 a.m. to 6:00 p.m. for 8 weeks during the summer. The space is used for both educational purposes and recess/play activities.[1] ~~primarily used by kindergarten students during recess.~~
>
> [1] Virginia Paik, Head of School, Live Oak School. Written communication with Related California. June 18, 2015.

Pages 213 through 214 of the Draft EIR are revised to include additional information regarding the Live Oak School outdoor recreation areas uses, which does not alter the analysis or conclusions of the Draft EIR:

> Private Recreation Areas. Shadows cast on private open space are not regulated in the City of San Francisco and this discussion is provided for informational purposes only. Private recreational space located within the immediate vicinity of the site consists of the existing play area within Live Oak School, which is used throughout the school day for various purposes~~during school recess periods~~. Under existing conditions, the school's play area is shaded by the existing three- to four-story Live Oak School building during the morning hours throughout the entire year and the space is generally unshaded during the afternoon hours. The school building and adjacent existing two-story Live Oak School gymnasium building also cast existing shadows on this space in the afternoon hours during the winter months.

As shown in **Figures IV.B-4 through IV.B-12**, the proposed project would cast net new shadows on this area during the evening hours, generally starting at 3:00 p.m. during the winter, 4:00 p.m. during the spring/fall, and 5:00 p.m. during the summer throughout the year~~, when school is not generally in session and the play area is not in use~~. Between approximately October 10 and March 3, the proposed project would cast net new shadows over some areas of the school's play space throughout the day, with the worst-case shadow day occurring on December 21. These new shadows are not anticipated to substantially lessen the use or enjoyment of this area for school children since the net new shadows cast would not be substantially greater than existing shadows currently cast on the space. In addition, most of the net new shadows would only partially cover much less than half of the northwest portion of the play area and would be cast in the afternoon hours during the winter months, in the hour or two before sunset, which would not substantially affect the use of the space.

Page 214 of the Draft EIR, beginning after the first paragraph, is revised to include an analysis of the shadow-related impacts associated with the Preferred Project outlined in Chapter II, Project Description and Draft EIR Analysis Revisions of this Responses to Comments document:

Preferred Project

Shadow impacts associated with the Preferred Project were evaluated in a supplemental technical addendum[2] to the *Shadow Technical Memorandum for Jackson Playground* that was prepared for the proposed project. Shadow-related impacts associated with the proposed project and with the Preferred Project are discussed below for Jackson Playground and other affected recreational and open space areas. As summarized below, similar to the proposed project, development of the Preferred Project would result in less-than-significant impacts related to shadow patterns.

Jackson Playground. The revised shadow diagrams indicate that shadows cast by the Preferred Project onto Jackson Playground would be the same as those identified in the

November 20, 2014 diagrams and as described and evaluated on pages 194 through 213. No changes are proposed for the West Building and the same amount of net new shadow would be cast by the Preferred Project as the proposed project. Due to the distance from the park and presence of the existing four-story Live Oak School building, shadows cast by the East Building would not reach Jackson Playground under either the proposed project or the Preferred Project. Therefore, shadow-related impacts identified for Jackson Playground would not change with the Preferred Project. As discussed previously, the project would cast minimal net new shadow onto existing open spaces areas within the vicinity of the site. Although the Preferred Project would contribute to the overall significant and unavoidable shadow impacts identified in the Eastern Neighborhoods FEIR, the overall project contribution to shadow impacts would not be substantial enough to adversely affect the use of these facilities and this impact would be less than significant.

Private Recreation Areas. The analysis of potential shadow-related impacts to the Live Oak School playground is included for informational purposes only. The proposed project would cast net new shadows on this area primarily during the evening hours, generally starting at 3:00 p.m. throughout the year. Shadows cast during the fall/spring and summer months are primarily attributed to the West Building; therefore no changes to projected shadow patterns identified for the proposed project for these time periods would occur with the Preferred Project. Minor shadowing would begin during the winter months starting around noon, and these shadows are primarily attributed to the East Building. As previously stated, the Preferred Project would result in an increased setback of the East Building from the northern property boundary (from 20 feet to 35 feet). Shadows cast by the Preferred Project onto this area would be slightly reduced compared to the shadows cast by the proposed project. For instance, shadows cast by the East Building would be eliminated on October 21 and would be reduced by about half during the noon hours on November 21 and December 21. Shadows that begin during the late afternoon hours beginning around 3:00 p.m. on November 21 (generally the worst-case shadow day) would be the same under the Preferred Project. However, overall, due to the increased setback of the East Building from the northern property line, shadows cast onto the Live Oak School

playground would be slightly reduced for the Preferred Project when compared to the proposed project. Further, new shadows cast onto this space are not anticipated to substantially lessen the use or enjoyment of this area.

[1] LSA Associates, Inc. and Environmental Vision, 1601 Mariposa Mixed-Use Project – Shadow Analysis of Revised Project and Addendum to November 20, 2014 Shadow Technical Memorandum for Jackson Playground, July 13, 2015.

The following figures are hereby incorporated into Chapter II, Project Description and Draft EIR Analysis Revisions of this RTC document. These figures correspond to the Draft EIR Figures IV.B-10 though IV.B-18 (pages 201 through 209 of the Draft EIR) for the representative morning, noon, and late afternoon hours on December 21, October 21, and November 21. Because net new shadows would primarily be cast onto open space areas during the winter months, shadow diagrams for the June and September dates were not updated for the Preferred Project:

- Figure RTC II-12: Preferred Project Shadow Pattern – December 21, 8:22 a.m. (1 hour after sunrise)
- Figure RTC II-13: Preferred Project Shadow Pattern – December 21, 12:00 p.m.
- Figure RTC II-14: Preferred Project Shadow Pattern – December 21, 3:55 p.m. (1 hour before sunset)
- Figure RTC II-15: Preferred Project Shadow Pattern – October 21, 9:00 a.m.
- Figure RTC II-16: Preferred Project Shadow Pattern – October 21, 12:00 p.m.
- Figure RTC II-17: Preferred Project Shadow Pattern – October 21, 3:00 p.m.
- Figure RTC II-18: Preferred Project Shadow Pattern – November 21, 9:00 a.m.
- Figure RTC II-19: Preferred Project Shadow Pattern – November 21, 12:00 p.m.
- Figure RTC II-20: Preferred Project Shadow Pattern – November 21, 3:00 p.m.

RECREATION

Page 232 of the Draft EIR, beginning after the first paragraph, is revised to include an analysis of the recreation-related impacts associated with the Preferred Project outlined in Chapter II, Project Description, and Draft EIR Analysis Revisions of this Responses to Comments document:

Preferred Project *

Similar to the proposed project, new employees and residents at the site after implementation of the Preferred Project would increase the demand for recreation and open space in the project vicinity. Similar to the proposed project, the Preferred Project's impacts to recreation would be less than significant. In addition, although the overall amount of development under Preferred Project's would be less than the proposed project, approximately 3,582 gsf of additional open space would be provided on-site, including 21,272 gsf of private open space and 21,505 gsf of public open space (as compared to 39,195 total gsf of open space, including 17,690 gsf of private open space and 21,505 gsf of public open space under the proposed project). Under the Preferred Project, this impact would further reduce the less-than-significant impact related to demand for open space and recreational services compared to the proposed project.

HAZARDS AND HAZARDOUS MATERIALS

Pages 240 through 245 of the Draft EIR are revised to differentiate the contaminant sources between the 1601-1677 Mariposa Street properties and the 485-497 Carolina Street properties, which does not alter the analysis or conclusions of the Draft EIR:

Due to the differences in development history and land uses between 1601-1677 Mariposa Street and 485-497 Carolina Street portions of the project site, contamination issues at these two areas vary substantially. Therefore, soil, soil gas, and groundwater contamination issues are discussed separately for each of these areas. *

*

1601-1677 Mariposa Street Area (Block/Lot: 4005-001B; 4005-004; 4006-006;4006-019; and 4006-020)

~~The investigation~~ Environmental investigations identified several soil, soil gas, and groundwater contamination issues at the 1601-1677 Mariposa Street area of the project site, as summarized in **Table IV.D-1** and discussed below.

Table IV.D-1: Contaminants in Soil, Groundwater, and Soil Gas above Risk-Based Screening Levels at the 1601-1677 Mariposa Street Area of the Project Site *

Contaminant	Screening Level	Maximum Concentration Reported at Site	Location and Anticipated Extent at the Project Site
SOIL			
Arsenic	0.070 mg/kg	310 mg/kg	In shallow fill throughout ~~site~~ area. *
Lead	80 mg/kg	1,700 mg/kg	In shallow fill throughout ~~site~~ area. *
Nickel	1,600 mg/kg	2,900 mg/kg	In shallow fill throughout ~~site~~ area. *
Petroleum hydrocarbons (as gasoline, as diesel, as motor oil)	100 mg/kg	1,700 mg/kg (TPH-g); 1,900 mg/kg (TPH-d); 1,200 mg/kg (TPH-mo)	Heavier hydrocarbons identified in shallow soils. Lighter and heavier hydrocarbons in deeper soils near the former UST location (Figure IV.D.1)
Asbestos	0.001%	>1 % (positive)	In shallow fill containing serpentine soils throughout ~~site~~ area. *
GROUNDWATER			
Benzene	1 µg/L	700 µg/L	Surrounding former UST location (Figure IV.D-1)
Toluene	150 µg/L	200 µg/L	Surrounding former UST location (Figure IV.D-1)
Metals			Only one grab groundwater sample tested for metals (extent unknown)
Arsenic	10 µg/L	16 µg/L	
Barium	1,000 µg/L	1,100 µg/L	
Total Chromium	50 µg/L	1,400 µg/L	
Lead	15 µg/L	33 µg/L	
Nickel	100 µg/L	2,900 µg/L	
SOIL GAS			
Benzene	85 µg/m^3	8,400 µg/m^3	Surrounding former UST location (Figure IV.D-1)
Butadiene, 1,3-	8.9µg/m^3	12 µg/m^3	Surrounding former UST location (Figure IV.D-1)
Dichloroethane, 1,2-	110 µg/m^3	2,100 µg/m^3	Surrounding former UST location (Figure IV.D-1)
Hexane	490,000 µg/m^3	540,000 µg/m^3	Surrounding former UST location (Figure IV.D-1)
Naphthalene	93 µg/m^3	2,000 µg/m^3	Surrounding former UST location (Figure IV.D-1)
Vinyl Chloride	28 µg/m^3	7,500 µg/m^3	Surrounding former UST location (Figure IV.D-1)

Notes:
mg/kg = milligrams per kilogram (equivalent to parts per million)
µg/L = micrograms per liter (approximately equivalent to parts per billion)
µg/m^3 = micrograms per cubic meter (conversion to parts per billion depends on the molecular weight of the gas)
TPH-g = Total petroleum hydrocarbons as gasoline (lighter-weight hydrocarbons)
TPH-d = Total petroleum hydrocarbons as diesel (medium-weight hydrocarbons)
TPH-mo = Total petroleum hydrocarbons as diesel (heavier-weight hydrocarbons)
Source: Revised Draft Response Plan, IRIS Environmental, March 2014.

*Organic contaminants.*Elevated concentrations of total petroleum hydrocarbons as gasoline (TPH-g), as diesel (TPH-d), and as motor oil (TPH-mo) were identified in shallow and deeper soils in four locations near the closed in-place USTs at 1601 Mariposa Street. Elevated concentrations of the heavier petroleum compounds (TPH-d and TPH-mo) were also identified in shallow soils in the southwest part of 1601 Mariposa Street, near a former bus parking area at 1677 Mariposa Street, and at the north end of 1677 Mariposa Street. ~~No elevated petroleum contamination was identified in soils from the 485-497 Carolina Street property.~~ *

Benzene, a volatile organic compound (VOC) associated with gasoline, was detected in soil gas above screening levels at five locations in the center of the project site, near the closed-in-place USTs, with a maximum concentration of 700 μg/L (see **Table IV.D-1**). Several other VOCs were identified in this general area: hexane was detected above indoor air screening levels at two locations, and naphthalene, vinyl chloride, 1,2-dichloroethane (1,2-DCA), and 1-3-Butadiene were identified above screening levels at one location each (see **Table IV.D-1**). Vinyl chloride and 1,2- Dichloroethane were not detected in a subsequent soil gas sample from the same approximate location. ~~No elevated levels of VOCs in soils gas were identified above screening levels on the 485-497 Carolina Street property or appeared to extend off the 1601 and 1677 Mariposa Street properties.~~ *

Soil gases immediately become dispersed and diluted after percolating through soil to outdoor air. Therefore, the concentrations of VOCs in the soil gases detected in project site investigations would not pose a health risk to persons at or near the project site who may be exposed to them through outdoor air. However, contaminants in the soil gases have the potential to accumulate in the indoor air of buildings, where they could pose a health risk to future workers and residents. The extent of the area that VOCs in soil gas are above the indoor air screening criteria is shown on **Figure IV.D-1**.

Petroleum hydrocarbons in groundwater have been identified at and downgradient of the closed-in-place USTs, with the highest concentrations in a downgradient well about 75 feet

northwest of the USTs. Benzene and toluene, both VOCs associated with gasoline, were detected in groundwater above drinking water standards from the well with the highest petroleum concentrations. The extent of groundwater containing VOCs above drinking water standards is shown on **Figure IV.D-1**.

Shallow soil contamination was presumed due to current and historical bus and truck maintenance at the project site, while areas of soil gas, groundwater, and deeper soil contamination was consistent with information from previous investigation regarding the closed-in-place USTs. In general, concentrations of petroleum-related contaminants in groundwater have been stable or decreasing since the Phase II investigations conducted between 1994 and 1997.[1]

Metals. Arsenic was identified at levels above risk screening levels at 31 locations, lead was identified above screening levels at 19 locations, and nickel was identified above screening levels at 14 locations. One grab groundwater sample was analyzed for metals; the groundwater exceeded drinking water standards for arsenic, barium, total chromium, lead, and nickel (see **Table IV.D-1**). The arsenic concentrations were determined to be consistent with naturally-occurring levels of arsenic in the Bay Area. As the elevated lead and nickel concentrations in soil were distributed across the project site, with no obvious source area, and there were no identified historical land uses associated with metals contamination, the metals are presumed to be associated with fill of unknown origin placed at the project site during the original site development.

Asbestos. Asbestos fibers were detected above the laboratory quantitation limit of 1 percent in one of the six soil samples submitted for asbestos analysis. As serpentinite has been identified in site soils during subsurface investigations, it is presumed that the asbestos reflects naturally-occurring asbestos in fill of unknown origin placed at the project site during its original development.

485-497 Carolina Street Area (Block/Lot: 4006-010) *

In contrast to the 1601-1677 Mariposa Street area of the project site, no soil, soil gas, and groundwater contamination issues were identified at the 485-497 Carolina Street area of the project site.[2]

Organic Compounds. No elevated petroleum contamination was identified in soils or groundwater from the 485-497 Carolina Street area. No elevated levels of VOCs in soil gas or groundwater were identified above screening levels on the 485-497 Carolina Street area or appeared to extend off the 1601 and 1677 Mariposa Street area onto the 485-497 Carolina Street area (**Figure IV.D-1**). *

Metals. Metals concentrations measured in soils at the 485-497 Carolina Street area were found to be much lower than those measured at the adjacent properties at 1601 and 1677 Mariposa Street. A statistical analysis found metals concentrations were below screening levels with the exception of arsenic which was identified at concentrations consistent with naturally-occurring concentrations in the Bay Area. No water samples from the 485-497 Carolina Street area were analyzed for metals. *

Asbestos. Asbestos was not detected in any of the four samples analyzed for it above the laboratory reporting limit of 1 percent. *

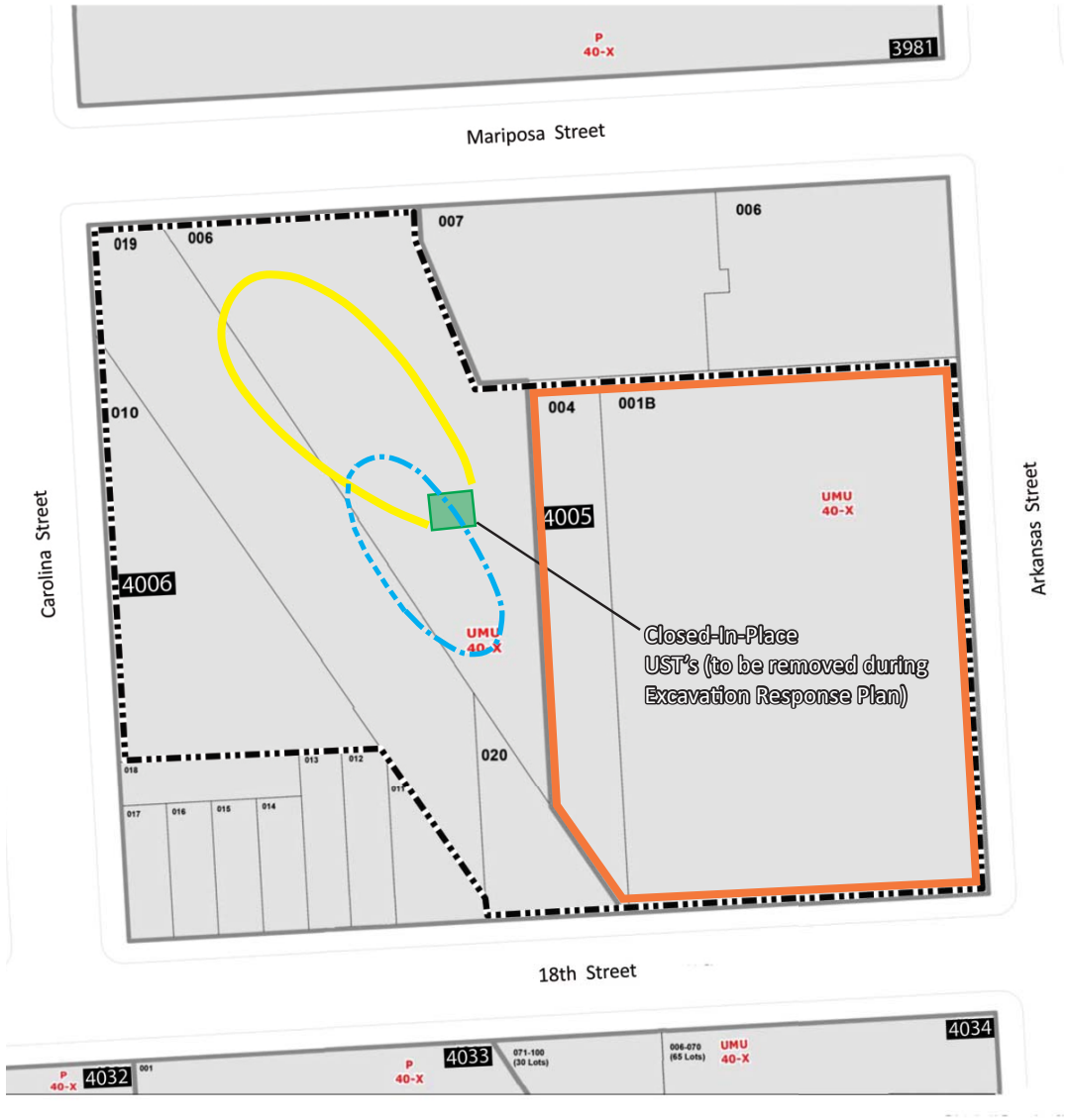
The footnote shown in Figure IV.D-1 on page 243 of the Draft EIR is revised to clarify that the referenced contamination is specific to the 1601-1677 Mariposa Street site, as shown on the following page.

[2] Iris Environmental, *Report of Subsurface Investigation, 485-497 Carolina Street, San Francisco California,* June 2013.

Page 273 of the Draft EIR, beginning after the last paragraph, is revised to include an analysis of the hazards and hazardous materials-related impacts associated with the Preferred Project outlined in Chapter II, Project Description and Draft EIR Analysis Revisions of this Responses to Comments document:

Preferred Project *

Similar to the proposed project, existing contamination at the site would be remediated as part of demolition and grading activities occurring under the Preferred Project. No changes to these activities as described for the proposed project would occur with the Preferred Project. Similar to the proposed project, the project sponsor would be required to remove hazardous building materials during demolition as required by Mitigation Measure HZ-2a; submit and implement a Remedial Design and Implementation Plan (RDIP) during remediation activities as specified under Mitigation Measure HZ-2b; implement a Vapor Intrusion Management System (VIMS) RDIP as specified by Mitigation Measure HZ-2c; and provide a Response Plan Certification, Covenant to Restrict Use of Property, Operations and Maintenance Agreement, and Operations and Maintenance Plan as specified under Mitigation Measure HZ-2d to reduce potential demolition, remediation, construction, and operation-period impacts associated with the potential release of hazardous materials to a less-than-significant level under the Preferred Project.



Contaminant Plumes[1]

Soil Gas

Groundwater

Contaminants in shallow fill (including lead, arsenic, nickel, and asbestos) are present throughout the 1601-1677 Mariposa Street Area of the project site.

[1]Area where benzene and other volatile, organic compounds exceed screening levels.

FIGURE IV.D-1-Revised

0 50 100
FEET

N

1601 Mariposa Street Mixed Use Project EIR
Soil Gas and Groundwater
Contamination Plumes

SOURCE: IRIS ENVIRONMENTAL, 2014.

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OTHER CEQA ISSUES - NOISE

Page 296 of the Draft EIR is revised to include information regarding reduced enrollment during the summer months at Live Oak School, which does not alter the analysis or conclusions of the Draft EIR:

> Project related construction noise is addressed on pages 43 through 45 of the CPE Checklist. Mitigation measures are outlined on pages S-23 through S-26 in Summary. Pile driving is not proposed as part of the project. In addition, all construction activities for the project would be subject to and would comply with the San Francisco Noise Ordinance. It would not be feasible to conduct construction activities outside of school hours only, as these hours typically correspond with early morning or evening hours when construction activities are not permitted by the Construction Noise Ordinance (permitted hours of construction are between 7:00 a.m. and 8:00 p.m.). In addition, the school operates year-round and there are not substantial periods of time when construction activities could be scheduled around the school sessions. Enrollment is however reduced to approximately 10 percent of total capacity during the summer months and the project sponsor may consider scheduling demolition and remediation activities during this time period, if feasible. However, it should be noted that noise impacts during construction would be less than significant regardless of when these activities would occur.

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RESPONSES TO COMMENTS ATTACHMENTS

A. DRAFT EIR COMMENT LETTERS AND EMAILS

B. DRAFT EIR PUBLIC HEARING TRANSCRIPT

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ATTACHMENTS

DRAFT EIR COMMENTS INTRODUCTION

This attachment contains copies of all written comments received on the Draft EIR, including comments submitted either by letter, fax, or email. Written comments are grouped under one of three categories: governmental organizations, non-governmental organization, or individuals; written comments are further grouped by letter or email. Transcripts of oral comments presented at the public hearing on the Draft EIR are included in a separate group. Tables summarizing all of the commenters in each of these four categories are presented in Chapter III of the RTC document. Within each group of comments, commenters are organized in alphabetical order by code. To facilitate the commenter in locating the responses to his or her comments, the EIR assigns a unique commenter code plus one or more topic codes to each comment, as explained below. The commenter code is shown at the top of each page with individual comment numbers shown in the margin of each written comment. Table A-1, Comment Letters and Emails and Table B-1, Public Hearing Transcript (located following the section on Comment Codes, below) indicates each commenter code, comment number, and the topic code assigned to each comment. This information serves as a cross-reference guide for the commenter and topic codes.

COMMENTER CODES

This document assigns a code to each comment letter, email, and public hearing transcript based on the name of the organization or individual submitting the comment. Comments submitted by mail, email, or orally at the public hearing (as transcribed in the official public hearing transcript) are all coded and numbered the same way. Each commenter code has three parts. It begins with a prefix indicating whether the commenter is from a governmental agency (A), non-governmental organization (O), or is an individual (I). This is followed by a hyphen and the acronym of the agency

or organization, or the individual's last name. If comments were received from multiple individuals with the same last name, the last name is followed by a space and that individual's first initial. Finally, if a specific individual or organization submitted multiple comment letters, the last name and initial is followed by a number indicating the order that the comment was received. The parts of the commenter code that indicate the commenter's affiliation (A, O, I, etc.), name, and number of the comment letter received is shown in bold at the top of each page of every written comment. Comment topic codes are indicated along the left side of each page using brackets to indicate where in the comment letter the comment is located and a topic code that corresponds to the responses in the RTC document.

LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DEIR

The prefixes for the topic codes used in the organization of Chapter IV, Comments and Responses, are shown below.

PD	Project Description	AL	Alternatives
PO	Plans and Policies	LU	Land Use
ES	Environmental Setting and Impacts	NO	Noise
TR	Transportation and Circulation	AQ	Air Quality
WS	Wind and Shadow	OC	Other CEQA Considerations
RE	Recreation	GC	General Comments
HZ	Hazards and Hazardous Materials		

Within each section of this chapter under each topic area, similar comments are grouped together and numbered sequentially using the topic code prefix and sequential numbering for each subtopic. For example, comments on the Project Description [PD] are listed as [PD-1], [PD-2], [PD-3], and so on. Within each topic code and corresponding heading that introduces the comment subject; there are quotes of comments, including the commenter name and a unique comment code that identifies the commenter.

ATTACHMENT A

DRAFT EIR COMMENT LETTERS AND EMAILS

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Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
Federal, State, Regional and Local Agencies, Boards, and Commissions			
A-DOT	Patricia Maurice, Acting District Branch Chief	Letter	PD-2 Access, Circulation and Parking
			PD-3 Project Approvals and Permits
			TR-2 Traffic Study Methodology – AM and PM Peak Analysis
			TR-3 Traffic Study Methodology – Cumulative Analysis
			TR-6 Transportation Demand Management (TDM) Program
			TR-7 Additional Measures Recommended to Reduce Traffic Impacts
			TR-8 Mariposa Street and Interstate 280 Southbound On-Ramp Signalization
			TR-9 Improvements to Caltrans Facilities
			GC-4 Mitigation Monitoring and Reporting Program
Organizations			
O-FOJP	None	Letter	PD-1 Open Space and Landscaping
			WS-1 Shadows on Jackson Playground and Other Public Areas
			RE-1 Description of Existing Conditions at Jackson Playground
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			NO-1 Construction-Period Noise
			GC-2 Project Merits
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
O-LOS1	N Scott MacBean, Director of Operations	Email	PO-1 Consistency with General Plan Urban Design Element
			PO-3 Consistency with General Plan Housing Element
			PO-5 Consistency with the Showplace Square/Potrero Area Plan
O-LOS4	Virginia Paik, Head of School	Email	TR-12 Pedestrian Impacts
			WS-2 Shadows on Private Open Space
			RE-2 Project Impacts to Jackson Playground
			RE-3 Project Impacts to Private Open Space
			AL-2 Support for a "Neighborhood Protection Alternative"

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			NO-1 Construction-Period Noise
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
O-18AHOA1	Nick Noyes, President	Email	HZ-2 Timing of Hazardous Materials Remediation
			AL-1 Support for the Reduce Density Alternative
			LU-1 Impacts to Neighborhood Character
			GC-2 Project Merits
O-MEO	Scott Emblidge	Letter	PO-1 Consistency with General Plan Urban Design Element
			PO-2 Consistency with General Plan Priority Policies
			PO-3 Consistency with General Plan Housing Element
			PO-4 Eastern Neighborhoods Plan and FEIR
			ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
			TR-2 Traffic Study Methodology – AM and PM Peak Analysis
			TR-3 Traffic Study Methodology – Cumulative Analysis
			TR-5 Vehicle Queuing
			TR-10 Funding and Implementation of Roadway Improvements
			TR-11 Transit Impacts Transit Impacts
			TR-12 Pedestrian Impacts
			TR-14 Loading Impacts
			TR-16 Construction-Period Traffic Impacts
			TR-17 Parking
			WS-1 Shadows on Jackson Playground and Other Public Areas
			WS-2 Shadows on Private Open Space

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			RE-2 Project Impacts to Jackson Playground
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			HZ-2 Timing of Hazardous Materials Remediation
			HZ-5 Cumulative Hazardous Materials Related Impacts
			AL-1 Support for the Reduce Density Alternative
			AL-2 Support for a "Neighborhood Protection Alternative"
			AL-3 Reasonable Range of Alternatives
			LU-1 Impacts to Neighborhood Character
			NO-1 Construction-Period Noise
			AQ-1 Construction-Period Air Quality Impacts
			AQ-3 Cumulative Air Quality Impacts
			GC-1 Adequacy of the Draft EIR
			GC-2 Project Merits
			GC-5 Live Oak School Expansion
Individuals			
I-Alexander	Suzi Alexander	Email	ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
			AL-1 Support for the Reduce Density Alternative
			GC-1 Adequacy of the Draft EIR
			GC-2 Project Merits
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Altman	Maya Altman	Email	AL-1 Support for the Reduce Density Alternative
I-Angles1	Sean Angles	Letter	PO-5 Consistency with the Showplace Square/Potrero Area Plan
			PO-6 Consistency with the Planning Code
			ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
			TR-3 Traffic Study Methodology – Cumulative Analysis
			TR-4 Traffic Impacts
			TR-15 Emergency Access Impacts
			WS-1 Shadows on Jackson Playground and Other Public Areas
			RE-2 Project Impacts to Jackson Playground
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			AL-4 Open Space Alternative
			LU-3 Loss of PDR Space
			NO-1 Construction-Period Noise
			AQ-1 Construction-Period Air Quality Impacts
			GC-2 Project Merits
I-Beltramo	Alex Beltramo	Email	AL-1 Support for the Reduce Density Alternative
			GC-1 Adequacy of the Draft EIR
I-Brooks	Eric Brooks	Email	PD-1 Open Space and Landscaping
			PO-5 Consistency with the Showplace Square/Potrero Area Plan
			PO-6 Consistency with the Planning Code
			ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
			ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-4 Traffic Impacts
			WS-1 Shadows on Jackson Playground and Other Public Areas

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			RE-2 Project Impacts to Jackson Playground
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			LU-3 Loss of PDR Space
			NO-1 Construction-Period Noise
			AQ-1 Construction-Period Air Quality Impacts
			OC-1 Solar Access
			GC-1 Adequacy of the Draft EIR
			GC-2 Project Merits
I-Causey	Matt Causey	Email	AL-1 Support for the Reduce Density Alternative
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Cheung	Janice Cheung	Email	AL-1 Support for the Reduce Density Alternative
I-Chiang	Harvey Chiang	Email	AL-1 Support for the Reduce Density Alternative
I-Corvi	Paul and Rosalinda Corvi	Email	TR-17 Parking
I-Doherty	Kathleen Doherty	Email	TR-4 Traffic Impacts
			TR-11 Transit Impacts Transit Impacts
			TR-17 Parking
			WS-1 Shadows on Jackson Playground and Other Public Areas
			RE-4 Cumulative Open Space Impacts
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			NO-1 Construction-Period Noise
			GC-2 Project Merits
I-Firpo	Janine Firpo	Email	AL-1 Support for the Reduce Density Alternative
I-Friedland	Heather Friedland	Letter	TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
			TR-3 Traffic Study Methodology – Cumulative Analysis
			TR-12 Pedestrian Impacts
			TR-16 Construction-Period Traffic Impacts
			TR-17 Parking

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			WS-1 Shadows on Jackson Playground and Other Public Areas
			WS-2 Shadows on Private Open Space
			RE-2 Project Impacts to Jackson Playground
			RE-3 Project Impacts to Private Open Space
			HZ-2 Timing of Hazardous Materials Remediation
			AL-2 Support for a "Neighborhood Protection Alternative"
			NO-1 Construction-Period Noise
			AQ-1 Construction-Period Air Quality Impacts
			GC-1 Adequacy of the Draft EIR
			GC-2 Project Merits
			GC-5 Live Oak School Expansion
I-Friedman, H2	Holly Friedman	Email	PD-1 Open Space and Landscaping
			ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
			RE-1 Description of Existing Conditions at Jackson Playground
			RE-2 Project Impacts to Jackson Playground
			AL-2 Support for a "Neighborhood Protection Alternative"
			GC-1 Adequacy of the Draft EIR
I-Friedman, S2	Seth Friedman	Email	TR-4 Traffic Impacts
			TR-11 Transit Impacts Transit Impacts
			TR-12 Pedestrian Impacts
			TR-17 Parking
			WS-1 Shadows on Jackson Playground and Other Public Areas
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			GC-2 Project Merits

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Frixos	Michael Frixos	Email	PO-1 Consistency with General Plan Urban Design Element
			PO-6 Consistency with the Planning Code
			ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
			ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
			TR-3 Traffic Study Methodology – Cumulative Analysis
			TR-4 Traffic Impacts
			TR-11 Transit Impacts Transit Impacts
			WS-1 Shadows on Jackson Playground and Other Public Areas
			RE-2 Project Impacts to Jackson Playground
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			AL-1 Support for the Reduce Density Alternative
			AL-2 Support for a "Neighborhood Protection Alternative"
			LU-3 Loss of PDR Space
			NO-1 Construction-Period Noise
			AQ-1 Construction-Period Air Quality Impacts
			GC-1 Adequacy of the Draft EIR
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
			GC-6 Terms and Acronyms Used in the Draft EIR

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Glicken2	Sarah Glicken	Email	PO-3 Consistency with General Plan Housing Element
			TR-17 Parking
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			LU-1 Impacts to Neighborhood Character
			LU-3 Loss of PDR Space
I-Heath2	Allison Heath	Email	PD-1 Open Space and Landscaping
			PO-1 Consistency with General Plan Urban Design Element
			PO-3 Consistency with General Plan Housing Element
			PO-6 Consistency with the Planning Code
			ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
			ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-3 Traffic Study Methodology – Cumulative Analysis
			RE-1 Description of Existing Conditions at Jackson Playground
			RE-4 Cumulative Open Space Impacts
			AL-2 Support for a "Neighborhood Protection Alternative"
			LU-2 Compatibility with Adjacent Land Uses
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Hefti	Brenda Hefti	Email	TR-4 Traffic Impacts
			AL-1 Support for the Reduce Density Alternative
			LU-1 Impacts to Neighborhood Character
			GC-1 Adequacy of the Draft EIR

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Howarth	Andrew Howarth	Letter	HZ-1 Project Construction-Period Hazardous Materials Impacts
			AQ-1 Construction-Period Air Quality Impacts
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
			GC-6 Terms and Acronyms Used in the Draft EIR
I-Hutson1	Richard Hutson	Email	AL-1 Support for the Reduce Density Alternative
I-Hutson2	Richard Hutson	Letter	AL-2 Support for a "Neighborhood Protection Alternative"
I-Hutson3	Richard Hutson	Letter	ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-4 Traffic Impacts
			TR-11 Transit Impacts
			TR-17 Parking
			RE-2 Project Impacts to Jackson Playground
			GC-1 Adequacy of the Draft EIR
			GC-2 Project Merits
I-Ikle1	Judith Ikle	Letter	PD-1 Open Space and Landscaping
			PD-2 Access, Circulation and Parking
			PD-4 Public and Private Views
			PO-6 Consistency with the Planning Code
			PO-7 Consistency with the Better Streets Plan
			ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
			TR-4 Traffic Impacts
			TR-12 Pedestrian Impacts

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
			TR-13 Bicycle Impacts
			TR-14 Loading Impacts
			TR-15 Emergency Access Impacts
			TR-17 Parking
			WS-1 Shadows on Jackson Playground and Other Public Areas
			WS-2 Shadows on Private Open Space
			WS-3 Cumulative Shadow Impacts
			RE-2 Project Impacts to Jackson Playground
			RE-3 Project Impacts to Private Open Space
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			HZ-2 Timing of Hazardous Materials Remediation
			HZ-3 Project Operational Hazardous Materials Impacts
			HZ-4 Proximity of Sensitive Receptors to Potentially Hazardous Site Conditions
			HZ-5 Cumulative Hazardous Materials Related Impacts
			AL-1 Support for the Reduce Density Alternative
			AL-2 Support for a "Neighborhood Protection Alternative"
			LU-2 Compatibility with Adjacent Land Uses
			NO-1 Construction-Period Noise
			NO-2 Operation-Period Noise
			AQ-1 Construction-Period Air Quality Impacts
			OC-1 Solar Access
			GC-1 Adequacy of the Draft EIR
			GC-5 Live Oak School Expansion
			GC-7 General Construction-Related Concerns
I-Jedeikin	David Jedeikin	Email	PO-3 Consistency with General Plan Housing Element
			TR-11 Transit Impacts
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			LU-1 Impacts to Neighborhood Character
			LU-3 Loss of PDR Space

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Jerome	Phil Jerome	Email	ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
			HZ-2 Timing of Hazardous Materials Remediation
			NO-1 Construction-Period Noise
			GC-1 Adequacy of the Draft EIR
I-Kingman	Frank and Rhonda Kingman	Email	GC-2 Project Merits
I-Lack	Rosalie Lack	Email	PO-1 Consistency with General Plan Urban Design Element
			PO-5 Consistency with the Showplace Square/Potrero Area Plan
			ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
			ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-4 Traffic Impacts
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			AL-1 Support for the Reduce Density Alternative
I-Maruschak	Suzanne Maruschak	Email	AL-1 Support for the Reduce Density Alternative
I-Megid	Luis Megid	Email	PO-3 Consistency with General Plan Housing Element
			LU-1 Impacts to Neighborhood Character
			LU-3 Loss of PDR Space
			GC-2 Project Merits
I-Meroz	Yoram Meroz	Email	PD-4 Public and Private Views
			TR-18 Cumulative Traffic Impacts

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Miles	C, Miles	Letter	PD-2 Access, Circulation and Parking
			TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
			TR-4 Traffic Impacts
			TR-13 Bicycle Impacts
			TR-16 Construction-Period Traffic Impacts
			WS-1 Shadows on Jackson Playground and Other Public Areas
			WS-2 Shadows on Private Open Space
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Miller	Susan Miller	Email	GC-2 Project Merits
I-Mussetter	Jani Mussetter	Email	GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Nielsen	Lucy Nielsen	Email	PO-3 Consistency with General Plan Housing Element
			TR-17 Parking
			WS-1 Shadows on Jackson Playground and Other Public Areas
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			LU-1 Impacts to Neighborhood Character
			GC-2 Project Merits
I-Nolan-Cilia	Joseph Nolan and Michelle Cilia	Email	AL-1 Support for the Reduce Density Alternative
I-Padula	Ana Padula	Email	TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
			TR-3 Traffic Study Methodology – Cumulative Analysis
			AL-1 Support for the Reduce Density Alternative
			GC-2 Project Merits
I-Parekh	Ashesh Parekh	Email	AL-1 Support for the Reduce Density Alternative

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Roensch	Greg Roensch	Email	PO-5 Consistency with the Showplace Square/Potrero Area Plan
			ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
			AL-1 Support for the Reduce Density Alternative
			LU-1 Impacts to Neighborhood Character
I-Rowe	Matt Rowe	Email	PO-3 Consistency with General Plan Housing Element
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			LU-1 Impacts to Neighborhood Character
			LU-3 Loss of PDR Space
			GC-1 Adequacy of the Draft EIR
I-Sinclair	Timothy Sinclair	Email	AL-1 Support for the Reduce Density Alternative
I-Smallcombe2	Mark Smallcombe	Email	ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
			AL-1 Support for the Reduce Density Alternative
			GC-2 Project Merits
I-Smallcombe, G	Gail Smallcombe	Email	PO-1 Consistency with General Plan Urban Design Element
			PO-2 Consistency with General Plan Priority Policies
			PO-5 Consistency with the Showplace Square/Potrero Area Plan
			ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
			TR-4 Traffic Impacts
			WS-1 Shadows on Jackson Playground and Other Public Areas
			RE-2 Project Impacts to Jackson Playground
			HZ-1 Project Construction-Period Hazardous Materials Impacts
			HZ-3 Project Operational Hazardous Materials Impacts
			NO-1 Construction-Period Noise
			AQ-1 Construction-Period Air Quality Impacts
			AQ-2 Operation-Period Air Quality Impacts

Table A-1: Draft EIR Comment Letters and Emails

Comment Code	Full Name	Comment Type	Topic Code
I-Soto	Anita and Philip Soto	Email	AL-1 Support for the Reduce Density Alternative
I-Stenberg2	Kate Stenberg	Email	AL-1 Support for the Reduce Density Alternative
I-Stenberg3	Kate Stenberg	Email	PO-3 Consistency with General Plan Housing Element
			TR-11 Transit Impacts
			HZ-2 Timing of Hazardous Materials Remediation
			LU-1 Impacts to Neighborhood Character
			LU-3 Loss of PDR Space
I-Stolzoff	Gary Stolzoff	Email	TR-17 Parking
			AL-1 Support for the Reduce Density Alternative
			LU-1 Impacts to Neighborhood Character
			GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Wegner	Andre Wegner	Email	GC-1 Adequacy of the Draft EIR

Letter
A-DOT

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Serious Drought.
Help save water!

January 28, 2015

SFVAR012
SF-VAR
SCH# 2014052044

Ms. Chelsea Fordham
Planning Department
City of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Fordham:

1601 Mariposa Street Mixed Use Project – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the Draft Environmental Impact Report (DEIR) and have the following comments to offer.

Lead Agency

As the lead agency, the City of San Francisco (City) is responsible for all project mitigation, including any needed improvements to State highways. Given the project's high vehicle trip generation, fair share contribution financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The City should work with Caltrans to develop a co-operative agreement to fund the future improvements of nearby US-101 and I-280 ramps and mainline operations to ensure that the Project's direct and indirect traffic impacts, including contribution cumulative impacts, are mitigated to the extent feasible. **TR-9** **GC-4**

This information should also be presented in the Mitigation Monitoring and Reporting Plan (MMRP) of the environmental document, a draft of which should be included in the DEIR. Please send the draft MMRP for our review before finalizing the Final Environmental Impact Report

Traffic Forecasting

1. The DEIR report should include AM and PM trip generation, its turning traffic per study intersection and associated traffic impact analysis under Proposed Project Only, Reduced Density Alternative, Reduced Height on Mariposa Alternative Conditions, 2035 Cumulative, and 2035 Cumulative + Project Conditions for our further review. While peak PM traffic would be a result from residential and retail, peak AM traffic may be caused from nearby **TR-2**

land uses and residential trips in opposing directions. The DEIR only includes PM trip generation and its turning traffic per study intersection (Figure IV.A-6). **TR-2 cont.**

2. Table IV.A-18 should be revised to include 20-year cumulative conditions to year 2035, which is commonly adopted as the cumulative condition in Bay Area projects and is the appropriate time horizon that is extended enough to reflect long-term traffic impacts. The Table currently shows 2025 Cumulative Conditions traffic volumes (pg. 172). **TR-3**

Traffic Safety

1. Details of an updated timeline, financing, and implementation responsibilities of the signalization at the Mariposa Street and Interstate (I-) 280 southbound on-ramp intersection should be provided for our review. The DEIR states that the signalization of this intersection will be implemented by the Mission Bay South Infrastructure Plan (pg. 146). **TR-8**

2. All curb ramps and pedestrian facilities located within the limits of this project must be brought up to current ADA standards. Required roadway improvements as part of the Project work should be completed prior to issuance of the Certificate of Occupancy. **PD-2** **GC-4**

Transportation Demand Management (TDM)

1. The recommended TDM program (MM I-TR-1) should identify financing, scheduling, implementation responsibilities and lead agency monitoring and be included in the draft MMRP provided for our review.

2. The identified components of the TDM program (MM I-TR-1) should evaluate trip reduction for implementation. The TDM Plan should include appropriate documentation for monitoring TDM measures, including annual reports to demonstrate the ongoing reduction of vehicle trips while continuing to survey the travel patterns of residents within the Project area. **TR-6**

3. Secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

4. Additional project modifications that mitigate traffic impacts to the SHS are recommended:
   - Phasing project construction to coincide with available funding for needed improvements to nearby US-101 and I-280 ramp and mainline freeway operations. **TR-7**
   - Reducing the scope and/or size of the project.
   - Modifying the project to maximize mixed-use and high density uses.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires **PD-3**

an encroachment permit that is issued by Caltrans. Where traffic restrictions and detours affect State highways, a Transportation Management Plan (TMP) or construction TIS may be required. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. See the website below for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

PD-3

Should you have any questions regarding this letter, please call Sherie George at 510-286-5535 or sherie.george@dot.ca.gov.

Sincerely,

Pat C

PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Letter
O-FOJP

Received at CPC Hearing 1/22/15
C. Fordham

Dear Planning Commissioners,

Thank you for allowing us the opportunity to publicly communicate our concerns regarding the proposed project at 1601 Mariposa.

Friends of Jackson Playground is a neighborhood stewardship group initially formed over an interest in making the park safer, as well as the untapped potential of the clubhouse. Our concerns have quickly grown, however, to include the need to accommodate a rapidly growing number of residents. We are all too aware of the city's need for increased housing. We welcome thoughtful projects that meet this need. **GC-2**

For today's purposes, the areas that concern us most are the potential for ongoing **noise** and **hazardous wastes** being released in the demolition and construction phases of the project so close to several schools and our beloved park. We're also greatly concerned with the **shadows** that fall on the park and garden as result of the height of the project. It seems a shame to shadow the only truly viable greenspace we have in the neighborhood. **NO-1** **HZ-1** **WS-1**

As parents who frequent the park and garden, the idea of months (possibly years?) of ongoing noise is disheartening. And we request that the EIR be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure. **NO-1** **HZ-1**

We also find it rather shocking that Jackson Playground received a 100 cleanliness score in the report, given that our group was initially founded after finding used syringes, condoms, and broken beer bottles in the park. We feel the report fails to acknowledge the condition of existing facilities. Most notably:

- the poor conditions of the restrooms. There is no ADA access for women's restroom and it's pretty darn gross.
- peeling (likely lead-based) paint on exterior
- warped floor inside clubhouse
- clogged drinking fountains, with only one drinking fountain serving the entire park

Given this, it doesn't seem that the EIR sufficiently addresses the impact of 320 new units directly across the street from the park. **RE-1**

Jackson Park is the only accessible outdoor space for many families on the hill and will surely be a draw for future residents at 1601 Mariposa. We want to work with developers to ensure that projects serve to not only address housing needs, but also provide long-term benefit and sustainability for all residents. Let's do the right thing for all the children and families living on Potrero Hill, both current and future. **GC-3**

Thank you so much for your time,

Friends of Jackson Playground

Letter
O-FOJP
Cont.

Received at CPC Hearing 1/22/15
C. Fordham

From page 87 of the Draft EIR:

The *Eastern Neighborhoods FEIR* found that implementation of the *Eastern Neighborhoods Plan* could result in a substantial amount of growth within the *Eastern Neighborhoods Plan* area, resulting in an increase of approximately 7,400 to 10,000 households by the year 2025. To date, approximately 2,600 new residential units have been developed within the Plan area, and 4,100 additional residential units are currently being planned for within the Plan area. Growth that has occurred within the Plan area since adoption of the *Eastern Neighborhoods FEIR* has been planned for and anticipated and the effects of that growth were considered in the *Eastern Neighborhoods FEIR*. The proposed project is consistent with and within the growth projections anticipated in the Eastern Neighborhoods Plan and FEIR. Therefore, the cumulative assumptions provided within the *Eastern Neighborhoods FEIR* are applicable to development of the project site.

Projected ENP FEIR Household Change 2000-2025[1]

Total Eastern Neighborhoods	Option B:	7385
	Option C:	9858
Showplace Square / Potrero Hill	Option B:	**2635**
	Option C:	**3891**

Units in the Pipeline as of 3rd Quarter, 2014[2]

Showplace Square / Potrero Hill	**4701**

Pipeline numbers do not include projects already constructed.

---

[1] Eastern Neighborhoods FEIR, page 232
[2] SF Planning Pipeline Report, 3rd Quarter 2014, page 9

Received at CPC Hearing 1/22/15
C. Fordham

for the 17-foot commercial floor-to-floor height for some areas of the proposed commercial space. These modifications, waivers and exceptions are described below.

- **Rear Yard Modification.** Per Planning Code Section 134(a)(1), the minimum rear yard depth within the UMU District is required to be equal to 25 percent of the total depth of the lot on which the building is situated, but in no case less than 15 feet. The project sponsor is requesting that the Planning Commission grant a modification to this requirement to instead allow a series of courtyards and the mid-block publicly-accessible pedestrian passage, together covering approximately 37.5 percent of the site (per Planning Code Sections 134(f) and 329(d)(7)).

ERROR
Total percent of Open Space = 26.8%
39,195 sf open space / 3.36 acres (146,361 sf)

- **Horizontal Mass Waiver.** Planning Code Section 270.1 requires buildings exceeding 200 ate a mass reduction break in the building to o discrete sections not more than 200 feet in is 295 feet in length, the 18th Street frontage is ntage is 299 feet in length; therefore, these frontages are subject to Section 270.1. This section of the Planning Code requires the mass reduction breaks to be not less than 30 feet in width, 60 feet in depth, and extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet. The project sponsor is requesting that the Planning Commission grant a waiver for the horizontal mass reduction requirement (per Planning Code Section 270.1(b) and 327(d)(3)).

PD-1

- **Exception for On-Street Loading Spaces.** Planning Code Section 152.1 requires two off-street loading spaces for residential projects of between 200,000 and 500,000 gsf. The project sponsor is requesting that the Planning Commission grant an exception to the off-street loading requirement to have three on-street loading spaces (per Planning Code Sections 152.1 and 329(d)(4)).

- **Exception for Interior Commercial Floor-to-Floor Heights.** Planning Code Section 145.1(c)(4)(A) requires that ground floor non-residential uses in UMU Districts have a

Email

O-LOS1

From: Scott MacBean
To: Fordham, Chelsea
Subject: comments on the 1601 Mariposa Street project
Date: Thursday, February 05, 2015 3:48:49 PM

Re: 1601 Mariposa Street project
Commissioners:

I was one of the speakers at the public hearing concerning the project at 1601 Mariposa Street. I spoke about the Plans and Policies which are pertinent to the project, and the developer's apparent efforts to misinterpret them and/or circumvent them. Here are more details concerning my comments.

PO-1
PO-3
PO-5

Plans and Policies

1. The Project is not consistent with Objective 3 of the San Francisco General Plan's Urban Design Element. Objective 3 seeks "Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment." The scale and density of the project are substantially greater than existing surrounding land uses and the project would be inconsistent with the existing land use character of the neighborhood. Page 59 of the DEIR should be revised to recognize that the proposed project is out of scale with the established neighborhood pattern and that because it is on such a large site (comprising more than two-thirds of a city block), these impacts are exacerbated.

PO-1

-

2. The Project would conflict with some of the objectives of the San Francisco Housing Element. The project would be inconsistent with a key objective of the Housing Element which, as discussed on page 59 of the ADEIR, aims to "…promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure."

The DEIR concludes that the project "…would not obviously conflict with any objectives or policies in the Housing Element." We disagree with this conclusion. The scale of the project is inconsistent with the established design pattern of Potrero Hill and would not protect the neighborhood identity. The project would not be served by adequate community infrastructure: because of the rapid pace of growth in Potrero Hill and the larger Eastern Neighborhoods, a huge gap exists in funding infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate growth.

PO-3

3. The project conflicts with objectives of the Showplace Square/Potrero Area Plan. The DEIR states that the project would not conflict with any of the policies of the Showplace Square/Potrero Area Plan. However, the project does conflict with a number of the plan objectives including Objective 1.7 which seeks to protect PDR uses (this project removes such uses) and Objective 1.2, which promoting development in keeping with neighborhood character (this project is inconsistent with the established neighborhood character).

PO-5

Thank you for your consideration.

N Scott MacBean
Director of Operations
Live Oak School

Letter
O-LOS4

From: Virginia Paik [mailto:virginia_paik@liveoaksf.org]
Sent: Tuesday, February 17, 2015 10:42 PM
To: sarah.jones@sfgov.org
Subject: 1601 Mariposa Street

Dear Ms Jones,

Thank you for the opportunity to offer comments on the DEIR for the proposed project at 1601 Mariposa Street.

I imagine you have heard from many members of the Live Oak School community as we come to better understand the impact that the project will have on our school and on the neighborhood as it is currently proposed. It is important to me, as head of school, that Live Oak participate as fully as possible in process of planning for the development of the site adjacent to our campus so we can contribute to the creation of the best possible outcome for the current and future needs of the neighborhood.

Live Oak is a Kindergarten through eighth grade school in Potrero Hill. The 1601 site abuts on campus to the south and west. We currently have 290 students and the demand on the school in recent years has been such that we have leased new classroom space in the commercial building to our west in order to grow our enrollment. As contributors to the growth and development of Potrero Hill, we, at Live Oak, would like to see a vibrant neighborhood served by varied retail, populated with diverse communities that reflect San Francisco, and a mix of land uses in harmony.

GC-3

We believe that Live Oak has become an essential element of the neighborhood character. Our parents and students volunteer for local community organizations. We sponsor the Neighborhood Learning Garden at Jackson Park and host work days to service the playground and field spaces. We buy at local stores and support local merchants. Live Oak has collaborative relationships with the other schools in the neighborhood and serves as Potrero Hill's only middle school. Because of the generosity of our community, our kindergarten through eighth grade program is accessible to a socio-economically diverse student body. Live Oak allocates one million dollars annually to an Adjusted Tuition Program in which nearly one third of our students participate.

Live Oak parents and employees will be active consumers in new retail space in the area. We shop and eat in the area in large numbers and with great frequency. Our faculty are often in the hunt for housing options in close proximity to the school and new developments may find a market in our teachers.

In that spirit, we've given real thought to what we need from this site and its development. I will rely upon other comments to address the full scope of our school community's concerns. However, I do want to highlight 3 particular areas of greatest concern for me as I contemplate the impact on the learning environment for children.

Letter
O-LOS4
Cont.

As it is currently proposed, the 1601 project will place stress upon the recreational facilities in the neighborhood and on the school's campus. For this reason, publicly accessible open space and recreational facilities need to be developed as part of this project and the shading on the outdoor play yard at Live Oak needs to be minimized

RE-2
RE-3
WS-2

As part of the Project Alternatives portion of the EIR, An additional alternative should be added and evaluated that includes a community gym as part of the project. The project sponsor and Live Oak School have had a number of discussions regarding the possibility of including a community gym space as part of the project. As this project variation is something being given serious consideration and because it would reduce recreation impacts it should be added as an alternative and studied in the EIR.

AL-2

In the preliminary project assessment, the planning department recommended that the project include a typical rear-yard set back. As it is currently proposed, the 1601 project shades all of the classrooms on the south side of our campus. An increase to the currently proposed 20 foot set back could alleviate that problem and add open space to the development.

More work needs to be done to ensure pedestrian safety is a priority. The EIR should require mitigations measures to protect our children during construction and upon project completion, including the creation of flashing crosswalks and other traffic calming measures.

TR-12

The noisiest demolition and construction phases of the project should be scheduled outside of the regular school session. Live Oak School is considered a "noise-sensitive receiver." Other such uses near the project site include Jackson Park, the International Studies Academy, and residential uses across 18th and Arkansas Streets. These uses will be greatly impacted by the project, particularly during the construction period.

NO-1

Thank you for your time,
Virginia Paik

Virginia Paik
Head of School
Live Oak School
1555 Mariposa Street
San Francisco, CA 94107
415-568-4731

Live Oak values:

- A rich curriculum that provides access and challenge for every student, supporting deep thinking, self-expression, and new perspectives.
- An inclusive school community that explores and appreciates the differences that define us as individuals.
- Empathy in our personal relationships to encourage responsibility and integrity in our actions.
- Joy and humor. In this we find the willingness to learn from mistakes, the desire to take healthy risks, and the curiosity of childhood.

Email

O-18AHOA1

From: Nick Noyes [mailto:nick@nnarchitecture.com]
Sent: Saturday, January 24, 2015 12:45 PM
To: Jones, Sarah (CPC)
Subject: Comments on 1601 Mariposa EIR!

Sarah,

As the president of the 18th and Arkansas HOA - I am writing to reiterate our concern over the scale of the proposed project at 1601 Mariposa. GC-2

I have had at least 5 meetings with the developers and the architect - the developers have made it perfectly clear that they have maxed out the development of the site and they are not going to give in on anything unless they are forced to - I hope that that time has come and that we can all come to an understanding of what an acceptable size and scale for the project could be - as is - the scale and density of the proposed project is completely out of character with our neighborhood GC-2 LU-1

We support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. AL-1

I have attached below the petition that we submitted to you in 3013. GC-2

Thank you,

Nick Noyes
President
18th and Arkansas HOA

Email
O-18AHOA1
Cont.

May 25, 2013

Regarding:
1601 Mariposa Street Proposed Development

To:
Rick Westberg
Related California
18201 Von Karman Avenue, Suite 900
Irvine, CA 92612

As concerned neighbors we the undersigned are extremely concerned about the proposed over scaled development proposed for our neighborhood. The height, density, and scale of the project are all completely out of character with our neighborhood.

We would strongly oppose the project as currently proposed and we respectfully request that you address these issues in a meaningful way.

Members of the 18th and Arkansas community.

Signed	Address	Date
NICK NOYES	1631 18TH SF, CA 94107	5/26/13
Anita Soto	1633 18th St SF, CA 94107	5/26/13
Philip Soto	1633 18th St., SF, CA, 94107	5/26/2013
Kate Stenberg	1631 18TH St CA 94107	5/26/13
Wendy Lee	1625 18th Street, SF, CA 94107	5/28/13
LUCY NIELSEN	330 Arkansas St S.F. 94107	5/28/13
JEFF MORAN	332 Arkansas St S.F. 94107	5/29/13
NICK CARLSON	332 ARKANSAS ST SF 94107	5/30/13
[illegible]	336 Arkansas St SF 94107	5/30/13
[illegible]	326 ARKANSAS St	5/28/13

Email
O-18AHOA1
Cont.

Signed	Address	Date
	1603 18th St	May 28, 2013
	1603 18th st	May 28, 2013
	1607 18th St.	5/28/13
	1609 18th St.	May 28 2013
	1605 18th ST	5/28/13
	1607 18th St.	5/29/13
	1607 18th Street	5/30/13
	1663 18th St. SF 94107	5/28/13
	1657 18th A ST 94107	5/28/13
	1746 A/18th st 94107	5-29-13
	1663 18TH ST SF 94107	5/28/13
	1661 18th St SF 94107	5/29/13
	1655 18th St SF 94107	5/29/13
	1655 18th St SF 94107	5/29/13
	370 Arkansas St.	5/29/13
	370 Arkansas St.	5/31/13
	372 Arkansas St	5/31/13
	372 Arkansas St	5/31/13
	374 Arkansas	6/1/13
	391 Arkansas #B	6/2/13
	1215 Carolina St	6/2/13
	277 Monterey Blvd	6/2/13
	316 Arkansas St	5-30-13
	314 Arkansas St	6-1-13
	310 Arkansas St.	6-1-13
	310 Arkansas St	6-1-13
	317 Arkansas	6/2/13
	340 Arkansas Street SF, CA. 94107	05/28/13
	340 Arkansas Street SF, CA 94107	5/28/13

Email
O-18AHOA1
Cont.

3.

Signed	Address	Date
(THOMAS JENSEN)	354 Arkansas St	5/28/13
Ashesh Parekh (ASHESH PAREKH)	362 ARKANSAS ST.	5/28/13
Mari Parekh (MARRI PAREKH)	362 ARKANSAS ST	5/28/13
(Alexandra Jensen)	354 Arkansas St	5/28/13
Matt Causey	364 Arkansas	5/29/13
Rabea Amin	366 Arkansas St.	5.29.13
alexiscausey	364 arkansas st	5/30/13
	1619 18th St	05 29 13
	1623 18th St	5/29/13
	1619 18th St.	5/30/13
	1615 18th St.	6/2/13
SEAN ANGLES	382 ARKANSAS SF 94107	5/28/2013
Christine Lando	384 Arkansas St. 94107	5/28/13
Aleta Thielmeyer	384 Arkansas St. 94107	5/28/13
Kevin Freedman	386 Arkansas ST 94107	5/28/13
Alex Beltrano	380 Arkansas St 94107	5/30/13
	201 Arkansas St 94107	5/30/13
	390 Arkansas St 94107	6/1/13
M. Smallcombe (MARK SMALLCOMBE)	352 ARKANSAS ST SF 94107	June 1st 2013
	352 Arkansas St SF 94107	June 1. 2013
	350 Arkansas SF 94107	June 3, 2013
	"	"
	1647 10th St SF CA 94107	5/28/13
	1651 18th SF CA 94107	5/29/2013
DOMINIK LANGHAMMER	1653 18th SF CA 94107	6/01/2013
	369 Arkansas St. SFCA	6.2.13
	356 Arkansas St. SFCA	6/2/13

Email
O-18AHOA1
Cont.

4.

Signed	Address	Date
	1635 18TH ST.	5/30/13
	1643 18th ST	5/31/13
	1643 18th St	5/31/13
	1637 18 ST	5/31/13
	1641 18th St	06/01/13
	1641 18TH ST	06/01/13

Nick Noyes Architecture
nick@nnarchitecture.com

http://www.nnarchitecture.com

Letter
O-MEO

Moscone
Emblidge
& Otis LLP

220 Montgomery St
Suite 2100
San Francisco
California 94104

Ph: (415) 362-3599
Fax: (415) 362-2006

www.mosconelaw.com

February 17, 2015

SCOTT EMBLIDGE
Partner
emblidge@mosconelaw.com

Via Hand Delivery

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, California 94103

Re: Comments on the 1601 Mariposa Draft Environmental Impact Report

Dear Ms. Jones,

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report (DEIR) for the proposed 1601 Mariposa Street project. My firm represents Live Oak School which, as you know, is located immediately adjacent to and surrounded on two sides by the proposed project. Live Oak School is an integral part of the Potrero Hill community and a highly valued educational resource for San Francisco families. Live Oak is the only middle school in the neighborhood and most of the students attending the school live in the Potrero Hill community. GC-1

The housing complex, as currently proposed, threatens the viability of the school and the health and safety of its students, teachers, and staff. The City must make sure that the DEIR is revised so that it is accurate and, as required under CEQA, adequately identifies all impacts, mitigation measures, and a reasonable range of alternatives. We have a number of comments regarding the adequacy and accuracy of the EIR, but, the most important points are summarized here: GC-2

- **The project should be revised to include a second midblock passageway from Arkansas Street**. This would reduce light, air, noise and air quality impacts during construction and afterwards by providing an adequate setback between the school and the project. Also, this passageway would at least partially remedy inconsistencies between the project and City policies regarding preservation of neighborhood character and design pattern. AL-2

- **The DEIR must include a mitigation measure requiring that hazardous materials remediation occur only when school is not in session**. It is critical that the hazardous materials remediation work take place when school is not in session so that children and staff will not be subject to the health risks of exposure. HZ-2

- **The DEIR must be revised to examine pedestrian and parking counts from times when school is in session**. Inexplicably, the DEIR analyzed pedestrian and traffic counts during times when school was not in session, thereby artificially diminishing the baseline conditions in the neighborhood, contrary to CEQA's requirements and the City's own Transportation Impact Analysis Guidelines. These counts must be retaken, and the DEIR recirculated, in order to accurately depict existing conditions and identify project impacts and mitigation measures to reduce those impacts. **TR-1**

- **The DEIR must add a neighborhood protection alternative**. The DEIR includes just two alternatives besides the No Project Alternative. In order to provide a reasonable range of alternatives, as required under CEQA, an additional alternative – a Neighborhood Protection Alternative – should be added and evaluated in the EIR. This alternative would include a community gym, a second midblock passage from Arkansas Street, and a design that looks more like a typical Potrero Hill block with many different buildings on smaller lots instead of one massive complex. This alternative would reduce noise, air quality, light and air, and recreation (shadow) impacts as well as conflicts with the City's plans and policies, and would achieve all of the project objectives. **AL-2**

A. THE DEIR DOES NOT APPROPRIATELY ANALYZE CONFLICTS BETWEEN THE PROJECT AND CITY PLANS AND POLICIES

PO-1
PO-2
PO-3
PO-4
PO-5

The City's CPE Checklist and Appendix G of the CEQA Guidelines specify that a project could have a significant impact if it conflicts "with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project." As discussed below, contrary to the DEIR's analysis, the project would be inconsistent with several key City land use policies and would result in significant land use impacts.

1. Page 59 of the DEIR should be revised because the project is not consistent with Objective 3 of the San Francisco General Plan's Urban Design Element. Objective 3 seeks "Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment." Page 59 of the DEIR states that "The proposed project is consistent with the type and intensity of development envisioned for the project site and would not obviously conflict with any goals, objectives, or policies in the Urban Design Element." In fact, the scale and density of the project are substantially greater than existing surrounding land uses and the project would be inconsistent with the existing land use character of the neighborhood. **PO-1**

The DEIR should be revised to identify these land use impacts and recognize that the proposed project is out of scale with the established neighborhood pattern, and that these impacts are exacerbated because the project is on such a large site, comprising more than two-thirds of a city block. **LU-1**

The DEIR should recommend mitigation measures to reduce or eliminate these land use impacts, including:

a. Adding a second midblock passage from Arkansas.

b. Revising the project design to look like several different buildings instead of one massive housing complex. This development pattern is more characteristic of the existing urban design pattern of Potrero Hill.

LU-1 cont.

These measures would reduce land use impacts by avoiding inconsistencies between the project and City policies regarding preservation of neighborhood character and design pattern.

2. Page 59 of the DEIR should be revised because the project would conflict with some objectives of the San Francisco Housing Element. The project would be inconsistent with a key objective of the Housing Element which, as discussed on page 59 of the DEIR, aims to "promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure."

PO-3

Page 59 of the DEIR concludes that the project "would not obviously conflict with any objectives or policies in the Housing Element." That conclusion is unsupported. As proposed, the project's large scale is inconsistent with the established design pattern of Potrero Hill and would not protect the neighborhood identity. The 320-unit project covers two-thirds of a city block, while most of the residential development in the neighborhood consists of single-family units and much smaller multi-family units on small lots. This residential development pattern can be seen in Figure II-4 on page 27 of the DEIR, which includes an aerial photograph of a portion of the neighborhood.

Policy 3.1.7 of the Showplace Square/Potrero Hill Area Plan refers to the "low-scale residential developments of Potrero Hill." Policy 3.1.4 of the Plan also refers to the "lower scale development on Potrero Hill." Page 49 of the EN FEIR notes that "Potrero Hill has a mix of single-family residences and small multiple-family buildings." Page 142 of the EN FEIR notes that "The narrow lots that front the residential and commercial streets of Potrero Hill contribute to a fine pattern and intimate scale." The EN FEIR did not anticipate much change at all in the development pattern of Potrero Hill under the EN Plan: according to page 167 of the EN FEIR, "Little or no visual change is likely on Potrero Hill south of approximately Mariposa Street, where zoning controls . . . would continue to limit the majority of the neighborhood to low-density residential use."

PO-5

PO-4

Not only is the proposed project inconsistent with the area's design pattern, the project would not be served by adequate community infrastructure. Because of the rapid pace of growth in Potrero Hill and the larger Eastern Neighborhoods, a huge gap exists in funding infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate growth.

ES-3

The DEIR needs to be revised to include these impacts and identify mitigation measures (such as those identified above).

GC-1

3. Page 65 of the DEIR should be revised to state that the project conflicts with objectives of the Showplace Square/Potrero Area Plan. Page 65 of the DEIR states that "the proposed project would not obviously conflict with any objectives or policies in the Showplace Square/Potrero Area Plan." However, the project does conflict with a number of Plan objectives including Objective 1.7, which seeks to protect PDR uses (this project removes such uses) and Objective 1.2, which promotes development in keeping with neighborhood character (this project is inconsistent with the established neighborhood character).

PO-5

The DEIR needs to be revised to identify this impact and recommend mitigation measures to reduce these conflicts and related land use impacts. For example, in order to meet Objective 1.7, the project could be revised to include some PDR space which would encourage small manufacturing uses, and maintain the mix of diverse land uses that have defined the neighborhood and that the Showplace Square/Potrero Area Plan seeks to preserve. And, in order to meet objective 1.2, the project design could be modified as recommended above under items 1a and 1b.

4. Page 76 of the DEIR should be revised to acknowledge that the project is inconsistent with two of the General Plan Priority Policies. The project would be inconsistent with at least two of the eight General Plan Priority Policies listed on page 76 of the DEIR. These policies are identified below followed by the reasons for the inconsistency.

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

The Project is not consistent with this policy because its scale is inconsistent with established neighborhood development pattern and character. As discussed on page 54 of the DEIR, the applicant is requesting a Horizontal Mass Waiver because three of the four street frontages substantially exceed the 200-foot-long limit. On Carolina Street the frontage length would be a 299 feet, on Arkansas it would be 295 feet, and on 18th it would be 229 feet. The Planning Code requires breaks in mass of at least 30 feet of width and 60 feet of depth above 25 feet. The proposed separations at Arkansas and 18th Streets do not appear to meet the requirement. The project should be revised to provide code-complying horizontal mass breaks.

PO-2

This is just one aspect of the proposed project that makes it inconsistent with the established scale and architectural character of the neighborhood. Another is the rear-yard exemption being requested as part of the project. The project does not include a rear yard and is requesting an exemption. A second midblock passageway from Arkansas Street would help mitigate this impact on neighborhood character.

As noted in the City's PPA letter, "Planning Code Section 270.2 requires new construction on lots with frontage greater than 200 linear feet but less than 300 feet to provide a publicly-accessible mid- block alley for the entire depth of the property. There is no proposed

publicly-accessible mid-block alley at the Arkansas Street frontage, where the length is [almost] 300 feet."

This additional mid-block passageway would have the added benefit of providing a buffer between the project and Live Oak School, during construction and afterwards.

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

PO-2

The Project is not consistent with this policy because it would result in shadow impacts on Jackson Playground. The project should be revised, as illustrated in the Reduced Density Alternative to eliminate shadow impacts on Jackson Playground.

B. THE DEIR'S APPROACH IS FLAWED

The DEIR's reliance on a stale Eastern Neighborhoods FEIR is unwarranted. Page 87 of the DEIR states that the project is consistent with and within the growth projections anticipated in the Eastern Neighborhoods (EN) FEIR and that therefore the cumulative assumptions made in that FEIR are applicable to development of the project site. However, the Eastern Neighborhoods as a whole and the Showplace Square/Potrero area specifically, have changed substantially and have developed at a much more rapid pace than originally anticipated in the EN FEIR.

The City is relying on a document for the environmental review of the 1601 Mariposa Street project that is *eight years old*. The 2008 EN FEIR was based on the Draft EIR published in June 2007 (and, the DEIR was based on research and studies that were prepared even earlier, some in 2006). Courts have held that the use of outdated information invalidates an EIR because it cannot be considered a "reasoned and good faith effort to inform decision makers and the public about" the true impacts from a project. (*See Berkeley Keep Jets Over the Bay Comm. v. Port Comm 'rs of Oakland* (2001) 91 Cal. App. 4th 1344.)

ES-2

The DEIR fails to discuss the projections for the Showplace Square /Potrero area.[1] However, Table 35 in the EN FEIR projected an increase of between 2,635 and 3,891 units between 2000 and 2025 for the Showplace Square/Potrero area.

Reality has far overtaken these speculative projections. Table 2 in the San Francisco Third Quarter 2014 Pipeline Report indicates that there were 4,070 net new residential units proposed or under construction in the Showplace Square/Potrero area. In other words, **there are currently between 179 and 1,435 more units currently under construction or proposed than the EN FEIR projected would be built in the neighborhood over 25 years**. And the 4,070 number does not even take into account units built in the neighborhood between 2000 and the present. In addition, Table 2 notes that of the 34

[1] Page 87 of the DEIR states that by 2025, there would be an increase of 7,400 to 10,000 households in the entire EN Plan area but does not discuss the EN FEIR's projections for the Showplace Square /Potrero area.

neighborhoods in the City, the Showplace Square/Potrero area is ranked fourth, just behind Candlestick, Treasure Island, and Park Merced, for the greatest number of residential units in the pipeline.

ES-2 cont.,

The EN FEIR's outdated projections are even more troubling given the huge gap that exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial (but underestimated) growth planned for the EN. The assumption on page 87 of the DEIR that growth has been planned for and anticipated simply is no longer true.

ES-3

The reliance on the EN FEIR for long-term cumulative traffic conditions is problematic. The transportation and circulation section of the DEIR relies on outdated data and assumptions for existing and cumulative intersection turning movement volumes from the EN FEIR. This issue is discussed in more detail below.

TR-3

C. THE DEIR'S ANALYSIS OF TRAFFIC, TRANSPORTATION AND CIRCULATION IMPACTS IS SERIOUSLY FLAWED

An EIR is the heart of CEQA. (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392.) "The fundamental goal of an EIR is to inform decision makers and the public of any significant adverse effects a project is likely to have on the physical environment." (*Neighbors for Smart Rail v. Exposition Metro Line Const. Authority* (2013) 57 Cal.4th 439, 447.)

GC-1

"CEQA requires an EIR to reflect a good faith effort at full disclosure. . . . Failure to comply with the information disclosure requirements constitutes a prejudicial abuse of discretion when the omission of relevant information has precluded informed decision making and informed public participation." (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1197-1198.)

The DEIR is fatally flawed because much of the analysis of existing conditions is based on just one day of pedestrian and parking capacity counts – **and school was not in regular session that day**. Similarly, one of the two days that traffic counts were taken was during the summer when school was not in regular session. This violates CEQA's basic principle that an EIR be based on accurate, representative information to further CEQA's goal of informed decision making. (*See Berkeley Jets,* 91 Cal. App. 4th at 1366-67.) In addition, the analysis is directly contrary the City's own Transportation Impact Analysis Guidelines, which point out that traffic counts near a school should not be taken during a school break.

TR-1

1. The DEIR understates existing conditions for pedestrian crossings. Page 114 of the DEIR bases existing conditions for Pedestrian Peak Hour street crossings on counts taken on June 25, 2013 when school was not in regular session for Live Oak or International Studies Academy (ISA). Summer school was in session at Live Oak, but enrollment during the summer is just ten percent of what it is during the regular session. The International Studies Academy only has a handful of people present periodically over the summer months.

(According to the ISA administration, it only has janitors and other staff on a limited basis during the summer.)

Page 114 of the DEIR states that "pedestrians were not observed to travel on sidewalks adjacent to the project site." The findings would be very different if observations were made when both schools were in session. **TR-1 cont.**

The City needs to take new counts when school is in session in order to provide an accurate reflection of existing peak hour pedestrian conditions. It must then identify mitigation measures and recirculate the DEIR.

2. The DEIR must reevaluate impacts of vehicle queuing on pedestrian safety and the need for mitigation after new counts are taken when school is in session. The DEIR must re-analyze vehicle queuing and pedestrian safety after obtaining new counts when school is in session. Following the new analysis, the DEIR should identify necessary mitigation measures. **TR-5**

3. AM vs. PM Pedestrian Counts. The DEIR uses only PM counts, but the DEIR should include additional data comparing AM and PM counts given that the school-related pedestrian activity appears to be heavier in the area during the AM peak hour. **TR-2**

4. The DEIR must provide an accurate analysis of pedestrian safety impacts on street crossings and require mitigation measures to protect pedestrians after new counts are taken. Based on new pedestrian counts, project-generated safety impacts need to be reassessed and measures including flashing crosswalks need to be included to reduce the pedestrian safety impacts of the project. **TR-12**

5. The DEIR needs to reexamine parking conditions based on new data. As stated on page 119, existing on-street parking conditions were examined for the weekday midday period during the weeks of June 24 and July 22, 2013. On-street parking facility capacity, occupancy data, and door counts were collected on June 26, 2013. The EIR needs to take new counts when Live Oak and the International Studies Academy are in full session to establish what conditions are for the majority of the year, instead of for the period that would be expected to have the most parking availability. If the counts would have been taken when the schools were in session they would have found that parking is at capacity by 8:15 AM. **TR-1**

The DEIR states the project is providing 277 spaces on-site and four new on-street spaces. The traffic study prepared for the project anticipates that there will be a demand for 502 parking spaces on an average weekday indicating an unmet demand for 221 parking spaces. The DEIR concludes that the unmet parking demand could be met on the street by the existing supply. However, this analysis was based on artificially low counts. **TR-17**

6. The DEIR needs to revise its analysis of secondary parking deficit impacts. Once accurate parking conditions are established for the periods when the schools are in session,

the EIR should examine the potential secondary effects of the project providing an inadequate number of parking spaces. An increase in the number of cars circling the neighborhood for spaces leads to distracted driving that compromises pedestrian and auto safety. And, mitigation measures would need to be recommended for any identified significant impacts.

7. The DEIR should disclose the loss of car share spaces. Page 74 of the DEIR mentions that there will be from two to six car share spaces included in the project, but does not mention that because seven such spaces currently exist onsite, the project would result in a net loss of one to five car share spaces. In 2010, the Board of Supervisors amended the San Francisco Planning Code to require car-share services as a component of transportation management programs. Because the City wants to promote expanding such spaces, the DEIR should disclose the loss of from one to five care share spaces, and should assess the impacts of this loss.

TR-17 cont.

8. The DEIR needs to examine the project's AM peak hour traffic impacts in order to determine whether the school drop-off operations would be substantially affected by project traffic. Page 150 of the DEIR concludes that "The project would not substantially increase traffic on these roadways [De Haro Street or Mariposa Street] such that project trips would contribute to unacceptable operating conditions or substantial increases in congestion on De Haro Street or Mariposa Street, as such, existing drop-off and pick-up activity for these schools would not substantially be affected by the proposed project." The DEIR needs to provide an analysis of AM peak hour conditions when school is in session to determine project impacts on drop-off activity.

TR-2

9. Funding and implementation of identified mitigation measures needs to be a priority. As explained on page 151 of the DEIR, the Mariposa/Mississippi intersection could be signalized to reduce the project plus cumulative conditions to a less than significant level, but this is not an intersection that the SFMTA considers to be a candidate or priority for signalization at this time. This is just one example of growth outpacing the ability of the City to provide adequate infrastructure.

TR-10

10. The active loading restrictions in the DEIR need to be consistent with current restrictions. Live Oak supports Improvement Measure I-TR-6, which restricts active loading for residential use on Mariposa Street to off-peak school hours. However, the restricted times suggested in the DEIR (8:15 AM to 8:35 AM and 2:40 PM to 3:35 PM) are too narrow. The existing posted signs say that there is no parking from 7:30 to 9:00 AM and from 1:30 to 4:00 PM. The DEIR needs to be revised so that the recommended restrictions are consistent with current restrictions.

TR-14

The DEIR should include a mitigation measure to insure that construction vehicles are also subject to this restriction during project construction.

11. The DEIR should include as a mitigation measure the expansion of the school loading zone to include the area along Mariposa Street that currently has curb cuts which will be eliminated as part of the project. This will help accommodate school pick-up and drop-off and accommodate anticipated enrollment growth.

TR-14 cont.

12. The DEIR needs to consider Plans for I-280. The City is considering demolishing a portion of I-280 and replacing it with a surface roadway north of Mariposa Street. In addition, the City is looking at the potential for redevelopment of the 4th/King rail yard and I-280 Corridor north of Mariposa. The DEIR did not consider the removal of the northern section of I-280 in the 2025 cumulative conditions because it determined that doing so would be considered speculative (page 131). This is disingenuous given that the City is undertaking a $1.7 million study for the Railyard Alternatives and I-280 Boulevard projects. While these projects have not been approved, they are being seriously considered and should be included in the cumulative transportation and circulation analysis.

TR-3

13. The DEIR needs to identify specific construction-period pedestrian safety, parking and traffic impacts and mitigations. The specific pedestrian safety, parking and traffic impacts during the two-year construction period should be addressed in greater detail and the construction manager should be required to work with Live Oak School to ensure that construction vehicle routing, traffic control, parking, and above all, pedestrian safety are adequately addressed. The DEIR should identify specific measures, instead of simply including the general language stated on page 164 of the DEIR.

TR-16

14. The DEIR needs to identify mitigation measures for transit impacts. MUNI is already overburdened, underfunded, and unable to keep up with the rapid pace of development especially the accelerated development in the Eastern Neighborhoods. Page 152 of the DEIR acknowledges that the project would increase ridership on the 10 Townsend line, which already operates at 98 percent of capacity inbound at the PM peak. However, the DEIR states that because the project would only account for three percent of the ridership on that line its impact would not be considered significant. A three percent increase on a transit line that is already at or over capacity is a significant impact that must be mitigated.

TR-11

15. The DEIR must take into account enrollment increases at Live Oak School when evaluating cumulative parking and pedestrian and bicycle safety conditions. Live Oak's enrollment is expanding to meet the demand for schools in the neighborhood. The enrollment of the school was approximately 275 in 2013. This year it has 290 students, and by 2020 it will have 420, which is a 53 percent increase over 2013 conditions. For the DEIR to honestly evaluate impacts likely to occur when the project is completed, it must take into account the enrollment levels that will be present at that time.

GC-5

16. The DEIR should be revised to reflect accurate traffic counts and existing conditions. The traffic analysis uses counts that are almost three years old, and given the fast pace of growth over the past three years, the analysis does not accurately depict existing conditions. As stated on page 99 of the DEIR, "Intersection turning movement counts for

TR-1

… Mariposa Street and I-280 NB off-ramp, Mariposa Street and Pennsylvania Avenue, Mariposa Street and I-280 SB on-ramp, and Mariposa Street and Mississippi Street were collected on July 18, 2012." The City's own Transportation Impact Analysis Guidelines discourage use of traffic information more than two years old, especially in a neighborhood like Potrero Hill where substantial growth has occurred since the old data was collected. **TR-1 cont.**

New traffic counts need to be taken, and the DEIR subsequently revised, to take into account actual existing conditions.

17. The DEIR should be expanded to include AM peak hour conditions and impacts. Live Oak is particularly concerned about the traffic impacts of the project during the AM peak hour. Given the likelihood that a large percentage of the future project residents will be commuting south to work, the impacts during the AM peak hour need to be considered. The DEIR should be revised to include AM peak hour project trip generation, intersection impacts, and project plus cumulative impacts, as well as mitigation measures required to mitigate AM peak hour impacts. **TR-2**

18. The DEIR Cumulative Traffic Analysis is flawed. The transportation and circulation section of the DEIR relies on outdated data and assumptions for existing and cumulative intersection turning movement volumes from the EN FEIR. The reliance on the EN FEIR for long-term cumulative traffic conditions is problematic because, as discussed above, growth projected in the EN FEIR for the neighborhood by 2025 has already been exceeded. Based on what we now know about growth in the neighborhood, 2025 conditions are likely be very different from the conditions assumed in the EN FEIR. **TR-3**

In addition, the DEIR uses the year 2025 for cumulative conditions which is only ten years from now. A 20-year cumulative conditions timeline should be used to more accurately reflect a long-term traffic scenario.

D. THE DEIR'S DISCUSSION OF SHADOW IMPACTS AND MITIGATION IS INADEQUATE.

1. The project should be modified, as demonstrated by the Reduced Height Alternative described in Chapter VI of the DEIR, to eliminate project generated shadows on Jackson Playground and the Community Garden. Page 213 of the DEIR acknowledges that the proposed project would contribute to the significant and unavoidable shadow impact identified in the EN FEIR. Page 214 of the DEIR states that the EN FEIR found that up to 40 percent of Jackson Playground could be shaded at certain hours during the winter months and 25 percent during the summer months under cumulative conditions. **WS-1**

Also, page 212 of the DEIR states that "the project could adversely affect the productivity of the community garden." This project impact warrants mitigation or project modification.

The DEIR claims that the project's contribution to shadow impacts is minimal. However, in order to protect these vital park and garden resources and to promote the many City policies in place to protect our parks from shadow, it is important to prevent any new shadows when possible. **AL-1 WS-1 cont.**

2. The DEIR should take into account shadow impacts on Live Oak's outdoor recreation area. Page 189 of the DEIR states that the Live Oak outdoor recreation area is used primarily by kindergarteners. This is not true and reduces the importance of this space; the recreation area is well used by students of all ages before school, during school, and after school. The project should be modified to protect this vital recreational resource.

Page 213 of the DEIR states that "The proposed project would cast new shadows on this area [the schools outdoor recreation space] during the evening hours generally starting at 3:00 p.m. during the winter, [and] 4:00 p.m. during the spring/fall." This is a misleading statement and diminishes the impact of the project on the school's recreation area. These are afternoon, not evening hours and this is a time that the space is well-used by the students. **WS-2**

The shading of this space could make it less desirable and could result in an increase in the numbers of students using Jackson Playground instead of the onsite recreational area. The DEIR should be revised to consider the significance of this impact, and to identify mitigation measures. For example, a second midblock passage could be added from Arkansas Street. This would pull back the buildings at the north end of the east building, thereby reducing the shadow impacts on Live Oak's recreation area.

E. THE DEIR DOES NOT ADEQUATELY IDENTIFY THE PROJECT'S IMPACTS ON RECREATION

There is a substantial shortage of public recreational facilities in San Francisco, especially in the Eastern Neighborhoods. Jackson Playground is well used and no funds from the project impact fees will be allocated for needed improvements to Jackson Playground. However, the project will increase the burden on Jackson Playground. Accordingly, the DEIR should include an alternative that incorporates public recreational facilities into the project. **RE-2 AL-2**

F. THE DEIR MUST SPECIFY SIGNIFICANT MEASURES TO PROTECT CHILDREN AND OTHERS FROM EXPOSURE TO HAZARDOUS MATERIALS

1. The DEIR needs to identify the specific measures that will be employed to protect students from hazardous materials exposure. The project must incorporate specific measures to protect Live Oak's students as much as possible from exposure to hazardous materials. Children at a nearby preschool, and infants, toddlers, children and elderly using Jackson Playground across the street (including the community garden where food is grown) also must be protected. These populations are highly vulnerable to health impacts from site investigation, clean up, and construction. **HZ-1**

2. The DEIR needs to provide more information regarding how soil management during construction would be achieved. The descriptions provided in the DEIR do not provide a level of confidence that Live Oak's children, staff, and neighbors will be protected from exposure to hazardous materials. Similarly, the DEIR needs to provide additional information and assurance that the system described on page 267 of the DEIR that directs the potentially contaminated gasses to the outside air will not put students, staff, and residents at risk. **HZ-1**

3. Hazardous materials remediation needs to occur when school is not in session. The proposed hazardous material remediation would expose Live Oak students, teachers, and staff to significant health risks. **In order to protect students and staff from hazardous materials exposure, the remediation activities must take place when school is not in session. The DEIR needs to be revised to include this mitigation measure.** **HZ-2**

4. The DEIR needs to consider the cumulative effects of hazardous materials exposure. Not only will Live Oak's students be exposed to contamination from hazardous materials remediation, they will be exposed to elevated levels of particulate matter during demolition of the existing structures and construction of the new buildings, and diesel particulate matter (a designated toxic air contaminant). This area is within a San Francisco Public Health Code-identified Roadway Exposure Zone with elevated levels of roadway generated pollutants, indicating students are already exposed to elevated levels of particulate matter. In crafting appropriate mitigation measures, the DEIR should consider these cumulative exposure impacts and identify mitigation measures to reduce such impacts. **HZ-5** **AQ-3**

G. THE DEIR DOES NOT ADEQUATELY ADDRESS THE PROJECT'S NOISE IMPACTS, PARTICULARLY ON THE CHILDREN AT LIVE OAK SCHOOL

1. In order to reduce operational and construction noise impacts, the project should be modified to include a second mid-block passage from Arkansas Street. The second mid-block passage should be required to provide adequate setbacks to reduce noise impacts during the operational and construction phases of the project. Portions of the project are set back *just five feet* from Live Oak classrooms, subjecting students and teachers to significant noise impacts during construction. **AL-2**

2. The noisiest demolition and construction phases of the project should be scheduled outside of the regular school session. Live Oak School is considered a "noise-sensitive receiver." (Page S-23 of the DEIR) Page 53 of the DEIR states that the construction period will begin in late 2015 and continue for two years. Assuming late 2015 means the last quarter of the year, school will be in session. **NO-1**

Demolition and grading will take three months and students and teachers will be subjected to high, disruptive noise levels for most of the school year making for an unacceptable learning environment. Noise generated by heavy machinery typically range from 84 to 89

decibels at 50 feet. Scientific research has shown a direct, and in some cases, dramatic correlation between noise from outside classrooms and student learning. (See, e.g., Shield and Dockrell, "The Effects of Noise on Children at School: a Review," 10 J. Building Acoustics 97-106, (2003); Cohen, Evans, Krantz, and Stokols, "Physiological, motivational, and cognitive effects of aircraft noise on children: Moving from the laboratory to the field," 35 American Psychologist 231-243 (Mar 1980); Bronzaft, "The effect of a noise abatement program on reading ability" 1 Journal of Environmental Psychology 215-222 (Sept 1981).)

To mitigate these serious impacts, the noisiest construction activities must be timed for periods when school is not in regular session. Page 296 of the DEIR claims that Live Oak school operates year-round without substantial periods when construction activities could be scheduled when school is not open. While it is true that there is a summer session at Live Oak School, enrollment during this time is just ten percent of that during the regular session. The noisiest construction activities should be scheduled during the summer session or during winter or spring breaks. The DEIR needs to be revised to incorporate this measure to reduce significant construction noise impacts on the school. **NO-1**

3. The project sponsor should provide weekly email updates regarding construction activities and contact information for noise complaints. The DEIR should be revised to include an additional mitigation measure to require weekly updates to the schools and other neighbors via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site.

4. The DEIR should address the indirect impacts of standard mitigation measures such as noise blankets. The DEIR should address the impacts of noise blankets which would deprive students of light and air during the lengthy construction period and offer alternative measures such as a second midblock passage from Arkansas to attenuate noise impacts.

H. THE DEIR DOES NOT CONTAIN SUFFICIENT MITIGATION MEASURES TO ADDRESS THE PROJECT'S IMPACTS ON AIR QUALITY

Additional dust control measures are needed to address construction-period air quality impacts. The project's construction-period air quality impacts are of great concern. The DEIR should include an additional mitigation measure requiring weekly updates to the schools and other neighbors via mail and email with scheduled activities and contact information in the event that problems with dust mitigation occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site. A second midblock passage, discussed above, would also help reduce construction-period air quality impacts. **AQ-1** **AL-2**

I. THE DEIR'S ALTERNATIVES ANALYSIS IS INADEQUATE

1. In order to make sure that the DEIR provides the reasonable range of alternatives required, the DEIR should add and evaluate an additional alternative – a Neighborhood Protection Alternative. A Neighborhood Protection Alternative would include a community gym, a second midblock passage from Arkansas Street, and a design that looks more like a typical Potrero Hill block with many different buildings instead of one massive complex. A specific design has not been prepared, but it is assumed that this alternative could accommodate at least, and probably substantially more than, the 114 residential units and 3,510 square feet of commercial space in the Reduced Density Alternative.

- **Community Gym**. The community gym would be located along Carolina Street and would be used by project residents and would also be open to the neighborhood, including the school. The fitness studio/gym and possibly the pet spa and flex room that are part of the proposed project should be combined into this space. Relocation of the fitness studio to this location has the added benefit of eliminating some of the shadow impacts on the Live Oak recreation area.

- **Second Midblock Passage**. A second midblock passageway from Arkansas Street would be included in this alternative. The midblock passage would be similar to the 40-foot-wide midblock passage provided under the proposed project. This would reduce light and air, noise and air quality impacts during construction and afterwards by providing an adequate setback between the school and the project. And this would at least partially remedy inconsistencies between the project and City policies regarding preservation of neighborhood character and design pattern by reducing the massing along Arkansas Street from more than 290 feet to approximately 245 feet.[2]

- **Varying Building Designs**. Under this alternative, the project would include several different building designs that are more characteristic of the existing urban design pattern of Potrero Hill instead of one massive building complex. This aspect of the alternative would avoid inconsistencies between the project

AL-2 cont.

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[2] The DEIR (page 310) chose not to analyze an alternative with an increased setback, stating that the project provides a 20 foot setback from the south façade of Live Oak School. This is inaccurate. As shown on the figures beginning on page 28 of the DEIR, there are portions of the project that are set back approximately five feet from the school, not 20 feet. The northwesterly portion of the east building is setback approximately five feet from exiting classrooms and the northeasterly portion of the east building is set back approximately five feet from planned classrooms.

The DEIR also claims that an additional setback is "not necessary for light, air, privacy, would significantly reduce development potential of the project site, and would not reduce any of the identified environmental impacts of the project." This is not true. A greater setback would mitigate light and air impacts on Live Oak's classrooms, would reduce shadow impacts on the school's outdoor recreation area, and would help mitigate construction-related noise and air quality impacts.

and City policies regarding preservation of neighborhood character and design pattern.

Section 15126.6 of the CEQA Guidelines states that an EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation." The Guidelines also state that "There is no ironclad rule governing the nature or scope of alternatives other than the rule of reason." In selecting a reasonable range of alternatives, the Guidelines say that "The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the project objectives of the project and could substantially avoid or lessen one or more of the significant effects."

As stated on pages 13 and 14 of the DEIR, the key project objectives are as follows:

1. *Redevelop a large underutilized site with a range of dwelling units, ground floor commercial and retail uses, and open space amenities.*

2. *Create a mixed-use project consistent with the Urban Mixed Use (UMU) zoning and the objectives and policies of the Showplace Square/Potrero Area Plan.*

3. *Build a substantial number of residential units on the site to contribute to the City's General Plan Housing Element goals, ABAG's Regional Housing Needs Allocation for the City and County of San Francisco, and to respond to the City's current shortage of housing.*

4. *Provide affordable dwelling units on-site, pursuant to the City's Inclusionary Affordable Housing Program.*

5. *Provide neighborhood services in the immediate vicinity for future residents and adjacent neighbors.*

6. *Create a development that is generally consistent with the height and bulk limits and other development controls recently established for the site in the Eastern Neighborhoods rezoning.*

7. *Incorporate private open space for the use by project residents and publically accessible open space maintained by the project sponsor in an amount equal to or greater than required by the UMU zoning.*

8. *Develop a feasible project capable of providing an adequate return on investment sufficient to attract both equity and debt financing.*

9. *Remediate existing hazardous substances on the project site to protect future site users.*

The Neighborhood Protection Alternative would achieve all of the stated project objectives, although, as with the Reduced Density Alternative (which includes 114 units and 3,510 square feet of commercial space), it would not provide as large a return on investment and

AL-2 cont.

Letter
O-MEO
Cont.

therefore, would not meet objective 8 to the same degree as the proposed project. The Neighborhood Protection Alternative would meet objectives 2, 6, and 7 to a greater degree than the proposed project.

The applicant would need to provide substantial evidence to demonstrate that this alternative would result in an economically infeasible project. A reduction in the return on investment is not enough of a reason to reject the alternative out of hand. (*See Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1180-1183; *Sierra Club v. Tahoe Regional Planning Agency* (2013) 916 F.Supp.2d 1098, 1129-1131.)

AL-2 cont.

The project sponsor and Live Oak School have had a number of discussions regarding the possibility of including a community gym space as part of the project. Because this project variation is something being given serious consideration and would reduce recreation impacts, it should be added as an alternative and studied in the DEIR. As stated above, the CEQA Guidelines say that a DEIR should include potentially feasible alternatives that will foster informed decision-making and public participation. Presumably the applicant has been acting in good faith and would not be discussing this option with the school and neighborhood if it were not feasible.

Because the DEIR does not include a reasonable range of alternatives and because the Neighborhood Protection Alternative would (a) meet all or most of the basic project objectives, (b) reduce one or more significant effects of the proposed project, and (c) not result in any new significant impacts, the DEIR should be revised to include this alternative.

AL-2
AL-3

Thank you again for the opportunity to comment on this important document. We ask that the DEIR be revised as stated in this letter, and then recirculated, in order to provide the public and decision-makers with accurate information to understand the impacts of the project and provide mitigation measures to reduce or eliminate impacts.

GC-2

Sincerely,

Scott Emblidge

Email
I-Alexander

From: Suzi Alexander <SAlexander@rgrdlaw.com>
Date: January 28, 2015 at 5:02:59 PM PST
To: "'Sarah.B.Jones@sfgov.org'" <Sarah.B.Jones@sfgov.org>
Subject: RE: 1601 Mariposa

Dear Sarah,

Once again, thank you for taking the time to incorporate community concerns and perspectives into your analysis of the appropriateness of the proposed project at 1601. I'm truly grateful for the opportunity to let you know my thoughts.

GC-3

Following on to my comments from June 2014 (below), I would like to add that I now understand there is a Reduced Density Alternative. It addresses some – although not all – of my concerns. Still, on balance, it is a much superior plan and significantly more appropriate for the neighborhood. In the draft EIR, it is described as an environmentally superior alternative because it would avoid the significant traffic-related impacts of the proposed plan, as well as reducing or avoiding other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

AL-1

For those reasons, if the City does decide to approve a Related development on this site, I believe the Reduced Density Alternative is a much more suitable choice for this site. It would feasibly attain most of the basic objectives of the proposed project and yet avoid or substantially lessen many of its undesirable effects.

Thanks for considering these thoughts, Sarah.

Suzi

Attachment I-Alexander

From: Suzi Alexander
Sent: Thursday, June 05, 2014 5:26 PM
To: 'Sarah.B.Jones@sfgov.org'
Subject: 1601 Mariposa

Dear Sarah,

Thank you so much for your interest in the community's concerns about the Related development. I truly appreciate the opportunities that have been created for Potrero Hill residents to learn about the project and express opinions about specific aspects. I was at the community meeting last night and thought it was run extremely well.

Also, just so you know my perspective, I strongly support housing development. As a board member of Larkin Street Youth Services and a long-time San Francisco resident, I am acutely aware of the need for more housing in the city – particularly in the wake of the current employment boom. It makes sense to me that there may be higher uses for the 1601 property than its current uses.

GC-3

That said, this particular project in its current iteration is significantly overscaled for the location and will have an enormous, detrimental physical effect on the neighborhood. Dropping (conservatively) 600 people into one block of Potrero Hill is just entirely disproportionate to the current housing density, inconsistent with the surrounding family-oriented neighborhood, and excessively taxing for the existing infrastructure. These are all significant physical effects that require a full EIR review, specifically addressing the impacts of the project on parking, traffic, land use planning, aesthetics, population and housing, noise, air quality, water quality, and recreation. Simply put, the physical impact of adding such an enormous number of new residents to a portion of one block of Potrero Hill would be dramatic and absolutely requires a full EIR analysis.

GC-1, GC-2

I understand that Related is attempting to bypass a full EIR study by complying with provisions of the Eastern Neighborhood Study from 2008. Of course, that study is completely out of date in terms of traffic, density, and infrastructure issues in San Francisco which have changed dramatically in the last few years for many reasons, including the cumulative effects of recent and proposed developments in the area. The project as currently proposed could result in significant environmental effects not covered in the 2008 Eastern Neighborhoods Final EIR that are specific to the current project and its adjacent proximity to a number of schools, including Live Oak School.

ES-1

Further, the fact that such a huge project is set up for renters rather than owners is an especially poor fit for the neighborhood and creates additional physical effects. The current community in Potrero Hill is a settled community of families that move to the Hill and stay. It's not a transient neighborhood for short-term renters. And, a building

GC-2

Attachment I-Alexander

of hundreds of renters seems like a terrible choice to share the block with a K-8 elementary school. Again, these project-specific physical effects require that a full EIR analysis be conducted, using best current information.

GC-2 cont.

I think some development on the property could be in the city's best interests. But, I think the scale of this project needs to be significantly cut back and I think that if the space is used for housing, building units for sale, rather than for rent, would be a much more appropriate choice for Potrero Hill's settled, family-oriented community.

Thanks for considering these concerns, Sarah.

Suzi

Email

I-Altman

From: Maya Altman <Maya.Altman@hpsm.org>
Date: February 16, 2015 at 12:19:59 PM PST
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: Comments on 1601 Mariposa EIR!

Dear Sarah,

I support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. AL-1

Thank you,

Maya Altman
334 Arkansas St.
San Francisco, CA 94107

Maya Altman | Chief Executive Officer

Health Plan of San Mateo
701 Gateway Boulevard, Suite 400
South San Francisco, CA 94080

tel: 650.616.0050 fax: 650.616.8038
dir: 650.616.2145

Maya.Altman@hpsm.org
www.hpsm.org

Our vision, healthy is for everyone.

Letter
I-Angles1

SEAN D ANGLES

382 ARKANSAS STREET SAN FRANCISCO CA 94107

February 16, 2015

Sarah Jones
Environmental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103
sarah.b.jones@sfgov.org

1601 Mariposa Mixed Use Project
Case No. 2014.1398E

Opposition | Negative Feedback

Dear Ms. Jones,

I am opposed to the current proposal for 1601 Mariposa.

I disagree with findings of the Draft Environmental Impact Report published December 17, 2014.

I urge the San Francisco Planning Department to order a 'time out' halt to this poor proposal and to all future projects around Potrero Hill until the cumulative negative impacts caused by current projects that are already rapidly deteriorating our neighborhood's quality of life are assessed and mitigated. **GC-2**

I strongly believe the 1601 Mariposa location would be better suited for OPEN SPACE and PUBLIC PARKS AND RECREATION as a natural extension to adjacent Jackson Park. This purpose would fulfill the promised benefits of the Eastern Neighborhood Plans.

OPEN SPACE ALTERNATIVE (Page 310 of Draft EIR). I disagree with Draft EIR conclusion that did not consider the Open Space Alternative. The Eastern Neighborhoods Plans adopted December 2008 specifically calls for 'at least one new substantial open space'. Our neighborhood believes that 1601 Mariposa would offer the ideal location for city acquisition of new open space. **AL-4**

Here are specific references to open space and recreation that should be addressed in the EIR for 1601 Mariposa.

Letter
I-Angles1

SEAN D ANGLES
382 ARKANSAS STREET SAN FRANCISCO CA 94107

AL-4 cont.

Eastern Neighborhoods Plans
Chapter 5:
OBJECTIVE 5.1
PROVIDE PUBLIC PARKS AND OPEN SPACES THAT MEET THE NEEDS OF RESIDENTS, WORKERS AND VISITORS

Page 51 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

"**It is critical that at least one new substantial open space be provided as part of this Plan. The Planning Department will continue working with the Recreation and Parks Department to identify a site in Showplace / Potrero for a public park and will continue to work to acquire additional open spaces."**

Page 52 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

POLICY 5.1.1
Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the Showplace / Potrero.

In addition, the Eastern Neighborhood Plans proposed a "living street" along Carolina and Arkansas. This 2008 published plan for "living street" was NOT considered in the Draft EIR for 1601 Carolina.

Page 55 of Showplace Square/Potrero Hill Area Plan December 2008 adopted version:

"Extensions to Jackson playground along Carolina and Arkansas (or both) could include landscaping and special paving that would extend the park and allow for a pedestrian oriented landscaped open space. (See Figure A3. Streets and Open Space Concept Map in the Appendix of this plan) "

I believe the Draft EIR report presented a false conclusion regarding the Open Space Alternative.

I urge the Planning Commission to reject this Draft EIR finding, and to genuinely investigate how 1601 Mariposa site could be repurposed as new public open space and recreational facilities that could become a natural extension to adjacent and over-burdened Jackson Park for the benefit of the forecasted

Letter
I-Angles1

SEAN D ANGLES
382 ARKANSAS STREET SAN FRANCISCO CA 94107

increase of new residents around Potrero Hill and children at Live Oak School and International Academy. The location across the street the Jackson Park offers the ideal proximity as a natural expansion of desperately needed recreation and open space in our increasingly congested neighborhood.

AL-4 cont.

The current proposal for 1601 Mariposa also presents the following issues:

(1) AIR QUALITY. Study of Air Quality was not included: Additional mitigation measures are needed to address construction-period air quality impacts. Air quality was addressed in the CPE Checklist, but not the Draft EIR. Recently we have witnessed failures at nearby construction sites to properly control and monitor dust. Watering down is not an adequate mitigation, particularly under windy conditions. Alternate measures should be provided. Personally, I observe a significant increase in dust and black grime covering surfaces inside my home and outside on deck furniture since construction activities accelerated around Potrero Hill.

AQ-1

(2) TRAFFIC. Traffic impacts were not fully studied and cannot be fully mitigated: 1601 Mariposa will contribute to significant "unavoidable" traffic impacts at two intersections (Arkansas & 16th and Mariposa & Mississippi). The DEIR notes that the intersection at Mariposa and Mississippi Streets is already at "unacceptable" levels. The traffic analysis fails to fully account for "past, present, and reasonably foreseeable future projects". The traffic study is incomplete, as some of the traffic, pedestrian and parking impacts were studied when nearby schools were not in session.

TR-3
TR-4

I attach photographs taken on January 22, 2015, to demonstrate newly arrived traffic congestion patterns caused by new residential units, the new UCSF hospital, Mission Bay expansion and increased construction activities, which has greatly increased daytime workers around Potrero Hill.

TR-1

(3) SF POLIC BOMB SQUAD VEHICLE YARD. The public safety issue of potential terrorist target was NOT address by the Draft EIR. Emergency vehicle circulation will be delayed by increased traffic caused by new high-density residential units. Because the bomb squad vehicle yard is a known potential target for terrorism, high-density residential units should not be located within harmful proximity and direct sightline of the SF bomb squad vehicle yard.

TR-15

GC-2

Letter
I-Angles1

SEAN D ANGLES
382 ARKANSAS STREET SAN FRANCISCO CA 94107

(4) CONFLICTS WITH AREA PLANS AND GENERAL PLAN. Conclusions in the Draft EIR conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving neighborhood character and protecting parks and open space from shadowing.

PO-5

(5) OBSOLETE STUDIES. The city is relying on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now obsolete for the environmental review of the 1601 Mariposa Street project. Some of the studies and research rely on obsolete data that is as old as the 2000 census.

(6) IGNORES CUMULATIVE IMPACT. The issue of cumulative impact has been dismissed entirely and misrepresents the projections made in the Eastern Neighborhoods Final EIR. The fact is that the City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025. Furthermore, the City has failed to fund the promised infrastructure improvements to support growth. The assumption that cumulative impacts will be limited is no longer true.

ES-1
ES-2

(7) RECREATION. Recreation impacts are not fully addressed. The addition of 320 new households would result in an increased demand on Jackson Playground. The Draft EIR for 1601 Mariposa relies on outdated projections and doesn't account for cumulative impacts. It points to onsite public and private open space to fulfill recreation needs for residents. However the majority of this space consists of a mid-block passageway that functions primarily as a hardscape pedestrian path, rather than a bona fide recreation area. Furthermore, the proposed mid-block passage as a substitute for the rear yard is not permitted in Eastern Neighborhood Mixed Use Districts, except as an approved exception through the Large Project Authorization process.

RE-2
PO-5

(8) LAND USE. Land Use objectives are ignored. The UMU (Urban Mixed Use) zoning for this project does not honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "support the economic well being of a variety of businesses". The 1601 Mariposa development will result in the displacement of 96 jobs, many of them viable PDR and blue-collar jobs. Most of the development's square footage will be devoted solely to residential use. The extent of the cumulative loss of PDR space was not fully anticipated in the Eastern Neighborhoods' FEIR (Final EIR) and merits further study.

LU-3
PO-5

Letter
I-Angles1

SEAN D ANGLES
382 ARKANSAS STREET SAN FRANCISCO CA 94107

(9) SHADOWS ON PUBLIC PARK. Shadowing will impact the use of Jackson Park. In order to ensure the enjoyment of our limited public open spaces and to honor City policies, it is imperative that we prevent new shadows when possible. The Eastern Neighborhoods Final EIR found that up to 40 percent of Jackson Playground could be shaded at certain hours during the winter months and 25 percent during the summer months under cumulative conditions. Analysis for 1601 Mariposa was for the entire park, but shadowing will be more significant in the areas heavily used by neighborhood residents: the playground, community garden and tennis and basketball courts. **WS-1**

(10) HAZARDOUS WASTE. Hazardous Materials need further study. The EIR should be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure during demolition, remediation and construction. Based on the lack of detail in the Draft EIR, we are not confident that our children and neighbors will be safe. **HZ-1**

(11) NOISE IMPACT. Noise may be a nuisance for two full years. Jackson Park, residences and businesses in the area will be impacted and the proposed mitigations are inadequate. In the CPE, the Planning Department noted that construction noise "could interfere with indoor activities and may be considered an annoyance by occupants of nearby properties." Scheduling around school schedules appears problematic and the use of noise blankets over such a long period of time would have a significant impact on Live Oak's access to light and air. **NO-1**

(12) AIR QUALITY. Study of Air Quality was not included: Additional mitigation measures are needed to address construction-period air quality impacts. Air quality was addressed in the CPE Checklist, but not the Draft EIR. Recently we have witnessed failures at nearby construction sites to properly control and monitor dust. Watering down is not an adequate mitigation, particularly under windy conditions. Alternate measures should be provided. **AQ-1**

I attach photographs taken on January 22, 2015, to demonstrate the dust and grime accumulated after one week on my outside deck caused by deteriorating air quality due to increase construction activities.

I urge you to reject the Draft EIR and to re-evaluate the site for PUBLIC OPEN SPACE and RECREATION. **RE-2**

Letter
I-Angles1

S E A N D A N G L E S
382 Arkansas Street San Francisco CA 94107

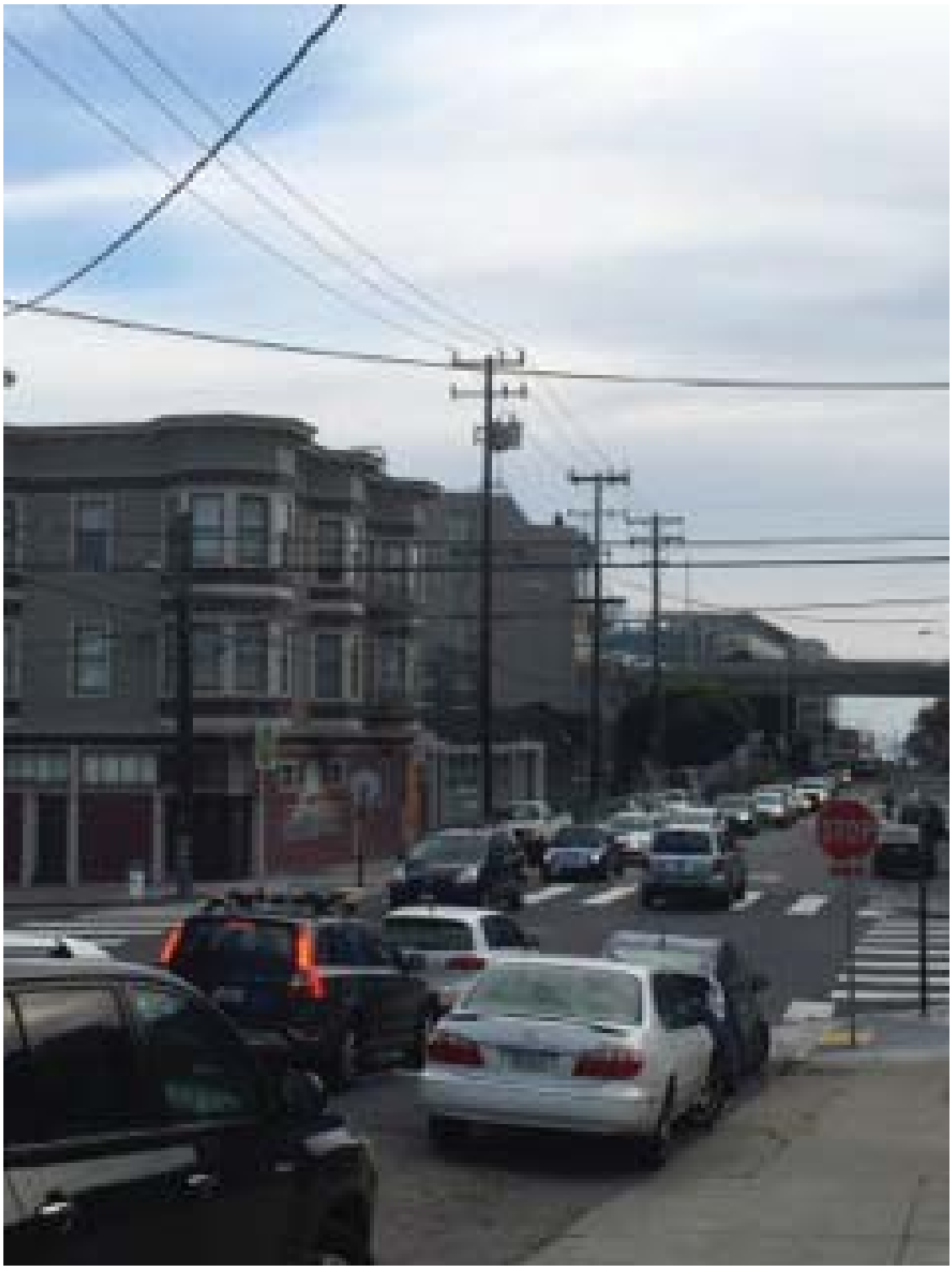
Sincerely,

Sean D Angles
382 Arkansas Street
San Francisco, CA 94107
seanangles@hotmail.com

Attachment I-Angles1



Attachment I-Angles1



Attachment I-Angles1





Attachment I-Angles1

Email

I-Beltramo

From: Alex Beltramo [mailto:alexbeltramo@gmail.com]
Sent: Wednesday, January 28, 2015 11:27 AM
To: Jones, Sarah (CPC)
Subject: Support for the Reduced Density Alternative for 1601 Mariposa

Sarah,

I work on Arkansas St., across from Jackson Park, where my family has a business. I also own a loft in the G2 building at 1695 18th St., across from the proposed development. **GC-1**

Thank you for all your work on the draft EIR for 1601 Mariposa.

I very much support the Reduced Density Alternative for the 1601 Mariposa project. **AL-1**

--Alex

Alex Beltramo
1695 18th St., #304
San Francisco, CA 94107

Email
I-Brooks

From: Eric Brooks <brookse@igc.org>
Date: February 17, 2015 at 5:09:56 PM PST
To: "Jones, Sarah" <sarah.b.jones@sfgov.org>
Cc: <Commissions.Secretary@sfgov.org>
Subject: Public Comments: CASE NO. 2012.1398E - 1601 Mariposa St. Mixed Use Project DEIR

2/17/2015
Public Comments : CASE NO. 2012.1398E - 1601 Mariposa St. Mixed Use Project DEIR
(Jonas, please forward to all SF Planning Commissioners)
Dear Sarah Jones and all San Francisco Planning Commissioners,
Because the 1601 Mariposa St. Mixed Use Project DEIR report and conclusions;

1) conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving neighborhood character and protecting parks and open space from shadowing — **PO-5**

2) rely on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now too out of date to properly inform the environmental review of the 1601 Mariposa Street project — **ES-1**

3) ignore that the City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025 and ignore that the City has failed to fund promised infrastructure improvements to support growth - factors which make DEIR predictions that cumulative impacts will be limited untrue — **ES-2**

4) did not fully study and address traffic impacts which cannot be fully mitigated; specifically a) the 1601 Mariposa project will contribute to significant "unavoidable" traffic impacts at two intersections (Arkansas & 16th and Mariposa & Mississippi) and the DEIR notes that the intersection at Mariposa and Mississippi Streets is already at "unacceptable" levels, b) the traffic analysis fails to fully account for “past, present, and reasonably foreseeable future projects” and c) the analysis is incomplete, as some of the traffic, pedestrian and parking impacts were studied when nearby schools were not in session — **TR-4**

5) did not fully address recreation impacts, specifically; a) addition of 320 new households would result in an increased demand on Jackson Playground, b) the DEIR for 1601 Mariposa relies on outdated projections and doesn't account for cumulative impacts, c) the DEIR points to onsite public and private open space to fulfill recreation needs for residents, however the majority of this space consists of a mid-block passageway that functions primarily as a hardscape pedestrian — **RE-2** **ES-2** **PD-1**

Email I-Brooks *Cont.*

path, rather than a bona fide recreation area, d) the proposed mid-block passage as a substitute for the rear yard is not permitted in Eastern Neighborhood Mixed Use Districts, except as an approved exception through the Large Project Authorization process — **PO-5**

6) ignore Land Use objectives specifically; a) the UMU (Urban Mixed Use) zoning for this project does not honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "support the economic well being of a variety of businesses", b) the 1601 Mariposa development will result in the displacement of 96 jobs, many of them viable PDR and blue-collar jobs, c) most of the development's square footage will be devoted solely to residential use, d) the extent of the cumulative loss of PDR space was not fully anticipated in the Eastern Neighborhoods' FEIR (Final EIR) and needs further study — **PO-5** **LU-3**

7) do not adequately address that shadowing will impact the use of Jackson Park; The Eastern Neighborhoods Final EIR found that up to 40 percent of Jackson Playground could be shaded at certain hours during the winter months and 25 percent during the summer months under cumulative conditions, and though analysis for 1601 Mariposa was for the entire park, shadowing will be more significant in the areas heavily used by neighborhood residents - the playground, community garden and tennis and basketball courts — **WS-1**

Other concerns:

8) Hazardous Materials need further study: The EIR should be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure during demolition, remediation and construction. — **HZ-1**

9) Noise may be a nuisance for two full years: Jackson Park, residences and businesses in the area will be impacted and the proposed mitigations are inadequate. In the CPE, the Planning Department noted that construction noise "could interfere with indoor activities and may be considered an annoyance by occupants of nearby properties." Scheduling around school schedules appears problematic and the use of noise blankets over such a long period of time would have a significant impact on Live Oak's access to light and air. — **NO-1** **OC-1**

10) Study of Air Quality was not included: Additional mitigation measures are needed to address construction-period air quality impacts. Air quality was addressed in the CPE Checklist, but not the Draft EIR. Recently we have witnessed failures at nearby construction sites to properly control and monitor dust. Watering down is not an adequate mitigation, particularly under windy conditions. Alternate measures should be provided. — **AQ-1**

11) Objections of local neighbors that the program designs does not sufficiently address their concerns remain outstanding — **GC-2**

Conclusion

Because of all of these concerns, 1601 Mariposa St. Mixed Use Project DEIR is inadequate and needs extensive revision. — **GC-1**

Thanks for your attention to this very important matter of neighborhood health and quality of life.

sincerely,

Eric Brooks
Sustainability Chair, San Francisco Green Party
415-756-8844

Email

I-Causey

From: "Causey, Matt" <mcausey@SFGIANTS.com>
Date: January 30, 2015 at 2:58:08 PM EST
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: 1601 Mariposa St Project

Hi Sarah,

I'm writing today in response to the call for comment for the proposed project at 1601 Mariposa St in the Potrero Hill neighborhood. I'll start by saying that I'm excited to see our neighborhood grow and understand the importance of development in our city given the housing constraints we currently face.

GC-3

That being said, I feel as though this project as it's currently being proposed does not fit in with the character of our neighborhood, nor is there enough space in these already tight blocks to support 320 units and everything that comes along with it. I'd like to voice my support for the reduced density alternative that was presented in the Draft EIR by the Department of Planning. I feel that this alternative is more in line with the infrastructure capacity in Potrero Hill, and the culture of the neighborhood.

AL-1

I'd be happy to discuss if anyone on your team had questions. Thank you,

Matt Causey
364 Arkansas St
San Francisco, CA 94107

Matt Causey
Vice President, Finance | San Francisco Giants
24 Willie Mays Plaza | San Francisco, CA 94107
office / fax: 415-972-2470 | email: mcausey@sfgiants.com

Email

I-Cheung

From: Janice Cheung <jcheung1022@gmail.com>
Sent: Monday, January 26, 2015 11:53 AM
To: Jones, Sarah (CPC)
Subject: Re: 1601 Mariposa EIR

Hi Sarah - we support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. **AL-1**

Thank you for your attention in this matter.

Regards,
Portrero Hill Resident

Regards,
Janice Cheung

Email

I-Chiang

From: Harvey Chiang <harvey.chiang@gmail.com>
Sent: Monday, January 26, 2015 11:29 AM
To: Jones, Sarah (CPC)
Subject: 1601 Mariposa EIR

Hi Sarah - we support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

AL-1

Thank you for your attention in this matter.

Regards,
Portrero Hill Resident
Harvey Chiang

Email

I-Corvi

From: PaulLinda Corvi
To: Fordham, Chelsea; corvifortuna@hotmail.com
Subject: REPLY: 1601 Mariposa Street Mixed-Use Project (Case No. 2012. 1398E) - Notice of Availability of a Draft EIR
Date: Thursday, December 18, 2014 12:15:15 AM

---

are you sure you meant meeting January 2014, and not January 2015?

We object to the shortage of parking! In the 20 years that we have owned 205& 207 Arkansas Street, the neighborhood parking has become dramatically worse, especially due to the increase in housing density, the school and auto parts store. Any new projects should be required to provide ample parking for residents, owners, employees, and all customers!

TR-17

Please continue to keep us informed. Thank you, Paul and Rosalinda Corvi

Email
I-Doherty

From: Kathleen Dodge Doherty [mailto:katalini@yahoo.com]
Sent: Tuesday, February 17, 2015 5:59 PM
To: sarah.jones@sfgov.org
Subject: Written comment regarding 1601 Mariposa

Dear Planning Commissioners,

Thank you for allowing us the opportunity to publicly communicate our concerns regarding the proposed project at 1601 Mariposa.

I'm a member of Friends of Jackson playground, a neighborhood community stewardship group initially formed over a shared interest in making the park safer, as well as the untapped potential of the clubhouse. Our concerns have quickly grown, however, to include the need to accommodate a rapidly growing number of residents. We are a group of parents and Potrero Hill residents who have a vested interest in continuing to make Potrero Hill a wonderful place to raise a family.

Jackson Park undoubtedly is the green focal point in a mixed-use neighborhood sorely lacking in open space. As few of us have any outdoor space of our own to speak of, Jackson Park is our back and front yard, and we are committed to ensuring that it meets the ever-growing needs of our neighborhood in transition. The lack of open space in the neighborhood is notable and distressing. We were under the impression that new developments needed to address this issue. However, the project at 1601 Mariposa seems to only include hardscape pedestrian paths, rather than a bonafide recreation area, and indeed even shadows much of Jackson Park and the community garden for significant periods of time. Clearly Jackson Park being across the street is a huge boon to new residents, but it doesn't seem that the project has invested much thought or effort into maintaining or improving this community resource.

RE-4

I am all too aware of the city's need for increased housing. I welcome projects that meet this need, but I want to make sure that these projects are thoughtful and serve

GC-2

as an asset to the neighborhood, not a detriment. At this point, Friends of Jackson Playground feels the current proposed scope of 1601 Mariposa falls into the latter category. The areas that concern us most are the density of units (particularly when viewed in conjunction with other slated projects within a stone's throw and those currently under construction), the shadows that fall on the park and garden as result of the height of the project, the increase of traffic and the lack of public transit infrastructure and parking to accommodate the needs of the community, and the potential for ongoing noise and hazardous wastes being released in the demolition and construction phases of the project so close to several schools and our beloved park. We strongly believe a project like 1601 need to be much more thoughtful about how its design relates to (and ideally improves) a significant public amenity like Jackson Park.

GC-2 cont.

WS-1
TR-4
TR-11
TR-17
NO-1
HZ-1
GC-2

As a parent who frequent the park and garden, I am concerned about the noise and hazardous waste materials that young children (and elderly) will undoubtedly be exposed to for months (possible years?) of construction. As such, I strongly believe the EIR should be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure during demolition, remediation and construction. Based on the lack of detail in the Draft EIR, I am not confident that our children and neighbors will be safe.

HZ-1
NO-1

As a group, we would love the needs of Jackson Park to be addressed when considering the development at 1601 Mariposa. We see this as a win win for both the incoming residents and the neighborhood as a whole. A lot of great ideas have been generated about the park, everything from more sidewalk trees to more functional art that you can play on to murals to new equipment to an enlarged play area that includes some grassy seating to a renovated clubhouse and bathrooms. We want to work with developers to ensure that projects serve to not only address housing needs, but also provide long-term benefit and sustainability for all residents.

GC-2

As mentioned before Jackson Park is the only accessible outdoor space for many families on the hill and will surely be a draw for future residents at 1601 Mariposa. Let's make sure we don't destroy it with shadows, over-use, traffic, and lack of foresight in realizing its potential. Let's do the right thing for all the children and families living on Potrero Hill, both current and future.

GC-2

Thank you so much for your time,
Kathleen Doherty
339 Texas Street
San Francisco, CA 94107

Email

I-Firpo

From: Janine Firpo <jfirpo@sevaksolutions.org>
Date: January 30, 2015 at 10:24:44 PM EST
To: <sarah.b.jones@sfgov.org>
Subject: 1601 Mariposa project

Hello Sarah -

With this email, I wanted to let you know that as home owners on Potrero Hill, my husband and I support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative. We believe this approach would avoid the significant traffic-related impacts and reduce or avoid other impacts from this development. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

AL-1

Thank you for your consideration -

Janine Firpo
358 Arkansas Street

Letter
I-Friedland

RECEIVED
FEB 24 2015
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

February 16th, 2015

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Re: Comments on the 1601 Mariposa Draft Environmental Impact Report

Dear Ms. Jones,

Thank you for the opportunity to submit written comments on the Draft Environmental Impact Report (DEIR) for the proposed 1601 Mariposa Street Project. I am a Noe Valley resident and a Live Oak School parent. Live Oak School is immediately adjacent to the proposed project site and will have a very significant impact on the children and staff of the school. GC-1

Attending Live Oak School has been an absolute blessing for our 6 year old son Benjamin and family. It offers a high quality education in San Francisco that is tailored to the unique needs of every child, it's keeping our family living in San Francisco and we are looking forward to our younger daughter Lily to attend soon as well. As a community school in Portrero Hill, it fosters a sense of responsibility and neighborhood identity. Our children have traveled on field trips to local restaurants, playgrounds, and stores - they have explored the city through interacting and learning alongside the neighborhood they are a part of in Portrero Hill.

As a community, we want Live Oak and its student body to thrive. It is important to protect and nurture the unique and special identity of this community and school. The Mariposa Street Project needs to be modified to protect the health and safety of our children and staff. We need your help in making sure that the DEIR is revised so that it is accurate and complete and adequately identifies all impacts, mitigation measures and alternatives to reduce or eliminate the significant impacts of the project as proposed. GC-1 GC-2

Here are my concerns:

1. Please revise the project to include a second mid-block passageway from Arkansas Street. This will greatly reduce air and noise quality impacts on the school environment. AL-2
    a. Noise - The noisiest demotion projects should be conducted outside of normal school working hours during the summer session when regular school is not in session. And a second passage way needs to be added as well. NO-1 AL-2
    b. Air quality – all dust control measures should be taken to address construction-period air quality impacts. This is of serious concern. The school has already observed wind-blown dust on a construction site nearby that was not being watered down as required by the City's Construction Dust Control Ordinance because it was too windy to water down. Alternate measures should be provided to prevent wind-blown dust problems in these circumstances. AQ-1

Letter
I-Friedland

2. Conduct the Hazardous Materials Remediation when school is not in session. It is critical that hazardous material remediation work not take place when our children are present in school – we cannot expose our children to such risks as it relates to these procedures. Their health and safety must not be put at risk due to this project. **HZ-2**
3. Retake pedestrian crossing and parking counts when school is in session. These counts must be retaken in order to accurately depict existing conditions and identify project impact and mitigation measures that will reduce these impacts.
    a. Page 114 of the DEIR bases existing conditions for Pedestrian Peak Hour street crossings on counts taken on June 25, 2013 when school was not in regular session for Live Oak or International Studies Academy. This is not a regular time for school attendance. In addition, it was taken in the afternoon which is not representative of the peak traffic time which is during school start time in the morning hours – this must be retaken to take into full consideration pedestrian and vehicle traffic that is typical to the neighborhood. Parking is already at full capacity at 8:15 am. In addition, the EIR should require mitigation measures to protect pedestrians (young and elderly) – for example, flashing crosswalks, to reduce the safety impacts of this project. Please revise the traffic and parking impacts when the re-evaluations outlined here are complete. The EIR needs to also take into consideration predicted Live Oak School's enrollment increases projected over the next 10 years sas the student body grows. **TR-1 TR-17 TR-12 GC-5**
    b. The construction manager should be required to work directly with Live Oak School to ensure that the construction vehicle routing, traffic, and parking, and most importantly safety for our student body, are all properly addressed. The EIR should include specific measures and requirements that are well documented. **TR-16**
    c. The EIR should also include at least a qualitative discussion on the impacts on neighborhood traffic if there is redevelopment of the 4th/King rail yard and I-280 Corridor north of Mariposa. We need to make sure any plans that are being made include current short term, as well as longer term impacts, to the traffic and neighborhood/community under development. **TR-3**
4. Reconsider the impact to the outdoor recreation spaces for Live Oak School students and the broader Portrero Hill community: **RE-2 RE-3**
    a. Modify the project to prevent shadow impacts – the community garden is a vital part of life at Live Oak School. Students, faculty and families volunteer their time to tend the garden and learn hands-on through their experiences. In addition, children get to learn vital life skills in a practical manner. This is a critical component to the Live Oak School curriculum. Limiting light tot both the garden and the playground at Jackson Park will have a negative impact on the children's use of these resources today. **WS-1**
    b. Eliminate the shadow impacts on Live Oak's outdoor recreation area. The DEIR states that the Live Oak outdoor recreation area is primarily used by kindergarteners. This is not true and underestimates the importance of this outdoor space – this area is used by students of all ages throughout the school day. **WS-2**
    c. The addition of 320 new households will result in an increased demand on Jackson Playground. There is a shortage of recreational facilities, especially in the neighborhood **RE-2**

Letter
I-Friedland

around Live Oak School – this playground is already well used and the shadow issues will needlessly and negatively impact this vital recreational resource. More needs to be done in order to support and enable the recreational facilities to thrive, without any adverse impact including shadows.

RE-2 cont.

WS-1

5. Add a Reduced Impact Alternative – The DEIR includes only two alternatives besides the no project alternative. In order to provide a reasonable range of alternatives, as required under CEQA, an additional alternative – a "reduced impact alternative" – should be added and evaluated in the EIR. This alternative would include a community gym, a second midblock passage from Arkansas Street, and a design that looks more similar to a typical Portrero Hill neighborhood block with many different buildings rather than one massive complex. This alternative should be considered to reduce noise, air pollution, and recreation impacts that conflict with plans and policies.

AL-2

Thank you again for the opportunity to comment on this important document. I ask that the EIR be revised as stated in this letter in order to provide the public and decision-makers with accurate information so that we may fully understand the impacts of the project and provide mitigation measures to significantly reduce and/or eliminate all impacts.

GC-1

Sincerely,

Heather Friedland

Heather G Friedland
3777 22nd Street
San Francisco, CA 94114

Email
I-Friedman-H2

From: Holly <holly@hollyfriedman.com>
Date: February 16, 2015 at 8:24:20 PM PST
To: <sarah.b.jones@sfgov.org>
Subject: Comments on 1601 Mariposa Street Mixed Use Project
Reply-To: <holly@hollyfriedman.com>

Dear Ms. Jones,

Thank you for the opportunity to comment on the draft environmental impact report for 1601 Mariposa. I live one block from the property. I have been a resident of Potrero Hill for 8 years. I have several concerns about the lack of current and relevant information in the draft study. I urge you to conduct studies that are more accurate and evaluate alternative designs prior to finalizing the EIR. **GC-1**

Cumulative Impacts are not accurately represented in the draft report. While the ENP FEIR issued in 2008 addressed significant housing growth in Showplace Square, 7 years have passed since it was issued and current information regarding housing development is more relevant. For example, the ENP FEIR from 2008 did not consider four large housing developments within two blocks of 1601 Mariposa nor did it take into account the residential density proposed within these two blocks. Information for current projects should be incorporated in the EIR for 1601 Mariposa. **ES-2**

In addition, the 2008 ENP FEIR failed to consider the new UCSF Children's' Hospital, the Warriors Stadium or the change to the 280 freeway creating the last exit at Potrero Hill. All of these significant structures will have enormous environmental impacts on traffic, transit and pedestrian walkways for Potrero Hill residents. Now that these projects have been initiated and in the case of the hospital open and active, the DEIR for 1601 should be revised to include the impacts of all three.

Parking studies in the DEIR were taken during late June and late July. At this time of year, the three neighboring schools, the day care center and the college are all in summer session. During summer session, there are significantly more available parking spaces because teachers, parents and students are not traveling to school. New parking studies should be conducted during the school year to provide an accurate assessment of the amount of street parking available during the majority of the year. While a shortfall of parking is planned for in the ENP, both the ENP and DEIR for 1601 fail to consider the pedestrian and traffic safety issues caused when drivers are circling for parking spaces. **TR-1**

Reduction in Quality of Recreational Space The DEIR fails to study the impact that the residents living in the proposed housing at 1601 Mariposa will have on Jackson Park, which is across the street on Mariposa. Jackson Park is in poor condition and in dire need of renovation and expansion to support usage by current residents. Recreation and Parks Department has proposed designs for expanding the park. If the park cannot support current residents, how will it suffer when hundreds of new residents move in across the street? **RE-2**

Rather than reduce the quality of current outdoor and recreational space, the design of 1601 Mariposa should be revised to include recreational space on site at the property and not only for its residents but others in the community. Jackson Park is severely over used and adding a new outdoor space for recreation nearby will accommodate both new and existing residents and prevent accelerated deterioration of Jackson Park. For this reason and other faults with the design, an alternative that includes a mid block passageway between Arkansas and Wisconsin should be studied. A mid block passageway could also be designated as recreational outdoors space. **PD-1** **RE-1** **AL-2**

Holly Friedman
316 Arkansas Street, San Francisco

Email

I-Friedman-S2

From: seth f <sfseth@gmail.com>
Date: February 16, 2015 at 6:55:32 PM PST
To: sarah.b.jones@sfgov.org
Subject: Comments on 1601 Mariposa EIR! Please, please listen. Much too big for potrero hill.

Hello Sarah,

As a neighbor and homeowner across the street from the proposed project (I am in 18th & arksansas), I am writing to express my continued shock at the original proposal's lack of appropriateness to the neighborhood, as well as their minimalist responses to an overwhelming outpouring from the community (neighbors and parents of children in the schools adjacent to the proposed project).

GC-2

I am focusing my comments on the transit implications, although I agree that the DEIR has many disturbing subjects that I feel require much more investigation, asbestos that'd be excavated, impact to children at Live Oak, shadow profiles cast to the neighboring park and more importantly the community garden in it (which would pretty much eliminate the possibility of a garden.. plants need light).

TR-11

HZ-1

WS-1

In table S-1 of the DEIR, issue "TR-1" states "TR-1: The proposed project would not cause a substantial increase in traffic that would adversely affect traffic operations at 12 of the 13 study intersections or otherwise conflict with traffic circulation in the vicinity", and identifies this issue as "Less Than Significant" (both with and without mitigation).

There are mitigation steps described, such as making information about MUNI and BART accessible to residents, providing training about public transit to property managers, and similarly negligible-cost efforts to the developer.

The reality is that the current transit situation, both public and private (car, bicycle, pedestrian) is *dire*. It is not "Less Than Significant" if the city decided that it was necessary to put in a new stop sign at Arkansas and 17th several years ago. It is not "Less Than Significant" if police officers stop at intersections and can ticket stop sign violators one after another (after seeing an officer ticket a motorist for running a stop sign, I personally thanked him for doing so, offering to buy him a coffee at nearby Chat'z coffee - in the few minutes we talked, he noticed someone had run the stop sign.)

TR-11

TR-4

The state of the MUNI lines in the neighborhood are beyond capacity - the 10 runs infrequently, as it is a long line and is a main route by which many that work on the eastern side of FiDi get to Caltrain (like the 30 and the 45 .. whose overcrowding issues I assume prompted the creation of the underground line from 4th & King to Washington square).

Email
I-Friedman-S2
Cont.

The neighborhood is already used for commuters who drive here and take MUNI downtown. What has the city done to mitigate that? It's impossible to find parking to go to local businesses, when the same cars can be seen day in day out, all day. Why don't we have a 2 hr limit unless there is a local resident or local employee tag on a vehicle? **TR-17**

This density of project hasn't even been done when there have been massive MUNI improvements, like the T or the N. For this to make sense from a public transit perspective, we would need a new underground MUNI line connecting the T to 16th and mission, along the 16th st corridor. **TR-11**

Walkability of neighborhood was my #1 reason for purchasing property in San Francisco, and in Potrero. In the blocks around where this proposed project is, I have felt increasingly unsafe walking in the last several years, as the neighborhood has increasingly been used as on onramp to 280 with widely ignored stopsigns. **TR-12**

This is not a greenfield 4th-and-king kind of place where they'd be just displacin cement from a fallen freeway. This is a neighborhood, one that cherishes what exists (and generates property tax revenue for the city accordingly, with lots of over $1K/square foot property sales). **GC-2**

Finally, I want to reiterate a traffic safety point. I witnessed a nasty car accident.

The intersection of 18th and Arkansas is extremely steep as heading West on 18th - probably as high of a slope change as Taylor and California - where I used to live, and witnessed numerous tour busses getting stuck on Pine and Taylor, as well as a hotel staffer losing control of a pallet of little shampoo bottles that crashed into the streetlamp a block below.

In front of my unit at 18th and arkansas, a car had gone through the intersection way too fast, and hit several (3+?) parked cars. The grade change is so steep that it's impossible to see what's over the hill change aside from very tall vehicles. I've pulled out of my driveway and hit a parked vehicle to avoid another fast-moving oncoming one. The location of the crash that I witnessed is precisely where these project plans show one of their two main driveways for ~320 units. **TR-4**

If this project came along with an underground MUNI line between the T and 16th and mission, or 90% of the units having at least 1 parking spot, and the scale reduced to 1/4 it's current size, I wouldn't be in opposition. But it's really very clearly being attempted in a neighborhood that wasn't designed nor built for it. **GC-2**

Thank you. I dearly hope these sentiments fall on receptive ears.

Seth Friedman
1623 18th st
San Francisco, CA 94107

Email

I-Frixos

From: Frixos Michael <frixosmichael@yahoo.com>
Date: January 28, 2015 at 4:28:26 PM PST
To: sarah.b.jones@sfgov.org
Subject: 1601 Mariposa development feedback

Hi Sarah

By way of introduction, I live on Kansas Street and 17th. I was not able to attend the public hearing earlier this month, but would like to share my input into the process. I would like to draw your attention to a couple of key concerns from the complete list at the bottom of this email:
- outdated planning: the recent announcement to build the new Warrior stadium on 16th has not been considered. A number of plans/studies are therefore out of date (e.g. areas plans, traffic, etc.)
- transport infrastructure: current infrastructure is straining to keep up with existing demands (e.g. during school and rush hours) before considering Warrior games. The new development will cause additional strain on the roads and pulic transport

GC-1
ES-1
GC-6
ES-3

Therefore, I recommend a smaller development than the one currently contemplated. Details are included at the bottom of this email.

GC-3

Regards

Frixos

Conflicts with Area Plans and General Plan: Conclusions in the Draft EIR conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving neighborhood character and protecting parks and open space from shadowing. Further, the recent announcement of the Warriors stadium on 16th has not been considered. This will impact a number of the areas described below.

PO-1
PO-5
ES-1

Studies are out of date: The City is relying on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale for the environmental review of the 1601 Mariposa Street project . Some of the studies and research rely on data that is as old as the 2000 census. See above for the recent announcement to locate the Warriors stadium on 16th.

ES-1
ES-2

Email I-Frixos *Cont.*

Ignores cumulative impact: The issue of cumulative impact has been dismissed entirely and misrepresents the projections made in the Eastern Neighborhoods Final EIR. The fact is that the City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025. Furthermore, the City has failed to fund the promised infrastructure improvements to support growth. The assumption that cumulative impacts will be limited is no longer true.

PO-5

GC-6

Traffic impacts were not fully studied and cannot be fully mitigated: 1601 Mariposa will contribute to significant "unavoidable" traffic impacts at two intersections (Arkansas & 16th and Mariposa & Mississippi). The DEIR notes that the intersection at Mariposa and Mississippi Streets is already at "unacceptable" levels. From Monday to Friday, the line of cars extends for 4 to 5 blocks on 17th street due to the existing levels of traffic during school and rush hours. Also, the bus services have not been scaled to sufficiently handle existing levels of commuting requirements- the addition of new housing without additional public transport does not appear sustainable. The traffic analysis fails to fully account for "past, present, and reasonably foreseeable future projects". The traffic study is incomplete, as some of the traffic, pedestrian and parking impacts were studied when nearby schools were not in session.

TR-4

TR-11

TR-3

TR-1

Recreation impacts are not fully addressed: The addition of 320 new households would result in an increased demand on Jackson Playground. The Draft EIR for 1601 Mariposa relies on outdated projections and doesn't account for cumulative impacts. It points to onsite public and private open space to fulfill recreation needs for residents. However the majority of this space consists of a mid-block passageway that functions primarily as a hardscape pedestrian path, rather than a bona fide recreation area. Furthermore, the proposed mid-block passage as a substitute for the rear yard is not permitted in Eastern Neighborhood Mixed Use Districts, except as an approved exception through the Large Project Authorization process.

RE-2

PO-5

Land Use objectives are ignored: The UMU (Urban Mixed Use) zoning for this project does not honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "support the economic well being of a variety of businesses". The 1601 Mariposa development will result in the displacement of 96 jobs, many of them viable PDR and blue-collar jobs. Most of the development's square footage will be devoted solely to residential use. The extent of the cumulative loss of PDR space was not fully anticipated in the Eastern Neighborhoods' FEIR (Final EIR) and merits further study.

LU-3

PO-5

Shadowing will impact the use of Jackson Park: In order to ensure the enjoyment of our limited public open spaces and to honor City policies, it is imperative that we prevent new shadows when possible. The Eastern Neighborhoods Final EIR found that up to 40 percent of Jackson Playground could be shaded at certain hours during the winter months and 25 percent during the summer months under cumulative conditions. Analysis for 1601 Mariposa was for the entire park, but shadowing will be more significant in the areas heavily used by neighborhood residents: the playground, community garden and tennis and basketball courts.

WS-1

Email I-Frixos *Cont.*

Hazardous Materials need further study: The EIR should be revised to include more specific information about hazardous materials and measures to protect children and neighbors from exposure during demolition, remediation and construction. Based on the lack of detail in the Draft EIR, we are not confident that our children and neighbors will be safe. **HZ-1**

Noise may be a nuisance for two full years: Jackson Park, residences and businesses in the area will be impacted and the proposed mitigations are inadequate. In the CPE, the Planning Department noted that construction noise "could interfere with indoor activities and may be considered an annoyance by occupants of nearby properties." Scheduling around school schedules appears problematic and the use of noise blankets over such a long period of time would have a significant impact on Live Oak's access to light and air. **NO-1**

Study of Air Quality was not included: Additional mitigation measures are needed to address construction-period air quality impacts. Air quality was addressed in the CPE Checklist, but not the Draft EIR. Recently we have witnessed failures at nearby construction sites to properly control and monitor dust. Watering down is not an adequate mitigation, particularly under windy conditions. Alternate measures should be provided. **AQ-1**

PROJECT ALTERNATIVES

Grow Potrero Responsibly supports the Reduced Density Alternative as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. We have proposed that the developer include a more active ground floor with neighborhood-serving businesses, including PDR, to maintain some of the historically diverse land uses that have been typical in the area and that the ENP sought to preserve. In order to address the increased need for open space, we strongly believe that a rear yard exemption should be scrutinized, and that a second mid-block passageway from Arkansas should be included as part of the complex. Additionally a bona fide public gathering area with a setback on the Mariposa side of the development has been proposed by the community and should be included as part of the project. This would reduce shadowing of Jackson park and the Live Oak School courtyard. Additionally, the neighborhood has asked for an onsite community center, open to the public, to reduce the pressure on the already overburdened Jackson Park clubhouse. **AL-1** **AL-2**

Email
I-Glicken2

From: sarah glicken [mailto:srglicken@gmail.com]
Sent: Tuesday, February 17, 2015 3:30 PM
To: Jones, Sarah (CPC)
Subject: written comments on Draft EIR for 1601 Mariposa

Dear Ms. Jones: I am a resident of Potrero Hill and live near 1601 Mariposa Street. I am concerned about the Draft EIR issued for the proposed development at this site. Below are my concerns:

Not within the character of the neighborhood - The proposed project is out of scale with the established neighborhood pattern and because it is on such a large site, these impacts are exacerbated. Page 59 of the DEIR should be revised because the project would be inconsistent with a key objective of the Housing Element, which, as discussed on page 59 of the DEIR, aims to ".promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure." Furthermore, the project should be revised to encourage small manufacturing uses (PDR space), and maintain the mix of diverse land uses that are an attraction and attribute I seek to preserve.

LU-1
PO-3
LU-3

Exposure to Hazardous Materials - The EIR needs to provide more information regarding how soil management during construction would be achieved. The descriptions provided in the DEIR do not provide a level of confidence that school children, business owners and their customers, and residents will be protected from exposure to hazardous materials. During construction, there will be exposure to elevated levels of particulate matter during demolition of the existing structures and construction of the new buildings and diesel particulate matter (a designated toxic air contaminant). Specifics on how health risks and removal of these materials needs to be provided to the neighborhood in community planning sessions prior to any work being done. The DEIR should include an additional mitigation measure requiring weekly updates via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site.

HZ-1

Parking - The DEIR concludes that the unmet parking demand could be met on the street by the existing supply. However, this analysis was based on counts that were undertaken during the summer when three schools adjacent to the property were not in session and capacity is presumably significantly higher than during the school year. The EIR needs to revise its analysis of secondary parking deficit impacts. Once accurate parking conditions are established for the periods when the schools are in session, the EIR should examine the potential secondary effects of an inadequate number of parking spaces being provided. An increase in the number of cars circling the neighborhood for spaces leads to distracted driving that compromises pedestrian and auto safety.

TR-17

Thank you.

Sarah Glicken

sarah glicken
principal

DEVELOP
marketing / business strategy
c 415.609.5355
developsf.com

Email

I-Heath2

To: Sarah B. Jones, Environmental Review Officer, SF Planning Department
Sarah.B.Jones@sfgov.org

cc.: Chelsea Fordham, Environmental Planner, SF Planning Department
Chelsea.Fordham@sfgov.org

From: Alison Heath, 333 Mississippi Street and leader of Grow Potrero Responsibly

Submitted February 17, 2014

Re: Case No 2012.1398E

Dear Ms. Jones,

Thank you for the opportunity to submit Comments on the Draft Environmental Impact Report (DEIR) for the proposed 1601 Mariposa Street Project. I have included two sections in my comments. The first addresses some of the issues that concern me. The second proposes a Reduced Impact Alternative. GC-3

Sincerely,



Email

I-Heath2

ISSUES

Conflicts with Area Plans and General Plan: Conclusions in the Draft EIR conflict with the Showplace Square/Potrero Area Plan, Urban Design Element, Housing Element and General Plan by disregarding policies of preserving neighborhood scale and character, providing adequate infrastructure, preserving PDR uses and protecting parks and open space from shadowing. **PO-1** **PO-5**

Page 59 of the DEIR states that "The proposed project is consistent with the type and intensity of development envisioned for the project site and would not obviously conflict with any goals, objectives, or policies in the Urban Design Element." This is inaccurate and should be revised. **PO-1**

The Urban Design Element requires that, "*the scale of each new building must be related to the prevailing height and bulk in the area… Designs for buildings on large sites have the most widespread effects and require the greatest attention.*"[1] The proposed project would overwhelm the prevailing scale of development, combining three separate parcels into an unprecedentedly large 3.36 acre complex over the majority of a double block in an area where most blocks are only 2 acres. **LU-2**

Page 59 of the DEIR states that "*the key objective of the Housing Element is to promote the development of new housing in San Francisco and the retention of existing housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure.*" In fact, the DEIR conflicts with key objectives of the Housing Element and fails to address the inadequacy of infrastructure. **PO-3**

The project is incompatible with existing neighborhood character. Objective 11 of the Housing Element states that development must "*support and respect the diverse and distinct character of San Francisco's Neighborhoods*" and "*ensure that growth is accommodated without substantially and adversely impacting neighborhood character.*"[2]

Furthermore, the city has failed to provide the necessary infrastructure to support this development, particularly in the context of cumulative growth. The San Francisco Housing Element requires that infrastructure needs be planned and coordinated to accommodate new development. Objective 12 states that the City must "*balance housing growth with adequate infrastructure that serves the city's growing population*".[3] **PO-3** **ES-3**

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[1] http://www.sf-planning.org/ftp/General_Plan/I5_Urban_Design.htm#URB_MND_3

[2] http://www.sf-planning.org/ftp/general_plan/I1_Housing.html#HOU_11

[3] http://www.sf-planning.org/ftp/general_plan/I1_Housing.html#HOU_11

Email

I-Heath2

Page 65 of the DEIR inaccurately states that, "…*the proposed project would not obviously conflict with any objectives or policies in the Showplace Square/Potrero Area Plan.*"

However, the Showplace Square/Potrero Hill Plan, in Policy 3.1.6, states that, "*new buildings should epitomize the best in contemporary architecture, but should do so with a full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them*"[4] As proposed, this project is entirely out of context with the neighborhood's traditional diversity of ownership, use and appearance that comes with smaller parcels.

PO-5

The Showplace Square/Potrero Hill Plan also sought to protect PDR uses, while this project would eliminate them. The UMU (Urban Mixed Use) zoning for this project does not honor the Showplace Square/Potrero Hill Plan's Objective 6.1 to "*support the economic well being of a variety of businesses*".[5] The development would result in the displacement of 96 jobs, many of them viable PDR and blue-collar jobs. The extent of the cumulative loss of PDR space was not fully anticipated in the Eastern Neighborhoods' FEIR and requires further study.

The project conflicts with two key objectives in the General Plan by failing to respect the existing neighborhood character. Additionally Jackson Park's access to sunlight would be impacted with shadowing from the project:

- *"That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods."*
- *"That our parks and open space and their access to sunlight and visual vistas be protected from development."*[6]

PO-1

The project is not consistent with Planning Code, as stated on page 65 of the DEIR, as it would require a Large Project Authorization, a Rear Yard Exemption and Horizontal Mass Waiver.

PO-5

Studies are out of date: The DEIR relies on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale. Some of the studies and research (such as the FEIR analysis of Parks, Recreation and Open Space) rely on data that is as old as the 2000 census. [7]

ES-1
RE-2

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[4] http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2545
[5] http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2545
[6] http://www.sf-planning.org/ftp/General_Plan/index.htm
[7] http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4005

Email

I-Heath2

Ignores cumulative impact and the City's failure to make infrastructure improvements: The issue of cumulative impact has been dismissed entirely and much of the analysis in the Draft EIR relies on erroneous assumptions. The projection of population growth contained in the DEIR grossly misrepresents the projections that were made in the Eastern Neighborhoods FEIR and falsely concludes that cumulative impacts have already been addressed and merit no further study.

Page 87 of the Draft EIR contains a significant error: "*The Eastern Neighborhoods FEIR found that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods Plan area, resulting in an increase of approximately 7,400 to 10,000 households by the year 2025. To date, approximately 2,600 new residential units have been developed within the Plan area, and 4,100 additional residential units are currently being planned for within the Plan area.3 Growth that has occurred within the Plan area since adoption of the Eastern Neighborhoods FEIR has been planned for and anticipated and the effects of that growth were considered in the Eastern Neighborhoods FEIR. The proposed project is consistent with and within the growth projections anticipated in the Eastern Neighborhoods Plan and FEIR. Therefore, the cumulative assumptions provided within the Eastern Neighborhoods FEIR are applicable to development of the project site*." (See Appendix)

ES-2

The fact is that the City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025. The project's DEIR uses projections for the entire Eastern Neighborhoods (7,400 to 10,000 households) from table 35 of the ENP FEIR and compares them to development just in Showplace Square and on Potrero Hill. The projected number of households for the area is actually 2635 to 3891.[8] The 3rd Quarter Pipeline report for the area shows 4701 units in the Pipeline, a quantity that doesn't including the units already constructed.[9] The City has already dramatically exceeded the 2025 projections for Potrero Hill and Showplace Square. (see attachment)

Given the actual level of development in the Potrero Hill and Showplace Square Area, the assumption that cumulative impacts will be limited is no longer true. The Eastern Neighborhoods Plan promised "*a full array of public benefits to ensure the development of complete neighborhoods, including open space, improved public transit, transportation, streetscape improvements, community facilities, and affordable housing*." However the City has failed to fund the

ES-3

[8] http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4001

[9] http://sf-planning.org/modules/showdocument.aspx?documentid=9338

Email

I-Heath2

promised infrastructure improvements necessary to support unanticipated growth.

ES-3 cont.

By relying on incorrect 2025 assumptions regarding cumulative growth and ignoring the gap in adequate infrastructure to provide for a level of development that was not anticipated in the Eastern Neighborhoods Plan, the DEIR fails to adequately identify and evaluate the impacts of all past, present, and reasonably foreseeable future projects. This calls into question all analysis of cumulative impacts contained in the DEIR including traffic and transit (pages 124 to 131, page 175, page 179) construction (page 179), recreation (page 231), and hazardous materials (page 274).

LU-2

Traffic and transportation impacts were not adequately studied: By relying on outdated growth projections from the now stale Eastern Neighborhoods Plan FEIR, the traffic analysis fails to fully account for "past, present, and reasonably foreseeable future projects". The failure of the City to provide adequate transit options to support actual and unanticipated cumulative growth must be considered.

It does not appear that large projects anticipated for the area such as 901-16th Street/1200-17th Street, 1301-16th Street, Warriors' Stadium and Pier 70 have been considered in the transportation studies. These projects, along with the removal of 280, have the potential to severely impact traffic and transit and should be included as part of the analysis. The Central Waterfront Area has also exceeded the 2025 growth projections that were made in the Eastern Neighborhoods EIR, and traffic conditions at the eastern edge of the Showplace Square / Potrero Hill area are already impacted and will continue to get worse as that area grows.

TR-3

Recreation impacts raised during the Scoping Period are still not adequately addressed:

The Draft EIR (page 232) erroneously claims that the cumulative impacts on recreational resources are less than significant. "*The proposed project, combined with past, present, and reasonable foreseeable future projects, would not contribute to cumulative effects related to recreational resources.*"

Page 233 of the Draft EIR states that, "*Cumulative recreation demand would be met by existing adjacent parks and recreational facilities provided in nearby City-owned parks and open spaces including Jackson Playground, McKinley Square, Potrero Hill Playground and Recreation Center, and Franklin Square… The increase in residents as a result of the proposed project and reasonably foreseeable projects would not be beyond levels anticipated and planned for by the SFRPD.. For these reasons, the proposed project's contribution to cumulative demand on park services City-wide would not be cumulatively considerable.*"

RE-4

As stated above, the Draft EIR relies on outdated projections and doesn't

Email

I-Heath2

account for actual cumulative impacts. The Final EIR for the Eastern Neighborhoods and analysis done by SFRPD used a baseline neighborhood population from the year 2000 (page 370) rather than looking at the current or projected neighborhood population. And no specific mitigation measures were identified in the EIR despite the anticipation that, "*increases in the number of permanent residents without development of additional recreational resources could result in greater use of parks and recreational facilities, which could result in physical deterioration*".[10]

RE-4 cont.

The Showplace Square/Potrero Hill Plan specifically stated that the area has "*comparatively little access to open space compared with the rest of the city and that the addition of new residents makes it imperative to provide more open space to serve both existing and new residents, workers and visitors.*"[11]

Primarily consisting of playing fields, Jackson Park and the Clubhouse are already heavily used and suffering from maintenance issues. The addition of more than 3000 new residents in the immediate area will place a substantial strain on the park and result in the net loss to the neighborhood of recreational facilities, and further deterioration of the park. Unfortunately there is only one acre of additional open space proposed, and as yet undeveloped, at EQR Potrero. This is entirely contrary to the 4 acres of new space promised in the Showplace Square/Potrero Hill Plan[12], and the 1-acre/1000 residents "Need Factor" promoted in the 2007 Eastern Neighborhoods Needs Assessment[13].

The Draft EIR points to onsite public and private open space to fulfill recreation needs for residents. There are errors in the calculation of the total percentage of open space on pages 54 and 69 of the Draft EIR. In both cases it states that 37.5% of the project consists of private courtyards and a midblock passageway, but it's actually 26.8% (39,195 sqft open space / 3.36 acres or 146,361 sqft) which is just barely more than what is required for a rear yard. Although the project claims to provide 39,195 square feet of public and private open space onsite, the majority of this consists of the hard-scaped midblock passageway running from 18th to Mariposa, rather than a bona fide recreation area. This area also contains a sewer easement. According to the Preliminary Project Assessment, the proposed mid-block passage as a substitute for the rear yard is not permitted in Eastern Neighborhood Mixed Use Districts, except as an approved exception through the Large Project Authorization process.

PD-1

PO-5

Page 232 of the Draft EIR states that, "*Current planning efforts for the provision of parks and open space, including Open Space 2100, will consider the City's need for parks and open space over the next 100 years and projected population*

RE-4

[10] http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4005
[11] http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2545
[12] http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2545
[13] http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2585

Email

I-Heath2

growth would be factored into the planning framework." Simply referencing vague citywide planning frameworks that "consider" the need for open space over a 100-year timeframe does not come close to ensuring that cumulative demand for recreational facilities and open space will be met. In no way should "planning efforts" constitute a mitigation. Currently there are no specific plans or identified funding for the Showplace Square/Potrero Hill area beyond Daggett Park, which will only meet a fraction of the need, and primarily serve the residents of EQR Potrero.

RE-4 cont.

PROJECT ALTERNATIVES

While the Reduced Density Alternative is the preferable one of the alternatives included in the DEIR, an additional "Reduced Impact Alternative" should have been included:

- Lower density to reduce cumulative impacts from additional residents, broken into smaller masses, and of a more typical Potrero Hill design, to respect existing neighborhood scale and character.
- "Active" ground floor throughout the complex, with neighborhood-serving businesses and PDR, to maintain the diverse land uses that have been typical in the area historically and that the ENP sought to preserve.
- Additional publically accessible open space, including bona fide gathering area(s) to reduce impact on Jackson Park
- An onsite Community Center, open to the public, to reduce pressure on the Jackson Park clubhouse
- A second midblock passageway from Arkansas to increase open space, break the horizontal massing, and reduce noise and air quality impacts to Live Oak School during and after construction, and to reduce shadowing to property line windows and to the school's courtyard play area
- Setback on Mariposa to further reduce shadowing of the school's courtyard play area as well as the southern side of Jackson Park.

AL-2

Email

I-Heath2

Appendix

From page 87 of the Draft EIR:

The *Eastern Neighborhoods FEIR* found that implementation of the *Eastern Neighborhoods Plan* could result in a substantial amount of growth within the *Eastern Neighborhoods Plan* area, resulting in an increase of approximately 7,400 to 10,000 households by the year 2025. To date, approximately 2,600 new residential units have been developed within the Plan area, and 4,100 additional residential units are currently being planned for within the Plan area. Growth that has occurred within the Plan area since adoption of the *Eastern Neighborhoods FEIR* has been planned for and anticipated and the effects of that growth were considered in the *Eastern Neighborhoods FEIR*. The proposed project is consistent with and within the growth projections anticipated in the Eastern Neighborhoods Plan and FEIR. Therefore, the cumulative assumptions provided within the *Eastern Neighborhoods FEIR* are applicable to development of the project site.

Projected ENP FEIR Household Change 2000-2025[14]

Total Eastern Neighborhoods	Option B:	7385
	Option C:	9858
Showplace Square / Potrero Hill	Option B:	**2635**
	Option C:	**3891**

Units in the Pipeline as of 3rd Quarter, 2014[15]

Showplace Square / Potrero Hill	**4701**

Pipeline numbers do not include projects already constructed.

[14] Eastern Neighborhoods FEIR, page 232

[15] SF Planning Pipeline Report, 3rd Quarter 2014, page 9

Email

I-Hefti

From: Brenda Hefti <brenda.hefti@gmail.com>
Date: January 12, 2015 at 2:23:26 PM PST
To: sarah.b.jones@sfgov.org
Cc: James Diehl <jamesjdiehl@gmail.com>
Subject: Written Comments on Draft EIR for 1601 Mariposa

Hi, Ms. Jones -

I am a homeowner who lives across the street from the proposed project at 1601 Mariposa (I specifically own the building at 209-211 Arkansas St). I have read the draft EIR, and agree with many of the findings. **GC-1**

I do not agree that traffic patterns will only be significantly affected at certain intersections, not including the one at Arkansas and Mariposa streets. With: (1) one of two proposed garage entrances on Arkansas just above Mariposa, (2) pick-up and drop-off at Live Oak school during commuter hours, and (3) Mariposa already a busy street for its I-280 access, adding many additional cars to that traffic stream will have a significant impact at that intersection. **TR-4**

In addition, I have serious concerns about the developer's proposed density for this site - 300+ units is FAR out of scale for this area, where much smaller, less dense buildings predominate. It is also out of scale with developments nearby that are new and under construction. This many units will have a significant impact on the neighborhood, street traffic, pedestrian safety, and Jackson Park. Please do not approve this option - this block is not equipped to handle that number of units in any respect, as further evidenced by the finding that this project would have at least some significant environmental impacts that could not be mitigated by any means. **LU-1** **GC-1**

However, I believe that we live in a city, and we can't stop development (nor should we try to do so). Therefore, I would like to voice my strong support for the "reduced density option" for this development - specifically, the development plan calling for 114 units. This scale is MUCH more in line with current projects and recently-completed in the area, and will meld with the existing neighborhood - and already strained public streets and parks - much better. **AL-1**

Please do consider my support for the 114 unit option, as a San Francisco homeowner and taxpayer who will be significantly impacted by this project.

Thanks again,

Brenda Hefti
415-238-2891
209 Arkansas St
brenda.hefti@gmail.com

Letter
I-Howarth

RECEIVED
FEB 1 0 2015
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Andy Howarth
892 Ashbury Street
San Francisco, CA 94117

February 2, 2015

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street
Suite 400
San Francisco, CA 94103

Dear Sarah,

I thank you for the opportunity to review discuss and question the Draft EIR for the 1601 Mariposa Project. I am a proud parent of two "Sensitive Receptors" at Live Oak School, or as we like to call them, children. **GC-3**

I am concerned about the carcinogenic materials, which your report indicates in some cases are seven hundred times above acceptable limits, and are buried in the ground, and will without question become airborne particulate during construction. **HZ-1**

I applaud your current plan, in that it is an improvement from its predecessor. You have outlined several careful and good preventative measures to reduce exposure to particulate. However while dust control measures and air quality testing are called for during construction, I believe your plan could and should be more specific about the actual testing. The EIR carefully lists all toxins found on premises, but does not specify which of all of those toxins are to be detected during construction, and which are not. Please connect the dots here, and provide much needed specificity and clarity on this subject. **AQ-1** **HZ-1**

Letter
I-Howarth
Cont.

Also in your plan there is a long appendix of exemptions. I was unable to understand many of the exemptions, and I was unable to determine if any exemptions applied to the dust control measures. I ask that the exemptions be more simply and comprehensively listed, in some way that lets the public know whether or not all the preventative measures to be taken against airborne carcinogenic particulate, will in fact be enforced, or will be exempt. I truly want to be assured there are no exemptions for such preventative measures.

HZ-1

And finally, I am concerned about the term "sensitive receptors." I find it confusing and misleading. I ask that you please edit all documentation to delete the term "sensitive receptor" and replace it with the more obvious word choice: "Children". If you are unable to make this edit, please explain why. Is this term "sensitive receptors" adding to the protection of children in some legal or administrative way? Or is this term being used because the real term "children" would trigger additional costly regulations that further protect children? I truly want to be assured that this is not the case.

GC-6

I thank you for your time and attention.

Best regards,



Andrew Howarth

Email

I-Hutson1

From: Richard Hutson [mailto:rchutson@comcast.net]
Sent: Thursday, January 22, 2015 7:41 PM
To: Jones, Sarah (CPC)
Subject: Fwd: 1601 Mariposa Street - Reduced Density Alternative

Begin forwarded message:

From: Richard Hutson <rchutson@comcast.net>
Subject: 1601 Mariposa Street - Reduced Density Alternative
Date: January 22, 2015 6:07:44 PM PST
To: sara.b.jones@sfgov.org
Cc: planning@rodneyfong.com, cwu.planning@gmail.com, wordweaver21@aol.com, richhillssf@yahoo.com, christine.d.johnson@sfgov.org, mooreurban@aol.com, dennis.richards@sfgov.org
Bcc: Alison Heath <alisonheath@sbcglobal.net>

Ms. Jones,

I did not attend the hearing on this matter today but I would still like to go on record as supporting the "Reduced Density Alternative"

AL-1

I have attached two letters, one was already sent to you June 6,2014 the other is contemporaneous with this e-mail.

Letter
I-Hutson2

Ms Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Ms. Jones,

I am happy to see that my letter to you dated June 6, 2014 was apparently received and that some of the suggestions were incorporated into the "Reduced Density Alternative" in the final EIR.

This alternative makes much more sense for our neighborhood and will provide some additional housing but with much less of an adverse impact. This alternative, having almost twice as much open space within the project, should also be much more attractive to prospective occupants.

I urge the Planning Commission to approve the "Reduced Density Alternative" !

AL-1

Respectfully,
Richard Hutson
347 Mississippi Street
San Francisco, Ca. 94107

Letter
I-Hutson3

Ms Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

I live on Potrero Hill and I am a proponent of sensible new development in our neighborhood. I also understand the need to add residential units in the city. However, the project proposed for 1601 Mariposa Street seems to be excessive and out of scale with the existing neighborhood. Although there are myriad issues to be addressed including many related to the construction process, I will limit my comments to a few that have a permanent impact on our neighborhood.

GC-2
GC-1

Ever since the city adopted a transit first policy in 1973 planning has pretty much ignored the continued need for automobiles. It's great that the city has built hundreds of miles of bicycle lanes, although many defy rational thinking, and it's great that people are using bicycles for transportation. I used public transit, walking or a bicycle for transportation to work downtown for more than 4 decades. I also support limiting parking for automobiles coming into downtown for work etc. But people who live in the city's neighborhoods still need automobiles to run errands and get out of town once in a while. A more balanced approach is needed to create an environment that works for everyone.

TR-17

This project may follow the current guidelines for off street parking but with 320 residential units and only 265 - 275 parking spaces provided that leaves 45 to 55 units with no place to park. And that's assuming that the occupants of each unit will have only one car. This short fall is further exacerbated by allocating 20 spaces for commercial use. The project is also providing 320 spaces for bicycles in the garage area when people could keep their bikes inside their units. Additionally, the project will eliminate 45 existing off street

parking spaces that are located in the Mackenzie or Coach parking lot. We are talking about a parking deficit of over 120 spaces. What do you think is going to happen to all of the additional cars that this project will bring into our neighborhood ?

TR-17 cont.

Traffic and parking on nearby streets is already at full capacity. The additional density will make congestion a dangerous threat to the safety of the neighborhood. Adding hundreds (and cumulatively thousands) of new residents with inadequate parking will create an environment of chaos. How many people will be injured or killed by distracted drivers looking for a space to put their cars when spaces literally do not exist ?

TR-4

The current MUNI service for this area is marginal at best. The No. 10 that runs along De Haro Street at roughly 20 - 30 minute intervals during the day and less frequent at night does not promote the use of public transit. The No. 19 has a similarly infrequent schedule. The No 22 runs along 18th and 17th Streets more frequently but doesn't go downtown where most people work so you have to transfer to BART or the No. 14 line at 16th Street. To make things worse MUNI plans to relocate the 22 line 2 blocks to the north and replace it with a short local line that just circles the neighborhood. This is a significant shortcoming that should be addressed before this transit-parking-starved project is approved.

TR-11

The existing recreation and open space in the neighborhood will be adversely impacted by the hundreds of new residents in this project. Jackson Park is already heavily used and suffering from lack of maintenance. The Eastern Neighborhoods Plan acknowledged the lack of open space compared to the rest of the city is a problem here. This project will only make the problem worse. The tiny open spaces within the project will not do much to alleviate this problem.

RE-2

I urge the project sponsors and the Planning Department to rebalance this project to address these concerns. This is a great opportunity to

GC-2

Letter
I-Hutson3
Cont.

create an asset for the neighborhood instead of another liability. We don't need or want more density and congestion without adequate infrastructure improvements included in the deal.

GC-3
ES-3

Respectfully,
Richard Hutson
347 Mississippi Street
San Francisco, Ca 94107

Letter

I-Ikle1

To: Sarah B. Jones, Environmental Review Officer, SF Planning Department
Sarah.B.Jones@sfgov.org

cc.: Chelsea Fordham, Environmental Planner, SF Planning Department
Chelsea.Fordham@sfgov.org

From: Judith I., SF Resident and Parent

Submitted February 17, 2014

Re: Case No 2012.1398E

Comments on Draft EIR for Proposed Project named 1601 Mariposa

Thank you for the opportunity to comment on the Draft EIR on the 1601 Mariposa Mixed Use Project. I commented on the NOP and many of my concerns still stand with the proposed project, alternatives considered thus far and project description. **GC-1**

I am particularly concerned with:

- The lack of an alternative that includes a second midblock passage from Arkansas Street. Revise the project to include a second mid-block passageway from Arkansas Street. This would reduce noise and air quality impacts during construction and afterwards by providing an adequate setback between the school and the project. And this would at least partially remedy inconsistencies between the project and City policies regarding preservation of neighborhood character and design pattern. The backyard set back exemption requested should merit careful consideration given the other occupants immediately adjacent within the same block to the proposed project. **AL-2**
- Lack of specificity in the hazardous materials partial remediation activity. Conduct the Hazardous Materials Remediation when school is not in session. In order to protect their health and safety, it is critical that the hazardous material remediation work take place when school is not in session so that children and staff will not be subject to exposure. **HZ-2**
- The lack of an off street loading dock in order to mitigation dangers to pedestrians, bicyclists and drivers posed by trucks unloading via on-street loading areas as proposed. Off street loading needs to be studied, no exemption from the off street loading spaces should be granted. **TR-14**
- Deficient pedestrian and parking counts (taken when the Independent, Charter and SFUSD schools were not in session). These counts must be retaken in order to accurately depict existing conditions and identify project impacts and mitigation measures to reduce those impacts. **TR-1**
- Add a Reduced Impact Alternative. The DEIR includes just two alternatives, besides the no project alternative. In order to provide a reasonable range of **AL-2**

Letter

I-Ikle1

alternatives, as required under CEQA, an additional alternative – a Reduced Impact Alternative -- should be added and evaluated in the EIR. This alternative would include a community gym, a second midblock passage from Arkansas Street, off-street loading area and design that looks more like a typical Potrero Hill block with many different buildings instead of one massive complex. This alternative should be considered to reduce noise, air quality, and recreation impacts as well as conflicts with plans and policies.

AL-2 cont.

Some other concerns are:

- Potential conflicts with the truck traffic and odors of nearby important PDR businesses in the food and beverage sector such as Anchor Steam and the Spice Company as both are nearby to the proposed project. The DEIR suggests disclosure via lease has been provided by Related however there is no mitigation measure noted.

LU-2

- Potential conflicts with residents and the school noise of three nearby schools. Conflicts with the educational mission of the three schools and the construction related noise. The persistent lack of acknowledgement of the independent school expansion in the project description of the setting and lack of acknowledgement of the charter school (KIPP), which has its entry directly across from the project on 18th Street. The DEIR suggests disclosure via lease has been provided by Related however there is no mitigation measure noted.

NO-1
NO-2
GC-5

- Decreased parking for educators associated with those schools. (I would suggest free access to project parking if built for neighborhood educators during the day as available.) The DEIR notes that non-resident, non-tenant related parking is not allowed under UMU (DEIR page 294)however I would suggest that it is time for the Planning Department to study how to change the regulation or propose a limited exception for educators perhaps limited to SFUSD property users and perhaps independent K-12 schools which are adjacent to newly entitled projects (such as 1601 Mariposa or 1979 Mission)

TR-17

- Any Lot merger must preserve the rights of the people of the CCSF in the existing 10-foot easement (former Wisconsin St) for drainage and sewer access consistent with Board of Supervisors Resolutions 2184 and 2285. The land contained in the easement should not count towards the open space that is required to be provided by the developer as part of the permitting process because the CCSF already holds the former Wisconsin St 10 foot wide easement for drainage which runs across the lot. Do not double count an open space that the City already has due to the drainage and sewer easement over the former Wisconsin Street. Subtract from the calculated open space this 10 foot wide strip across the lot.

PD-1

Comments on Summary of Impacts Table S-1:

Letter

I-Ikle1

- TR-1 Traffic needs to be studied in interaction with pedestrians when schools are in session including morning and afternoon. **TR-1**
    - Sidewalks are busy with pedestrians. Additional attractive bike racks should be accommodated in the open space of the project. Not on public sidewalks which are needed for pedestrians. The project description needs to further describe bike racks accessible to the public.
    - All tenants (under 18 aren't eligible) and staff should be provided with a Bay Area Bike Share membership (current corporate rates approximately $75 annually http://www.bayareabikeshare.com/pricing/corporate) and the project should host a City Bike Share Rack or work with SFMTA/DPW as appropriate. This action would be a concrete investment in encouraging bike usage by tenants and staff for short trips. This takes into account information about suitable programs that were not available to provide mitigation in the EN PEIR. **TR-13**
    - Peer-to-Peer car rental should be prohibited in the garage or the impact on traffic, pedestrian and bicycle safety studied. Peer-to-Peer car rental such as "www.getaround.com" did not exist when the underlying documents were written. Such services allow sharing of your personal car and if used by tenants in the proposed project might significantly increased exit and enter to the garage by drivers unfamiliar with the car they are driving and the nearby conditions and safety hazards. If peer-to-peer car rental is allowed then the impacts on estimated garage queues, exits and entries must be studied. **PD-2**
    - Car Share services should be supported per 1-TR-1a.
- TR-4 The environmental impact on pedestrian circulation is invalid due to the flawed underlying study of pedestrians. Pedestrian crossing counts were taken when schools were not in regular session and need to be retaken. Page 114 of the DEIR bases existing conditions for Pedestrian Peak Hour street crossings on counts taken on June 25, 2013 when schools were not in regular session. In addition the DEIR uses only PM pedestrian counts. AM pedestrian counts must be performed when the three schools are all in session in order to evaluate potential impacts and mitigation measures for pedestrians especially school children. The 18th street entrance to the charter school on SFUSD property must also be acknowledged and accounted for. Potentially hazardous conditions will likely be created for school children at the 3 nearby schools and users of the nearby Jackson Playground. This is a significant impact without mitigation. **TR-1** **TR-12**

  The underlying programmatic EIR for the Eastern Neighborhoods did not adequately examine the California Vehicle Code relevant to school areas at the time of the PEIR. **TR-12**
  http://www.dot.ca.gov/hq/traffops/engineering/control-devices/pdf/TMChapter10.pdf

Letter

I-Ikle1

More recently Mayor Lee has initiated and the Planning Department is implementing the Walk First Campaign which includes 16th St two blocks from the proposed project as one of the most dangerous streets for pedestrian safety (among the 6% of the city streets which account for 55% of total injuries and 59% of severe and fatal injuries that occurred in 2005-2011.) In addition 17th and Vermont St, 4 blocks from the proposed project, is one of the most dangerous intersections per the Planning Dept www.walkfirst.sfplanning.org. http://walkfirst.sfplanning.org/index.php/home/streets

TR-12 cont.

Since January 1, 2008 there has been a state law (AB 321) allowing speed limit signs of 15 MPH within 500 feet and for extended school zones to 1000 feet around schools. The entire proposed project area is subject to this restriction and tenants and visitors must be informed of the traffic laws and school related pedestrians. Because this happened after the programmatic EIR for the EN was adopted this needs to be studied and incorporated in the focused EIR for this project.

Below (in APPENDIX C) is a list of summaries of existing California statutes related to traffic and pedestrian safety in school zones. The EIR did not adequately address compliance with these statutes that are particular to this project site (or other sites in close proximity to schools.) and were not adequately studied in the EN PEIR. The DEIR implies that the City is not in conformance with statutory recommendations to improve safe conditions around schools in effect since 2008 (DEIR page 292):

"One comment suggested that laws enacted since 2008, specifically recommendation of the Safe Routes to Schools program, should be considered in the Draft EIR with respect to pedestrian and bicycle safety. Regarding the Safe Routes to Schools program, this legislation includes recommendations for communities to improve safety conditions around schools; however, these are not requirements and, to date, the City does not have a policy to implement such a requirement."

Please document in the revised EIR what other pedestrian safety measures the CCSF has not yet implemented and whether implementation is a requirement or discretionary. Also any plans to implement these safety measures that are reasonably foreseeable with the projects proposed adjacent to schools. Statutes listed in Appendix C include: SB 99; AB1915; AB516; AB1358; AB321; AB57 and AB 1475.

- TR-6 <u>The request for an exemption to the off-street loading area requirement should be denied.</u> The proposed on street loading will interfere with traffic related to the independent school on Mariposa. The restriction in use proposed as mitigation is not feasible. Is an interstate moving truck really going to honor such limited restrictions as proposed in the mitigation measures? A large delivery van? Large trucks currently double park in the school zone creating hazardous conditions for pedestrians, bicyclists and cars. In addition, delivery services and thus use of loading zones and off-

TR-14

Letter

I-Ikle1

street loading areas have increased dramatically with new services such as Amazon Fresh and Google Express which were not studied in the underlying EN PEIR or the Draft EIR for the project (although there was brief mention of these services). A building with more than 100 units should absolutely have a loading area. No exemption from that requirement should be granted. If it is being considered additional surveys of increased delivery services must be studied in a supplement to the DEIR. The loading demand for the building would be a significant impact on local conditions including bicycle safety and pedestrian safety if accommodated by on street loading areas only. The proposed project needs to be reconfigured to allow for proper off street loading areas. Please be aware that children 12 and under are entitled to use sidewalks with scooters, bikes and skateboards (SF Transportation Code Sec. 7.2.12) so hazards can be created with on street loading near school pedestrians and playgrounds.

TR-14 cont.

- C-TR-1 and C-TR-4 need to be re-examined in light of new pedestrian, parking and traffic studies. San Francisco's new vision zero Walk First policies that identify nearby streets as unacceptably hazardous to pedestrians – 16th Street and Vermont and 17th. In addition the Potrero Hill area already has more units in the pipeline than were studied in the PEIR, thus cumulative impacts in the local area have not been adequately studied. In addition, many new statutes related to school safety zones have been enacted. You can't just pick and chose the statutes you conform with (i.e. the DEIR on page S-2 notes the passage of SB 743). Please take a relook at all relevant statutes and local implementation related to pedestrians, bicyclists and school safety. A critical element to consider is:

TR-1

TR-12

- Walk First: Improving Safety & Walking Conditions in San Francisco. WalkFirst identified a network of Streetscape Streets, these are streets where people are walking or would likely walk if the conditions were better. These streets are in close proximity to pedestrian generators **(schools, parks, emphasis added,** tourists activities and shopping districts), and are also located in areas where there might be more dependence on walking as a means of transportation, due to demographics, street slope and/or limited access to transit or private automobiles
    - (Source: http://www.sf-planning.org/ftp/files/Citywide/green_connections/GC_Final_Report-CH2_Project_Summary.pdf)

- C-TR-5 has a significant cumulative impact on the Carolina Street Greenway, which was part of the Eastern Neighborhoods Planning Process, and in the SF Planning Green Connections document indicates the streets adjacent (including 17th Street and Arkansas) to the project as special in that they provide for active transportation to parks. In addition, the local bikeways will tie into the Blue Greenway now implemented by the Port of San Francisco.
    - New relevant policies that must be examined include:

TR-13

- San Francisco Bicycle Plan. The bicycle plan establishes a citywide network of bicycle infrastructure, including a number of near-term improvements to specific routes. Adopted in 2009.
- SFMTA 2013-2018 Bicycle Strategy. The SFMTA 2013-2018 Bicycle Strategy sets new directions and policy targets to make bicycling a part of everyday life in San Francisco. The key

Letter

I-Ikle1

actions identified are designed to meet the mode share goal of 50 percent of all trips made using sustainable modes (walking, bicycle, public transit, and vehicle sharing). Draft adopted in 2013.

TR-13 cont.

- C-TR-6 also C-HZ-1 transport of hazardous soils from the proposed construction site needs to be examined in the context of cumulative impacts on the neighborhood. Many other projects also need to remove such hazardous materials as thus dust management and the use of such heavy machinery and trucks on the local street must be considered. The existing infrastructure is fragile. For example there was a water main break on 18th and Carolina St immediately adjacent to the proposed project. It was reported on the Saturday of ML King Holiday weekend however the SF PUC did not immediately send a crew causing additional damage to the roadway and flooding. Impact is significant. In this case the excess water from the water main break could aid in migration of the hazardous plume towards the park.

HZ-5

HZ-1

- WS-1 The Project creates a significant shadow on Jackson Park and the Community Garden. The impact is significant. The Project creates a significant shadow on the play area of the adjacent independent school. The impact is significant. Mitigation is required.

WS-1

WS-2

- C-WS-1 – Projects (proposed, approved and recently constructed) surrounding Jackson Park on Carolina Street and 17th Street will create new significant shadows that will adversely impact Jackson Park. Mitigation is required. The proposed project also impairs the visual vistas from Jackson Park and SFUSD property. Please provide shadow studies for building on Carolina and 17th that are built or proposed. I do not think the buildings in the pipeline on 17th Street were studied in the EN PEIR at the heights now being proposed. The stale underlying EN PEIR cannot be relied upon for the cumulative impacts the Park is proposed to suffer.

PD-4

WS-3

- HZ-2d The proposed project has both artificial from building materials and naturally occurring serpentine soils and infill that would be disturbed. The surrounding environment is a poor air quality area with numerous sensitive receptors including children, infants in the playground and the vulnerable elderly that use the nearby food pantry offered by St Gregory. The impact of this exposure is significant and should be addressed in mitigation measures.

HZ-1

- HZ-7 The DEIR does not fully examine the impact of the project and the increased traffic and separately construction related traffic given that the CCSF Emergency Response Plan requires access to critical services that use nearby streets. 1) The SFPD "Bomb Squad" is within 1000 feet of the project at 17th and DeHaro. This was not studied in the underlying EN PEIR. 2) The helipad at the new Mission Bay UCSF Hospital will be used for delivery of organs for transplant, which must then travel through the nearby city streets.

TR-15

Letter
I-Ikle1

- HZ-8 The DEIR mentions that Natural Gas Transmission Line 109 is on 20th Street however the Line then goes down Missouri St which is 2 blocks away from the project. The DEIR states that this is more that 750 feet from the project. However the utility company has a disclosure campaign that notifies current residents within 2,000 feet of a natural gas transmission pipeline. In addition, heavy equipment associated with the project transported over the pipeline might disturb it. (See also Appendix B of this comment letter)

HZ-4

- Noise: Modified Measure F-2 from EN PEIR
    - (p. S-23). Re #4 A.) Please provide the procedure for a stop work order. B.) Given the documented sensitive receptors what is the threshold that the monitoring would need to reach in order to require additional mitigation or a stop work order until such time acceptable limits can be reached?
    - (p. S-24). Re. #6 A) Please better define feasible. I would think given the surrounding the Best Available Technology would be the standard and the construction specifications and plans would need to adhere to Best Available Technology standards for noise mitigation for all equipment.
- Noise: (p. S-25) A Planning Department site survey at this time will be impacted by all the construction activities already occurring in the neighborhood if it is done during permitted time for construction activities. The noise assessment conducted by Charles M Salter would need to take into account ALREADY OCCURRING construction in the neighborhood. In addition the proposed project is next to a major PDR facility in terms of economic importance for the CCSF – Anchor Steam as well as 3 schools and a playground and park.

NO-1

- Noise (p. S-26): Impacts associated with Open Space. Since the on-going major PDR activities are on Carolina St at Anchor Steam Brewery it would seem prudent to have a gym for use by the community in this part of the project. As a gym is a noisy place this would create the least conflict between the proposed project users and existing important PDR not displaced by the project. In addition the set back from the independent school on Mariposa should be increased along the mid-block passage in order to protect users of the open space from noise from the school recreational yard.

AL-2

The DEIR for the proposed Project relies on outdated data, invalid assumptions and growth projections that have already been surpassed in the Showplace Square/Potrero Area of the Eastern Neighborhoods.

The reliance on a stale Eastern Neighborhoods FEIR is problematic. Page 87 of the DEIR states that the project is consistent with and within the growth projections anticipated in the Eastern Neighborhoods FEIR and that therefore the cumulative

ES-2

Letter

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assumptions made in that FEIR are applicable to development of the project site. However, the Eastern Neighborhoods as a whole and the Showplace Square/Potrero area specifically, have changed substantially and have developed at a much more rapid pace than was anticipated in the EN Plan.

ES-2 cont.

The CCSF Planning Department is relying on a document for the environmental review of the 1601 Mariposa Street project that is eight years old. The 2008 Final EIR for the Eastern Neighborhoods Rezoning and Area Plans was based on the Draft EIR published in June 2007 (and, the DEIR was based on research and studies that were prepared even earlier, some in 2006).

Page 87 of the DEIR states that by 2025, there would be an increase of 7,400 to 10,000 households in the entire EN Plan area. Table 35 of the EN FEIR shows a projection of 7,877 for the entire EN under option B between 2000 and 2025.

Page 87 of the DEIR does not, but should discuss the projections for the Showplace Square /Potrero area. Table 35 in the EN FEIR projected an increase of 2,635 units between 2000 and 2025 for the neighborhood under option B.

Table 2 in the San Francisco Third Quarter 2014 Pipeline Report indicates that there were 4,070 net new residential units proposed or under construction in the Showplace Square/Potrero area. In other words, in just 14 years, 1,435 more units have been built or are proposed than the EN EIR projected would be built over 25 years -- between 2000 and 2025. Table 2 also notes that of the 34 neighborhoods in the City, the Showplace Square/Potrero area is ranked fourth, just behind Candlestick, Treasure Island, and Park Merced for the greatest number of residential units in the pipeline.

Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned for the EN, the assumption on page 87 of the DEIR that growth has been planned for and anticipated is no longer true. In addition, as has been witness at the Mission Playground recently there have been conflicts over the extremely limited Park space and Playfields in the Eastern Neighborhoods. Jackson Park must be preserved and protected and possibly expanded. New laws regarding pedestrian safety, school zones and safety, gas transmission pipeline dangers, newly located SF Police Department "bomb squad" facilities and active transportation were not accounted for in the EN FEIR.

ES-3 GC-1

Additional Comments:
Page 41: "The proposed Project would be set back 20 feet from the school. " What would be the change if the backyard exemption were not granted? This set back is insufficient and must be expanded given the need for light in classrooms and incompatible uses with residents near schools.

PO-5 LU-2

Letter

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Page 42: Off street loading areas are appropriate for a project of this density. The requested exemption should not be granted for the requirement to have an off-street loading area given the entire project is in a school zone. Existing remaining businesses on Carolina and 18th still need to have on street loading areas, which will be more sorely needed given the dearth of parking with the project.

PO-5
TR-14

Current conditions are illustrated below and create obvious bicycle, car and pedestrian safety issues. Trucks double-parked in school zones.



Below: Multiple Service Commercial Vehicles Double Parked in 18th St before the Corner of Arkansas directly adjacent to the proposed project and its egress on 18th Street. This lack of adequate off street loading creates hazardous conditions for bicyclists, skateboarders, cars, other trucks and emergency vehicles from the SFPD Emergency Services or those making their way to the UCSF Mission Bay Hospital.

TR-14

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Additional view of double-parked USPS Vehicle on 18th near Carolina, which is conducting mail delivery to the immediately adjacent postal customers and thus is legally double parked in a school zone (US postal service special designation). However this still creates a traffic hazard for those passing the Mail Truck.

TR-14

Letter

I-Ikle1

TR-14

Off-Street Loading Facilities are essential for the safety of the surrounding streets. The exemption sought by the project proponents should not be granted.



Letter

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P. 44 Viewpoint 3. The proposed project would impair the vista from the SFUSD Property currently ISA and KIPP. The Vista from Jackson Park would also be impaired. **PD-4**

P.50 Figure II-21 Shows how the proposed project would block the Independent School's light including light in the existing gym, outside play yard, art room, other classroom and common rooms. **OC-1**

P. 52 Demolition and Site Remediation
Although dewatering or treatment of encountered groundwater is supposed to occur during remediation according to the DEIR, dust management is a big concern of those that breath in Potrero Hill. Dust management is often achieved by watering and/or covering dirt or materials excavated. Adding additional water to the materials while on site may generate additional hazardous groundwater that requires remediation or/and cause migration of the existing plume more toward the Parks and Recreation Department Property. Finally hazardous dust would also impact the operation of the community garden directly across the street from the project. **HZ-1**

P. 53 How can the final loading and disposal of soils off-site be expedited once the soils are initially excavated? In the document this is estimated to take 3-4 weeks to allow for laboratory results and landfill acceptance. Is there a way to characterize the hazardous materials in advance to some extent in order to gain provisional landfill acceptance more rapidly? Or is there another means to expedite this process? Will there be 24 hour manned security on-site during this period in order to ensure the soils remain covered and undisturbed? What emergency contingencies will be in place in case of storm, winds, or other unforeseen disturbances to the project site, hazardous soils and contaminated ground water? **HZ-2**

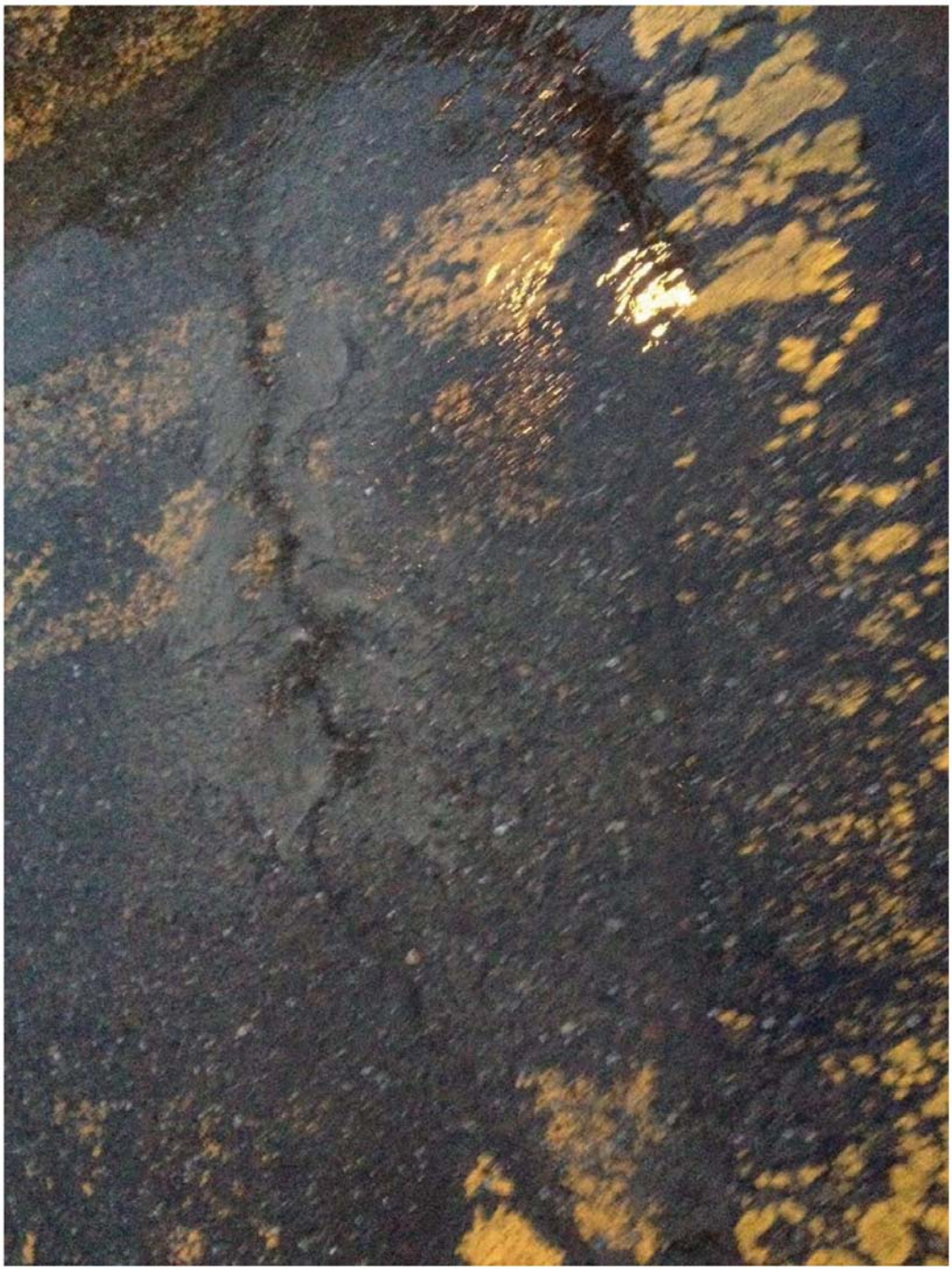
P. 53 Construction: Mention is made of rammed aggregate piers for the West Building and Part of the East Building. How will the water line on Carolina which recently ruptured and the nearby gas lines be safeguarded? What gas lines go to the Anchor Steam facility? **HZ-4**

The SF Water Department recently (2015) needed to repair the water main on Carolina at 18th as it was leaking.

Letter

I-Ikle1

Crack in pavement across Carolina St cross walk at 18th – with water bubbling from broken main January 2015.



Letter

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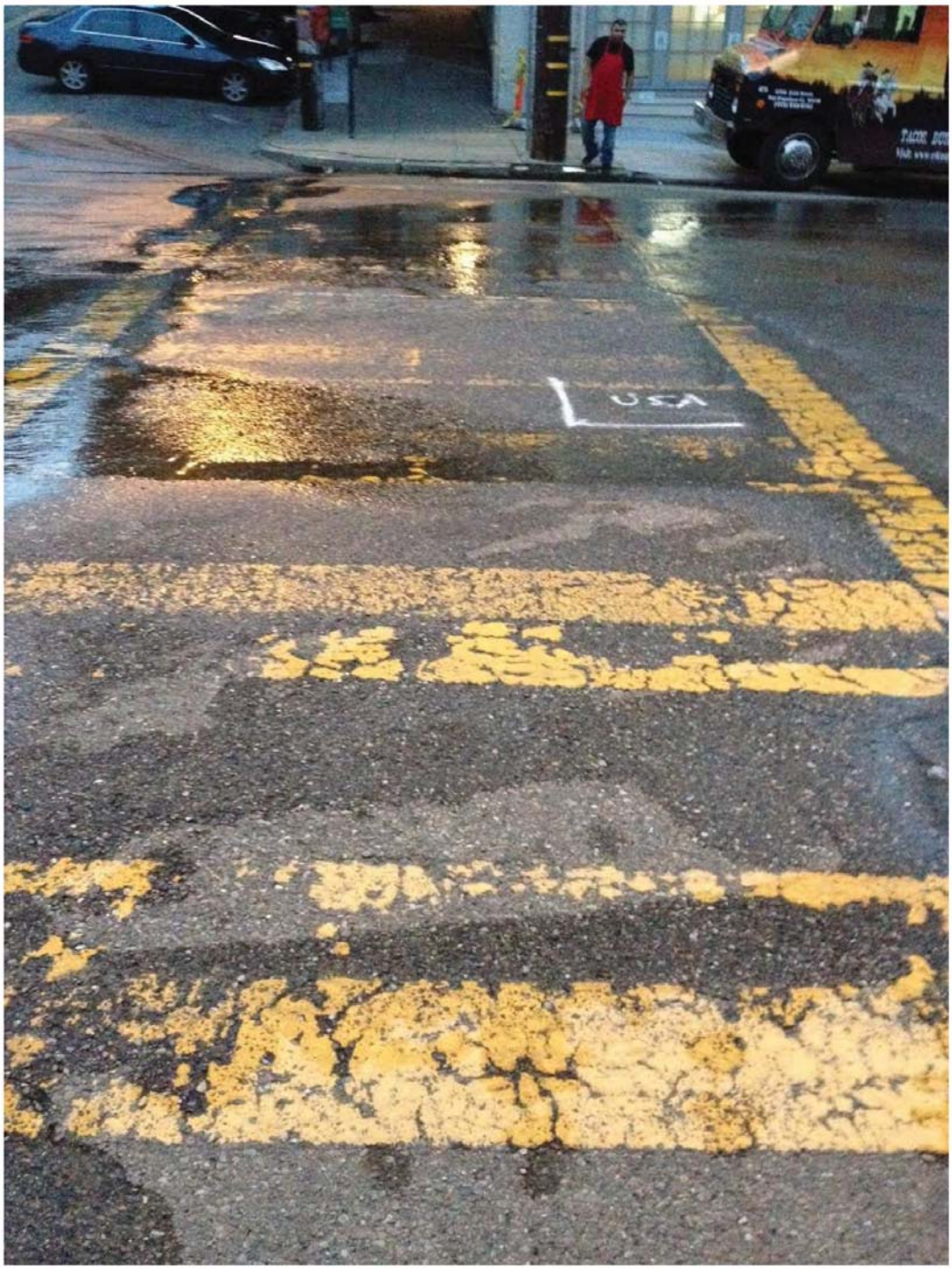
18th Street water main break flooding Carolina St between 18th and Mariposa January 18, 2015. Notice poorly maintain school cross walk to SFUSD property.



Letter

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Looking across Carolina at 18th earlier in the water main break January 2015. Any soil disturbance or ground shaking activities may disturb aged infrastructure such as this water main.



Letter

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A hastily installed sign by the SFPD on a Holiday Weekend in order to allow repair to the water main on Carolina St immediately adjacent to the proposed project.



Letter

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Page 53 DEIR: Reference to the existing easement on the property of the proposed project needs to be clarified that it is a PUBLIC easement retained by the CCSF and the 10 foot wide swath should not count towards the open space that the developer is required to provide as it is already open space in that is serves as a sewer and drainage easement.	PD-1
Page 54 DEIR: No exception should be granted for the off-street loading requirement. See documentation above.	TR-14
Page 53 DEIR: The required open space for a rear yard and an expanded mid-block passage should be provided. The expanded mid block passage would also create more distance between the independent school and the construction phase of the project. The rear yard between the independent school and the proposed project should be expanded to provide a mid-block passage more consistent with the neighborhood and the underlying EN EIR.	AL-2
Page 55 DEIR: Any Lot merger must preserve the rights of the people of the CCSF in the existing 10-foot easement (former Wisconsin St) for drainage and sewer access. Consistent with Board of Supervisors Resolutions 2184 and 2285. The land contained in the easement should not count towards the open space that is required to be provided by the developer as part of the permitting process because the CCSF already holds the former Wisconsin St 10 foot wide easement for drainage.	PD-1
Page 78 DEIR: Consistency with Better Street Plan. The project needs to demonstrate how it is consistent with better streets plan. Sidewalks need to be widened to a minimum of 15 feet around entire project. Per Sec 138.1 c B Table 2 Mixed Use requires a minimum of 15 feet. (The DEIR wrongly characterize the streets as Neighbor Residential – would be happy if it is indeed rezoned to that) In addition more details are needed for street trees consistent with Section 138.1 See Appendix A to this comment letter document.	PO-6
Per Page 119 DEIR. Parking conditions are not validly characterized because the study was again done when the 3 local schools were not in session.	TR-1
Page 123 DEIR. The project does not adequately satisfy loading demand nor was the increased loading patterns created by Google Express or Amazon Fresh (on demand delivery) studied in any of the EIRs in order to estimate actual peak loading demand. Off street loading facilities are needed.	TR-14
Page 123 DEIR. Construction related impacts that create additional air quality concerns, noise and toxic exposures on an already stressed and vulnerable population of school children are significant.	AQ-1 NO-1 HZ-1
Page 134-135 DEIR. Peer-to-Peer car sharing like "Getaround" would increase the estimated vehicle trips. Such Peer-to-Peer car sharing should either be prohibited on the property of the developer or new estimates should be made to incorporate	TR-4

Letter

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the increased vehicle trips per parking space. The vehicle trips increase would cause increase pedestrian/car interactions at the entrance/exit of the garages.

TR-4 cont.

Page 139 DEIR the estimated 9 daily truck trips for residential use is GROSSLY UNDERESTIMATING the reliance of residents (Of more than proposed 300 units!!!!) on delivery trucks to provide food, office supplies, and personal items. Additional off street loading is required.

TR-14

Page 147 DEIR Facilitate access to additional car share spaces beyond what is on site now to serve all the additional residents. Document doesn't have an accurate count of existing car share spaces on parcel.

PD-2

Page 148 DEIR Facilitate Bike Share rack placement near project and provide all tenants (18 or older per eligibility rules) and onsite staff with an annual membership (about $75 each) to facilitate bicycle usage for short trips. Mitigation for traffic impacts and encouraging transit first policy. For example, such bikes could go to Caltrain stop or Embarcadero Muni Stop.

TR-13

Page 150 DEIR KIPP Charter School has its entrance on 18th Street near Carolina. This school is not noted in the DEIR. School Pedestrian safety during construction and project operation must be addressed.

Here are two pictures of the entrance to KIPP on 18th Street across from the proposed project. The pedestrian, bicycle and traffic safety impacts on this charter school appear to have been completely overlooked by the DEIR and project proponents:

TR-12

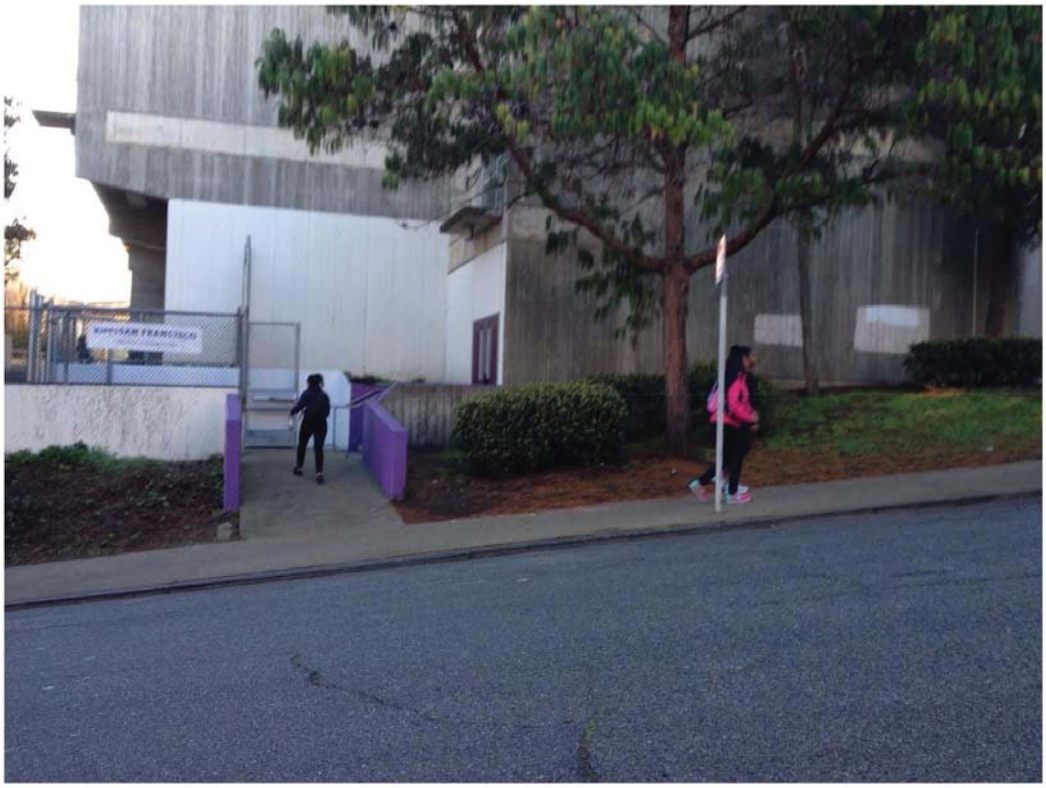
Letter

I-Ikle1



Letter

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Page 161 DEIR states that the on street loading spaces would not conflict with pedestrian activity in the area. This is invalid because the DEIR contains erroneous data on the Pedestrian Activity. Off street loading facilities should be provided within the development.

TR-14

Page 177 DEIR states that the relevant streets are classified as Neighborhood residential. If the street is neighborhood residential then develop it at a much lower density. However the project proponent is developing on a UMU parcel so sidewalks must be a minimum of 15 feet wide. Under better streets this will need to recognized as Mixed Use and consequently have a minimum of 15 feet or wider sidewalks. (See Appendix A of Comment Letter)

PO-6

Page 178 DEIR mentions greenway along 17th St for bikes however the EN PEIR also proposed a greenway along Carolina. This is one of the amenities the neighborhood needs. Please make sure all Greenways are supported.

TR-13

Page 189 DEIR The Private Recreation area is mischaracterized. It is in use from 8 am to 6 pm by a variety of members of the independent school community not just Kindergarteners. In addition during summer there are summer day campers from throughout the city in grades K-8.

RE-3
WS-2

Letter

I-Ikle1

Page 203 DEIR The project would shade the basketball court and the playground during the late afternoon in winter when it is important to get some Vitamin D for healthy bone formation in youngsters. Page 207 also shows how the tennis court and garden would be significantly shaded in the November mornings. The shade figures should also more accurately depict the additional shading on Live Oak School.

RE-3

WS-2

Page 211 DEIR The 7.6 % of the Park Area that is shaded in the hour before sunset on December 21 is significant and should be mitigated by reducing the size and density of the proposed project. New net shadow is estimated by the project developer to occur at Jackson Park up to 144 days of the year from early October to early March.

WS-1
WS-2

Page 213 DEIR Current use allows pedestrians and residents to enjoy the sun while on the sidewalks such as in front of Chatz Café at the Corner of 18th and Arkansas. Sunshine on sidewalks is important for pedestrians' enjoyment of active transportation. Children play on sidewalks in the neighborhood. Shading of sidewalks is significant.

Page 213 DEIR The document does not provide adequate study of the study on the private recreational space of the adjacent independent school especially afternoon hours.

RE-3
WS-2

Page 214 DEIR I completely disagree that the project in combination with other projects surrounding Jackson Park would not have an adverse effect on outdoor recreation facilities. The project as proposed clearly has an impact on Jackson Park and other projects surrounding the park are also creating significant shadows over the park. Please include all buildings along Carolina that come under the EN EIR and proposed buildings along 17th Street between DeHaro and Connecticut. In addition, the growth of nearby residents will strain the use of the Park facilities.

WS-3

RE-2

Page 248 DEIR. I participated in the Community Survey provided by DTSC. How does the community get notified of the Draft Response Plan? What is the role of the public in reviewing the draft response plan and providing comments to DTSC? Was a notice placed on site? Did the DTSC include comments from those that participated in the survey or have received notice of the DEIR? What is the time line for final approval of the Final Response Plan?

HZ-2

Page 260 DEIR. If hazardous exposures are detected what is the remedy? If visible dust crosses the property line what is the recourse? How will outreach be conducted to the nearby playground at Jackson Park?

HZ-1

Page 264-265 DEIR The relevant asbestos regulation appear geared towards occupational exposure such as by construction workers rather than by sensitive receptors such as children and the elderly. Will wetting the soils extend the underground plume? Page 266 it may be necessary to sweep or wet down the

Letter

I-Ikle1

sidewalks and street during the day to minimize exposure by school children nearby and well as younger children at the playground.

HZ-1 cont.

Page 268 DEIR The land use convenant would prohibit groundwater extraction or use thus preventing human exposure. However this area is known to have occasional flooding as well as aging water infrastructure (see earlier documentation re broken water main). Given the presence of children and pets limiting exposure during minor flooding events may be difficult. What else can be done?

HZ-3

The Construction period must be better managed than nearby projects which have: Blocked side walks, conducted activities during windy times spreading dust into the Park and Schools nearby and not created clear recourse or stop work process when activities were harmful. Construction on Carolina near 17th that released dust into Jackson Park. Activities continued on windy days with excavators creating more dust. Pictures below. Please provide specific mitigation for Pedestrian and sidewalk access during construction. Installation of 15 foot sidewalks per MU. Sect 138 Better Street Plan. (Appendix A) Please clearly indicate redress in case of dust migration from the site or water travelling off-site.

GC-7

Additional dust control measures are needed to address construction-period air quality impacts. The project construction period air quality impacts are of great concern. Air quality was addressed in the CPE Checklist, but not the DEIR. While the Checklist identifies specific measures to limit such impacts including a dust control plan and monitoring, I am concerned because of what I experienced walking on Carolina on the Jackson Park sidewalk with wind-blown dust from a construction site nearby that was not being watered down as required by the City's Construction Dust Control Ordinance because it was too windy to water down. Alternate measures should be provided to prevent wind blow dust problems in such circumstances. The DEIR should include an additional mitigation measure requiring weekly updates to the schools, Jackson Park Users and other neighbors via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site.

AQ-1

Letter

I-Ikle1

Recent Construction on Carolina and 17th which caused dust exposure at Jackson Park across the street. (2 pictures)





Letter

I-Ikle1

Consideration of Alternatives in the EIR:

1. The DEIR includes just two alternatives besides the no project alternative required under CEQA. In order to make sure that the EIR provides the reasonable range of alternatives required, **an additional alternative – a Reduced Impact Alternative -- should be added and evaluated**. The Reduced Impact Alternative would include a community gym, a second midblock passage from Arkansas Street, and design that looks more like a typical Potrero Hill block with many different buildings instead of one massive complex.

2. The project sponsor and Live Oak School have had a number of discussions regarding the possibility of including a community gym space as part of the project. This project variation is something being given serious consideration and it would reduce recreation impacts it should be added as an alternative and studied in the EIR. Placement of the Gym on Carolina would also minimize conflicts with existing important neighborhood PDR use as the noisy activities in the community gym space would be compatible with the Anchor Steam activities across the street.

The inclusion of a second midblock passage as part of this alternative would reduce the project's conflicts with plans and policies and would reduce noise and air quality impacts. As proposed, the Project is not consistent with a number of City policies including Objective 3 of the Urban Design Element and Objective 1.2 of the Showplace Square/Potrero Area Plan because the design is inconsistent with established neighborhood development pattern and character. As discussed on page 54 of the DEIR, a Horizontal Mass Waiver is being requested by the applicant because three of the four street frontages substantially exceed the 200-foot-long limit. On Carolina Street the frontage length would be a 299 feet, on Arkansas it would be 295 feet, and on 18th it would be 229 feet.

AL-2

This alternative would include a revised design that reflect the scale and density that defines the existing land use character of the Potrero Hill neighborhood. The proposed project is out of scale with the established neighborhood pattern and because it is on such a large site (comprising more than two-thirds of a city block), these impacts are exacerbated. Such impacts would be eliminated with an alternative design that looks more like a typical block with many different buildings.

The second midblock passageway from Arkansas Street. (as recommended by the Planning Department in the PPA.) This would provide a buffer between the project and Live Oak School, during construction and afterwards, thereby protecting the school and reducing noise and air quality impacts.

Of the alternatives included in the DEIR, the Reduced Density Alternative is preferred over the proposed project because it would eliminate many of the project

AL-1

Letter

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impacts. As stated on page 348 of the DEIR, the Reduced Density Alternative is the environmentally superior alternative because it would avoid all of the traffic-related significant unavoidable impacts and would reduce or avoid other impacts including "…those related to the transit/pedestrian/bicycle environment, shadow, and recreation."

AL-1 cont.

Thank you for your consideration.
I look forward to further development of the project Environmental Review and development of appropriate mitigation as needed if the proposed project is approved.
I also wonder how projects next to schools can better support educational institutions for K-12 – such as through a community gym or other facilities, parking for staff or even housing for educators or school staff. I hope the Planning staff will work on developing protocols and enhanced mitigation for these types of projects that impact school children, parks, playgrounds and educational institutions.

GC-1

Judith

See also Appendix A-C Below.

Attachment
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APPENDIX A:
Per code the following will apply.

"SEC. 138.1. STREETSCAPE AND PEDESTRIAN IMPROVEMENTS.

(a) **Purpose.** The purpose of this section is to establish requirements for the improvement of the public right-of-way associated with development projects, such that the public right-of-way may be safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation consistent with the San Francisco General Plan, achieve best practices in ecological stormwater management, and provide space for public life and social interaction, in accordance with the City's "Better Streets Policy" (Administrative Code Section 98.1).

(b) **Better Streets Plan.**

(1) The Better Streets Plan, as defined in Administrative Code Section 98.1(e), shall govern the design, location, and dimensions of all pedestrian and streetscape items in the public right-of-way, including but not limited to those items shown in Table 1. Development projects that propose or are required through this section to make pedestrian and streetscape improvements to the public right-of-way shall conform with the principles and guidelines for those elements as set forth in the Better Streets Plan to the maximum extent feasible.

(2) Proposed improvements also shall be subject to approval by other city bodies with permitting jurisdiction over such streetscape improvements.

Table 1: Pedestrian and Streetscape Elements per the Better Streets Plan

Attachment
I-Ikle1

#	PHYSICAL ELEMENT	BETTER STREETS PLAN SECTION
1	Curb ramps*	5.1
2	Marked crosswalks*	5.1
3	Pedestrian-priority signal devices and timings	5.1
4	High-visibility crosswalks	5.1
5	Special crosswalk treatments	5.1
6	Restrictions on vehicle turning movements at crosswalks	5.1
7	Removal or reduction of permanent crosswalk closures	5.1
8	Mid-block crosswalks	5.1
9	Raised crosswalks	5.1
10	Curb radius guidelines	5.2
11	Corner curb extensions or bulb-outs*	5.3
12	Extended bulb-outs	5.3
13	Mid-block bulb-outs	5.3
14	Center or side medians	5.4
15	Pedestrian refuge islands	5.4
16	Transit bulb-outs	5.5
17	Transit boarding islands	5.5
18	Flexible use of the parking lane	5.6
19	Parking lane planters	5.6
20	Chicanes	5.7
21	Traffic calming circles	5.7
22	Modern roundabouts	5.7
23	Sidewalk or median pocket parks	5.8
24	Reuse of 'pork chops' and excess right-of-way	5.8
25	Multi-way boulevard treatments	5.8
26	Shared public ways	5.8
27	Pedestrian-only streets	5.8
28	Public stairs	5.8
29	Street trees*	6.1
30	Tree basin furnishings*	6.1
31	Sidewalk planters*	6.1
32	Above-ground landscaping	6.1
33	Stormwater management tools*	6.2
34	Street and pedestrian lighting*	6.3
35	Special paving*	6.4
36	Site furnishings*	6.5

Standard streetscape elements marked with a *. (Requirement varies by street type: see the Better Streets Plan)

Attachment
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(c) **Required streetscape and pedestrian improvements.** Development projects shall include streetscape and pedestrian improvements on all publicly accessible rights-of-way directly fronting the property as follows:

(1) **Street trees.**

(A) **Application.** In any District, street trees shall be required under the following conditions: construction of a new building; relocation of a building; the addition of gross floor area equal to 20 percent or more of the gross floor area of an existing building; the addition of a new dwelling unit, a garage, or additional parking; or paving or repaving more than 200 square feet of the front setback.

(B) **Standards.**

(i) **All districts.** In any district, street trees shall:

(aa) Comply with Public Works Code Article 16 and any other applicable ordinances;

(bb) Be suitable for the site;

(cc) Be a minimum of one tree of 24-inch box size for each 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. Such trees shall be located within the public right-of-way along such lot, and shall comply with all applicable codes and standards.

(dd) Provide a below-grade environment with nutrient-rich soils, free from overly-compacted soils, and generally conducive to tree root development;

(ee) Be watered, maintained and replaced if necessary by the property owner, in accordance with Sec. 174 and Article 16 of the Public Works Code and compliant with applicable water use requirements of Chapter 63 of the Administrative Code.

(ii) **DTR, RC, C, NC and Mixed-Use Districts, and Planned Unit Developments.** In DTR, RC, C, NC and Mixed-Use Districts, and Planned Unit Developments, in addition to the requirements of subsections (aa)-(ee) above, all street trees shall:

(aa) Have a minimum 2 inch caliper, measured at breast height;

(bb) Branch a minimum of 80 inches above sidewalk grade;

(cc) Be planted in a sidewalk opening at least 16 square feet, and have a minimum soil depth of 3 feet 6 inches;

(dd) Include street tree basins edged with decorative treatment, such as pavers or cobbles. Edging features may be counted toward the minimum sidewalk opening per (cc) if they are permeable surfaces per Section 102.33.

(iii) **Continuous soil-filled trench.** Street trees shall be planted in a continuous soil-filled trench parallel to the curb, such that the basin for each tree is connected, if: (1) the project is on a lot that (a) is greater than 1/2-acre in total area, (b) contains 250 feet of total lot frontage on one or more publicly-accessible rights-of-way, or (c) the frontage encompasses the entire block face between the nearest two intersections with any other publicly-accessible rights-of-way, and (2) the project includes (a) new construction or (b) addition of 20% or more of gross floor area to an existing building. The trench may be covered by allowable permeable surfaces as defined in Section 102.33, except at required tree basins, where the soil must remain uncovered.

(C) **Approvals, waivers, and modifications.**

(i) Trees installed in the public right-of-way shall be subject to Department of Public Works approval. Procedures and other requirements for the installation,

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maintenance and protection of trees in the public right-of-way shall be as set forth in Article 16 of the Public Works Code.

(ii) **Determination of infeasibility or undesirability.** Required street trees may be found to be infeasible or undesirable under the following circumstances:

(aa) **Technical infeasibility.** The Department of Public Works my determine that one or more trees in the public right-of-way cannot be planted or cannot meet all the requirements of subsections (ii)(A)-(C),[1] on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare.

(bb) **Incompatibility with existing policy.** The Zoning Administrator may determine that the planting of street trees conflicts with policies in the General Plan such as the Downtown Plan policy favoring unobstructed pedestrian passage or the Commerce and Industry Element policies to facilitate industry.

(iii) **Waiver or modification.** In any case in which a street tree is determined to be infeasible or undesirable under subsections (aa) or (bb), the Zoning Administrator may waive or modify the street tree requirement as follows:

(aa) For each required tree that the Zoning Administrator waives, the permittee shall pay an "in-lieu" street tree fee pursuant to Section 428.

(bb) As an alternative to payment of any portion of the in-lieu fee, the Zoning Administrator may modify the requirements of this section to allow the installation of alternative landscaping, including: sidewalk landscaping that is compliant with applicable water use requirements of Chapter 63 of the Administrative Code, to satisfy the requirements of Section 138.1(c)(1), subject to permit approval from the Department of Public Works in accordance with Public Works Code Section 810B, planter boxes, tubs, or similar above-ground landscaping, street trees that do not meet all of the requirements of subsections (ii)(A)-(C),[1] or street trees planted in a required front setback area on the subject property.

(D) **Credit for existing street trees.** Where there is an existing, established street tree fronting the subject property, as determined by the Department of Public Works, the street tree requirement shall be waived and no in-lieu fee shall be applied for that particular tree.

(2) **Other streetscape and pedestrian elements for large projects.**

(A) **Application.**

(i) In any district, streetscape and pedestrian elements in conformance with the Better Streets Plan shall be required, if all the following conditions are present: (1) the project is on a lot that (a) is greater than one-half acre in total area, (b) contains 250 feet of total lot frontage on one or more publicly-accessible rights-of-way, or (c) the frontage encompasses the entire block face between the nearest two intersections with any other publicly-accessible rights-of-way, and (2) the project includes (a) new construction; or (b) addition of 20% or more of gross floor area to an existing building.

(ii) Project sponsors that meet the thresholds of this Subsection shall submit a streetscape plan to the Planning Department showing the location, design, and dimensions of all existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities, driveways, and curb lines, and the relation of such elements to proposed new construction and site work on the subject property.

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(B) **Standards.** Notwithstanding the requirements of Section 138.1(c)(2)(i),[2] the Department shall consider, but need not require, the streetscape and pedestrian elements listed below when analyzing a streetscape plan:

(i) **Standard streetscape elements.** All standard streetscape elements for the appropriate street type per Table 1 and the Better Streets Plan, including benches, bicycle racks, curb ramps, corner curb extensions, stormwater facilities, lighting, sidewalk landscaping, special sidewalk paving, and other site furnishings, excepting crosswalks and pedestrian signals.

(aa) Streetscape elements shall be selected from a City-approved palette of materials and furnishings, where applicable, and shall be subject to approval by all applicable City agencies.

(bb) Streetscape elements shall be consistent with the overall character and materials of the district, and shall have a logical transition or termination to the sidewalk and/or roadway adjacent to the fronting property.

(ii) **Sidewalk widening.** The Planning Department in consultation with other agencies shall evaluate whether sufficient roadway space is available for sidewalk widening for the entirety or a portion of the fronting public right-of-way in order to meet or exceed the recommended sidewalk widths for the appropriate street type per Table 2 and the Better Streets Plan and/or to provide additional space for pedestrian and streetscape amenities. If it is found that sidewalk widening is feasible and desirable, the Planning Department shall require the owner or developer to install such sidewalk widening as a condition of approval, including all associated utility re-location, drainage, and street and sidewalk paving.

(iii) **Minimum sidewalk width.** New publicly-accessible rights-of-way proposed as part of development projects shall meet or exceed the recommended sidewalk widths for the appropriate street type per Table 2. Where a consistent front building setback of 3 feet or greater extending for at least an entire block face is provided, the recommended sidewalk width may be reduced by up to 2 feet.

Attachment I-Ikle1

Table 2. Recommended Sidewalk Widths by Street Type

Street Type (per Better Streets Plan)	*Recommended Sidewalk Width (Minimum required for new streets)*	
Commercial	Downtown commercial	See Downtown Streetscape Plan
-	Commercial throughway	15'
-	Neighborhood commercial	15'
Residential	Downtown residential	15'
-	Residential throughway	15'
-	Neighborhood residential	12'
Industrial/Mixed-	Industrial	10'
Use		
-	Mixed-use	15'
Special	Parkway	17'
-	Park edge (multi-use path)	25'
-	Multi-way boulevard	15'
-	Ceremonial	varies
Small	Alley	9'
-	Shared public way	n/a
-	Paseo	varies

(C) **Review and approvals.**

(i) The streetscape plan required by this section shall be submitted to the Planning Department no later than 60 days prior to any Department or Planning Commission approval action, and shall be considered for approval at the time of other project approval actions. The Planning Department may require any or all standard streetscape elements for the appropriate street type per Table 1 and the Better Streets Plan, if it finds that these improvements are necessary to meet the goals and objectives of the General Plan of the City and County of San Francisco. In making its determination about required streetscape and pedestrian elements, the Planning Department shall consult with other City agencies tasked with the design, permitting, use, and maintenance of the public right-of-way.

(ii) Final approval by the affected agencies and construction of such streetscape improvements shall be completed prior to the issuance of the first Certificate of Occupancy or temporary Certificate of Occupancy for the project, unless otherwise extended by the Zoning Administrator. Should conditions, policies, or determinations by other City agencies require a change to the streetscape plan after approval of the streetscape plan but prior to commencement of construction of the streetscape improvements, the Planning Department shall have the authority to require revision to such streetscape plan. In such case, the Zoning Administrator shall extend the timeframe for completion of such improvements by an appropriate duration as necessary….

…. (d) **Neighborhood Streetscape Plans.** In addition to the requirements listed in Subsection 138.1(c), the Planning Department in coordination with other city agencies, and after a public hearing, may adopt streetscape plans for particular streets, neighborhoods, and districts, containing standards and guidelines to supplement the Better Streets Plan. Development projects in areas listed in this subsection that propose or are required through this section to make pedestrian and streetscape improvements to the public right-of-way shall conform with the standards and guidelines in the applicable neighborhood streetscape plan in addition to those found in the Better Streets Plan…..

… (e) **Additional provisions.**

(1) **Maintenance.** Unless otherwise determined, fronting property owners shall maintain all streetscape improvements required by this section, including street trees, landscaping, bicycle racks, benches, special paving, and other site furnishings at no

Attachment
I-Ikle1

public expense per the requirements of Public Works Code Section 706 (sidewalks and site furnishings) and 805 (street trees), except for standard street lighting from a City-approved palette of street lights and any improvements within the roadway. Conditions intended to assure continued maintenance of the improvements for the actual lifetime of the building giving rise to the streetscape improvement requirement may be imposed as a condition of approval by the Planning Department.

(2) For any streetscape and/or pedestrian improvements installed pursuant to this section, the abutting property owner or owners shall hold harmless the City and County of San Francisco, its officers, agents, and employees, from any damage or injury caused by reason of the design, construction or maintenance of the improvements, and shall require the owner or owners or subsequent owner or owners of the respective property to be solely liable for any damage or loss occasioned by any act. This requirement shall be deemed satisfied if City permits for the improvements include indemnification and hold harmless provisions.

(3) Notwithstanding the provisions of this Section, an applicant shall apply for and obtain all required permits and approvals for changes to the legislated sidewalk widths and street improvements.

(f) **Removal and modification of private encroachments on public rights-of-way.**

(1) **Applicability.** This section shall apply to developments which:

(A) construct new buildings;

(B) include building alterations which increase the gross square footage of a structure by 20 percent or more;

(C) add off-street parking or loading; or

(D) remove off-street parking or loading.

(2) **Requirements.** As a condition of approval for the applicable developments in subsection (b), the Planning Department may require the project sponsor to:

(A) reduce the number or width of driveway entrances to a lot, to comply with the streetscape requirements of this Code and the protected street frontages of Section 155(r);

(B) remove encroachments onto or over sidewalks and streets that reduce the pedestrian path of travel, or reduce the sidewalk area available for streetscape amenities such as landscaping, street trees and outdoor seating;

(C) remove or reduce in size basements which extend under public rights-of-way.

(3) **Standards.** In instances where such encroachments are removed, the Planning Department shall require that the replacement curbs, sidewalks, street trees, and landscaping shall meet the standards of the Better Streets Plan and of any applicable neighborhood streetscape plans.

(Added by Ord. 314-95, App. 10/6/95; amended by Ord. 310-10, File No. 101194, App. 12/16/2010; Ord. 232-14 , File No. 120881, App. 11/26/2014, Eff. 12/26/2014)

AMENDMENT HISTORY

Subdivision designations corrected throughout divisions (c) and (d); divisions (c)(1)(B)(i)(cc), (c)(1)(B)(iii), (c)(1)(C)(ii) and (iii), (c)(1)(D), and (d)(1)(A) amended; division (f) added; Ord. 232-14 , Eff. 12/26/2014.

Attachment I-Ikle1

APPENDIX B

- The September 9, 2010, PG&E pipeline explosion on the San Francisco Peninsula triggered an unprecedented outcry from property owners and local government officials for the public disclosure of natural gas pipeline maps. The utility company committed to the disclosure campaign in a meeting with Congresswoman Jackie Speier last month in voluntary compliance with the property disclosure element proposed in Speier's H.R. 22 — a mandatory "Notice to Property Owners and Resident." The disclosure notification is in the form of a special mailer to the current resident within the 2,000 feet radius of a PG&E gas transmission pipeline. It includes (1) a safety letter with the prominent headline, "This letter provides information for homes and businesses located within about 2,000 feet of a natural gas transmission pipeline", and (2) a two-page "Natural Gas Safety" brochure. Source: http://www.firstamsms.com/content/natural-gas-pipelines-now-disclosed-1

Attachment
I-Ikle1

APPENDIX C
Existing Legislation and Policies

SB 99 Active Transportation Program

In 2013, Senate Bill 99 established a state Active Transportation Program to fund pedestrian, bicycle, and Safe Routes to School projects with federal Transportation Alternatives, State Highway Account, and other federal funds. The ATP will be the primary source for federal and state Safe Routes to School grants in California starting in 2014.

- SB 99 Text

AB 1915 Safe Routes to School Bus Stops

In 2012, AB 1915 was passed, stating that up to 10% of program funds may be used to assist eligible recipients in making infrastructure improvements outside the direct vicinity of the school that create safer access to schoolbus stops (excluding schoolbus shelters).

- AB 1915 Text

AB 516 Amendment of Safe Routes to School project selection criteria

In 2011, AB 516 amended the Safe Routes to School program by revising the process of evaluating project applications to mandate use of a specified public participation process, that must identify community priorities, ensure those priorities are reflected in the proposal, and secure support for the proposal by relevant community stakeholders. The bill also added the benefit of a proposal to a low-income school as a factor in the selection process. A low-income school is defined as a school where at least 75 percent of students are eligible to receive free or reduced-price meals under the National School Lunch Program.

- AB 516 Text

AB 1358 The Compete Streets Act

The 2008 CA law AB1358 (Complete Streets Act) took effect on January 1, 2011, requiring all city and county General Plan updates to include a policy on complete streets as part of the circulation element, embedding the planning, designing, and building of multimodal transportation networks into the larger planning framework. These networks should allow for all users to effectively travel by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. The State Office of Planning and Research issued the guidance to cities and counties for implementation. Complete Streets policies are viewed as a key element for achieving Safe Routes to School goals, as children are one of our most vulnerable roadway users, and there will never be enough stand-alone Safe Routes to School funding to fix all of the state's safety problems.

- AB 1358 Text
- DD-64-R1 - Caltrans Deputy Directive instructing manuals and other programs to be revised to include Complete Streets
- Complete Streets in CA - Examples from CA compiled by the National Complete Streets Coalition
- Sample model Complete Streets policy resolution for San Francisco Bay Area - developed by ChangeLab Solutions, in conjunction with the Safe Routes to School National Partnership and the Marin County Bicycle Coalition
- SB 375 Sustainable Communities and Climate Protection Act

Enacted on September 30, 2008, California Senate Bill 375 aims to reduce greenhouse gas emissions by providing financial and environmental review incentives to reduce sprawl and promote development patterns that give people transportation options so they can drive less. Click here to view a fact sheet with more information on SB 375. Many think Southern California faces the toughest challenges and potentially most rewarding outcomes under SB 375. In order to address this challenge and opportunity, The Safe Routes to School National Partnership launched a regional network in Southern California, covering the 6 counties that fall under the jurisdiction of the Southern California Association of Governments (SCAG). SCAG, the region's voluntary council of city and county officials, will develop a regional consensus in response to this new law and its implementation through the development of Sustainable Community Strategies (SCS).

Attachment
I-Ikle1

AB 321 Helps reduce school zone traffic speeds

On January 1, 2008, a new law took effect that will help bring down traffic speeds in school zones. This law, authored by Pedro Nava (D-Santa Barbara), enables local government to extend school zones to 1000 feet and reduce the speed limit within 500 feet of a school site to 15 mph at schools that are located in residential areas, or on highways with a speed limit of 30 mph or less. At 15 mph, most pedestrians will survive a crash, often sustaining only minor injuries. Yet minor increases in impact speed have a profound effect on crash severity. At 20 mph, most pedestrian crashes result in serious injury, and almost half are fatal. At 40 mph, 90% of crashes are fatal. Reducing traffic speeds will enable more children to walk or bike to school safely.

This law is voluntary. In order to benefit from it, parents and school administrators need to go to their city councils, or county boards of supervisors, if living outside city limits, and ask them to enact this law at qualifying schools. The following cities/counties/schools have adopted AB 321: City of Goleta, Santa Barbara County, Taylor School and Alvin School in Santa Maria, Lompoc, Buena Park and Casmalia.

- AB 321 Text
- California MUTCD – adopted January 2010, see Part 7, pages 7B-5 under Extended and/or Reduced Speeds in School Zones
- Guide for Parents and Government Staff on How to Implement AB 321

AB 57 Safe Routes to School Bill

In 2007, AB 57 extended the existing state Safe Routes to School program indefinitely with funding provided from the State Highway Account. Section 2333.5 of the Streets and Highways Code calls for the Department of Transportation, in consultation with the California Highway Patrol (CHP), to make grants available to local governmental agencies under the program based upon the results of a statewide competition.

- AB 57 Text

AB 1475 Safe Routes to School Program established

In 1999, the governor signed AB 1475 to establish California's state Safe Routes to School program. The initial legislation included a requirement to study and submit a report to the Legislature on the effectiveness of the program in reducing traffic accidents, improving safety, and reducing the number of child injuries and fatalities in the vicinity of the projects.

- AB 1475 Text

Email
I-Jedeikin

From: David Jedeikin [mailto:djedei@gmail.com]
Sent: Tuesday, February 17, 2015 2:59 PM
To: Jones, Sarah (CPC)
Subject: Feedback on the 1601 Mariposa Draft EIR

I am a resident of Potrero Hill and live across the street from 1601 Mariposa Street. I am concerned about the Draft EIR issued for the proposed development at this site. Below are my concerns:

Not within the character of the neighborhood - The proposed project is out of scale with the established neighborhood pattern and because it is on such a large site, these impacts are exacerbated. Page 59 of the DEIR should be revised because the project would be inconsistent with a key objective of the Housing Element, which, as discussed on page 59 of the DEIR, aims to ".promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure." Furthermore, the project should be revised to encourage small manufacturing uses (PDR space), and maintain the mix of diverse land uses that are an attraction and attribute I seek to preserve.

LU-1
PO-3
LU-3

Transit - The project would increase ridership on MUNI, which is already overburdened, underfunded, and unable to keep pace with the rapid pace of development. Page 152 of the DEIR acknowledges that the project would increase ridership on the 10 Townsend line (which already operates at 98 percent of capacity inbound at the PM peak), but that because it would only account for three percent of the ridership it would not be considered significant. This project would burden an already at or overcapacity and underfunded public transit system. Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned for the EN, the assumption on page 87 of the DEIR that growth has been planned for and anticipated is no longer true!

TR-11

Exposure to Hazardous Materials - The EIR needs to provide more information regarding how soil management during construction would be achieved. The descriptions provided in the DEIR do not provide a level of confidence that school children, business owners and their customers, and residents will be protected from exposure to hazardous materials. During construction, there will be exposure to elevated levels of particulate matter during demolition of the existing structures and construction of the new buildings and diesel particulate matter (a designated toxic air contaminant). Specifics on how health risks and removal of these materials needs to be provided to the neighborhood in community planning sessions prior to any work being done. The DEIR should include an additional mitigation measure requiring weekly updates via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site.

HZ-1

Regards,

David Jedeikin

1627 18th St, San Francisco

Email
I-Jerome

From: Jerome, Phil
To: Fordham, Chelsea
Subject: Comments on the 1601 Mariposa Draft Environmental Impact Report
Date: Tuesday, February 17, 2015 3:39:47 PM

Ms. Fordham,

I am a parent of a child who attends Live Oak School, which is immediately adjacent to the 1601 Mariposa project site. I was provided your email address as a contact for submitting comments on the Draft Environmental Impact Report to Sarah B. Jones, Environmental Review Officer for the San Francisco Planning Department. Can you please pass my email along to her, or let me know if you're not the correct contact person? Thanks much.

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
c/o Chelsea Fordham @ Chelsea.Fordham@sfgov.org

Dear Ms. Jones,

Thank you for the opportunity to submit Comments on the Draft Environmental Impact Report (DEIR) for the proposed 1601 Mariposa Street Project. Live Oak School is immediately adjacent to the project site. I am a parent of a Live Oak student and have concerns about some of the potentially significant impacts the project may have on the school community. I think the project needs to be modified to help protect the health and safety of the children, and not detract from the educational experience. I ask that you please ensure that the DEIR is complete and accurate, so that it adequately identifies potential impacts, mitigation measures, and alternatives to reduce or eliminate the significant impacts of the project as proposed. **GC-1**

In order to protect the children's health and safety, it is critical that the hazardous material remediation work take place when school is not in session so that they will not be subject to exposure. Students will also be subjected to high, disruptive noise levels for most of the school year, making for an unacceptable learning environment. The noisiest construction activities should be timed for periods when school is not in regular session. The DEIR claims that Live Oak school operates year-round without substantial periods when construction activities could be scheduled when school is not open, which is misleading. Although there is a summer session at Live Oak School, enrollment is just ten percent of that during the regular session. The noisiest and most hazardous construction activities should be scheduled during the summer session or during winter or spring breaks. **HZ-2** **NO-1**

I am also concerned that potential issues with respect to parking, pedestrian crossing and public transit to and from the school aren't accurately assessed in the DEIR. Pedestrian crossing and parking counts should be retaken while school is in session in order to accurately depict existing conditions, and to identify project impacts and measures to reduce those impacts. Also, the study indicates that residential growth in the neighborhood has far outpaced projections, and is expected to continue. Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned, I question the assertion made in the report that growth has been planned for and anticipated. **TR-1** **ES-2** **ES-3**

Email I-Jerome *Cont.*

Thank you again for the opportunity to comment on this report, which is of the utmost importance to the families of the children and staff members at Live Oak School. I ask that the report be revised as stated above, as well as in comments submitted by Live Oak School, so that the people making the decisions have the information needed to accurately assess and mitigate the potential impacts of this project.

GC-1

Sincerely,

Phil Jerome
Senior Compliance Manager – Fixed Income
Products & Research Compliance
415-667-0845 (P), 415-667-0170 (F)
211 Main Street, San Francisco, CA 94105
Charles Schwab & Co., Inc.

Email

I-Kingman

From: Frank <dystopianow@earthlink.net>
Sent: Saturday, February 14, 2015 4:54 PM
To: Jones, Sarah (CPC)
Subject: Comments on 1601 Mariposa EIR!

Hi Sarah,

We have lived in Dogpatch for over 21 years and consider ourselves part of the larger Potrero Hill community. We went to yoga classes and acupuncture appointments in the building at Arkansas and Mariposa, adjacent to the proposed building at 2601 Mariposa, and are well acquainted with this area. We feel that the structure planned for that site would be out of scale and inappropriate for the neighborhood. Please consider us opposed to this project.

GC-2

Thank you,
Frank & Rhonda Kingman

Email

I-Lack

From: "rosalie@lonetree.com" <rosalie@lonetree.com>
Date: January 28, 2015 at 4:44:54 PM PST
To: <sarah.b.jones@sfgov.org>
Subject: 1601 Mariposa Comments on DRAFT EIR
Reply-To: rosalie@lonetree.com

Dear Sarah,

I'm writing regarding the Draft EIR report for 1601 Marispos in Potrero Hill.

I am a Potrero Hill resident.

I support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. **AL-1**

In particular regarding the conclusions in the Draft EIR,I would like to note that they conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving neighborhood character and protecting parks and open space from shadowing. Also, the City is relying on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale for the environmental review of the 1601 Mariposa Street project . Some of the studies and research rely on data that is as old as the 2000 census. **PO-1** **PO-5** **ES-1**

Additional, I'm concerned about the misrepresentation of the projections made in the Eastern Neighborhoods final EIR. The City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025. **ES-2**

Traffic was not fully studied and hazardous materials most definitely needs further study, in particular given the proximity to schools (Live Oak and ISA). **TR-4** **HZ-1**

I hope you take my comments into consideration and choose the 'environmentally superior alternative' as the right thing to do for my neighborhood. **AL-1**

Thank you,

Rosalie Lack
415.648.2726

Email

I-Maruschak

From: Maruschak, Suzanne M. <SMaruschak@gibsondunn.com>
Sent: Monday, January 26, 2015 1:19 PM
To: Jones, Sarah (CPC)
Subject: 1601 Mariposa

Dear Sarah,

I support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

AL-1

Suzanne Maruschak
1615 18th Street

This message may contain confidential and privileged information. If it has been sent to you in error, please reply to advise the sender of the error and then immediately delete this message.

Email

I-Megid

From: Luis Megid <luismegid@yahoo.com>
Date: February 15, 2015 at 11:42:09 AM PST
To: sarah.b.jones@sfgov.org
Subject: Comments on 1601 Mariposa St. Project

My name is Luis Megid, I live at 221 Arkansas right across the street from the proposed development. While I am not opposed to new housing the large number of units proposed for this project will affect the whole neighborhood and specially the families on our block. GC-2

The proposed project is out of scale with the established neighborhood pattern and because it is on such a large site, these impacts are exacerbated. Page 59 of the DEIR should be revised because the project would be inconsistent with a key objective of the Housing Element, which, as discussed on page 59 of the DEIR, aims to ".promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure." Furthermore, the project should be revised to encourage small manufacturing uses (PDR space), and maintain the mix of diverse land uses that are an attraction and attribute I seek to preserve. LU-1 PO-3 LU-3

A more reasonable option is to decrease the number of units to respect the character of the neighborhood. The quality of life of the tax paying neighbors should be put ahead of corporation profits. GC-2

Sincerely,

Luis Megid
221 Arkansas St.
San Francisco, CA 94107

Email
I-Meroz

From: Yoram Meroz
To: Fordham, Chelsea
Subject: Comment on DEIR, case 2012.1398E (1601 Mariposa St.)
Date: Tuesday, February 17, 2015 4:43:10 PM

Dear Chelsea,

These are some issues I have regarding the DEIR for 1601 Mariposa, presented on 1/22.

—Public views. The project as proposed has the potential to block public views, in particular from Jackson playground to the south. The DEIR addresses this by presenting a simulated image from a single unidentified point in the park. Clearly, the impact will be different from different viewpoints.

PD-4

In order to address the issue, the EIR must be specific on how much of the park is affected and to what extent.

—Traffic impacts. In the scoping session and elsewhere, the issue of cumulative traffic impacts has been raised. In the DEIR, cumulative traffic impacts are based on projected traffic volumes in 2025, as presented in the Eastern Neighborhoods Plan EIR. These projections are based on meager data, and may underestimate traffic impacts.

The ENP EIR has studied a number of intersections in the area to estimate the effect of increased density. However, for the north side of Potrero Hill (where 1601 Mariposa is) is represented by only two study intersections: 16th St. and De Haro, and Mariposa and Pennsylvania, at the highway 280 access (ENP EIR section 7., p. 281). Congestion at Mariposa and Pennsylvania is projected to be reduced by 2025. That is to be achieved by installing traffic signals at selected intersections. This will have the effect of slowing down traffic and relieving congestion, but will come at the expense of spreading heavy traffic over a larger area. Specifically, traffic heading on to the 280 using Mariposa will stretch closer to the proposed 1601 project.

In lieu of such projected baseline numbers, the present DEIR has taken to extrapolating current traffic trends to 2025: "For intersections not included in the Eastern Neighborhoods FEIR, the annual percent growth rate for intersection turning movement volumes between the existing and cumulative conditions analysis years have been determined. This annual percent growth rate has been applied to the observed 2013 turning movement volumes to determine the 2025 Cumulative conditions turning movement volumes." (DEIR, pp. 168 and 130). It is not clear how these growth rates are calculated.

TR-18

In conclusion:

1. The revised EIR should explain how traffic growth rates for the intersections in question were estimated, taking into account traffic from units already approved to be built, and likely development, especially on the 16th St. corridor.

2. It should explicitly explain why traffic projections based on such growth rates are an adequate substitute for the type of traffic studies conducted for the ENP EIR.

3. It should explicitly account for the possible effect of spillover traffic from 16th St. to 17th and Mariposa streets, and to increased traffic on Mariposa due to traffic from the 101 and 280 off-ramps, and traffic on Mariposa toward the 280 on-ramp.

Sincerely,

Yoram Meroz
San Francisco

Letter
I-Miles

RECEIVED
FEB 18 2015
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

February 12, 2015

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 1601 Mariposa Draft Environmental Impact Report

Dear Ms. Jones:

I am a single parent of three kids who are all attending Live Oak School. As part of this school community, I am very concerned about the recent plans for developing the property directly next to Live Oak School. Here are my concerns: **GC-3**

- There does not appear to be any thought given to kids and families on bikes, there is no loading dock provided and no safe egress from the building to protect passersby whether pedestrians, kids crossing or bikers. We bike to school at times to save money as well as take the bus when we can. There is no bike lane now in the neighborhood and yet there are a large number of trucks coming and going from AnchorSteam Brewery, the many construction sites in the area, as well as the many delivery trucks making their way to and from Whole Foods and the Culinary School at the corner of Rhode Island and 16th Street. There are also many trucks double parking throughout the neighborhood, because although many of these places have a loading dock, it appears these docks only fit trucks of a certain height. I believe that the building project as proposed would unacceptably add to the vehicular traffic - both with construction vehicles as well as with those that belonged to the residents. There must be a better way to access the property other than from the Mariposa Street of that block. **TR-13** **TR-16** **TR-4** **PD-2**

- There does not appear to be any provision for when the builders will remove the toxic materials on the property or how they leave the property. I believe it is important to preclude the builders from disturbing any toxic materials while the kids are present and on site at the school. Similarly, care must be taken to adequately contain the materials while on the property and when removed from the property so that it does not blow about the streets of the neighborhood. With the wind we have in this city, it would not take much for our kids and neighbors and others farther removed to inhale this toxic matter. **HZ-1**

- Where is the sun? This proposed structure should not cast any shadow on the school or the kids' play area including the city's park across the street. There is certainly a known correlation between amount of natural sunlight exposure and emotional well-being. Having the kids of Live Oak and the members of the neighborhood lose well-established access to natural sunlight is unacceptable. I **WS-1** **WS-2**

Letter
I-Miles
Cont.

am certain that people who are smarter than I can come up with a plan which minimizes any shadow. **WS-1 WS-2 cont.**

- Measurements of pedestrian and vehicular traffic including parking spaces were conducted during the summer when both schools in the area were closed for instruction (although a few work at the summer school programs and Live Oak has hosted a small summer school program). I don't understand why these measurements are considered adequate when they clearly cannot capture what occurs for 9 months out of the year when both schools on both sides of the proposed project are fully in session (with Live Oak's school-year attendance to double in the very near future!). To rely on such a deficient measurement does not give anyone involved a true idea of the potential impact this project will more than certainly have on the neighborhood. **TR-1**

I am sure there are a great deal of other things I would disagree with but frankly, I can't get through all the building and planning vocabulary to get any more of an idea than I presently have. Your job sounds very difficult but I must count on you and others like you to know what is best for our kids and to cull through these documents – to force this company to care about our kids, this neighborhood and about San Francisco. **GC-3**

Thank you for doing what you do. Thanks for taking my concerns under consideration.

Sincerely,

C. Miles

Email

I-Miller

From: smail <smail@mindspring.com>
Sent: Wednesday, February 18, 2015 7:04 AM
To: Jones, Sarah (CPC)
Subject: Comments on 1601 Mariposa Draft EIR

Dear Sarah Jones,

I am writing to support the concerns of the Potrero Hill Neighborhood Association with regard to the proposed development at 1601 Mariposa Street. A more responsible project would better address the character and scale of neighborhood properties and Jackson Park, an important community gathering site. Further impact studies (parking, environmental, traffic, etc.) must be conducted in order to safely and sensitively develop the property. Additionally neighborhood recommendations to produce a less dense development would mitigate many concerns.

GC-2

I hope you will take neighborhood concerns seriously. After all, these are the people living and working in the district. These are the people directly impacted by this development. These are the residents of San Francisco who by all rights have a voice in how their community develops. They have done their research and dispute many assumptions and reviews that support the current proposal. The project is out of character with the neighborhood and by the Planning Code, should be reconsidered.

Thank you,
Susan

Susan Miller
San Francisco, CA 94117

Email

I-Mussetter

-----Original Message-----
From: Jani [mailto:janimusse@gmail.com]
Sent: Tuesday, February 17, 2015 11:02 AM
To: Jones, Sarah (CPC)
Subject: Comments on 1601 Mariposa EIR!

Dear Sarah,

PLEASE stop the development on or even near Potrero Hill. Yes, that includes Mission Bay!!! We TRULY have had ENOUGH!!!!! We have to deal with all of Mission Bay along with that heinous DAGGETT building which will radically change out neighborhood already!!!!! This is our home!!!! The Daggett is ATROCIOUS!!! How did this EVER get passed???????

GC-3

DO NOT LET ANYONE BUILD NEXT TO THE OAK SCHOOL!!!!!! SOP THE RIDICULOUSNESS. There is plenty of apartment buildings. You people down at the planning department MUST be responsible!!! You have to understand there will continue to be gold rushes in this city forever. There will be booms and busts. I think the housing is fine now!!!! STOP THE MADNESS!!! The bust from this current boom is about to bust out. I know you know this. Please act accordingly.

Thank you,
Jani Mussetter

Email
I-Nielsen

From: lucy [mailto:lucyen@aol.com]
Sent: Tuesday, February 17, 2015 3:17 PM
To: Jones, Sarah (CPC)
Subject: Comments on 1601 Mariposa Draft EIR

Dear Ms. Jones—

I am writing to express my concerns about the scope & scale of the proposed development at 1601 Mariposa Street and the Draft EIR. I have lived on Potrero Hill for the past 25 years and on Arkansas Street just 1 block from the development sight for the past 20 years. **GC-2**

I realize that this area of the city is changing--new hospitals, new universities, new neighborhoods, etc.--but I am extremely concerned about this 1601 Mariposa development and the impact it will have on the neighborhood both during construction and when it is completed. There are a few points in the DEIR that I wish to address specifically:

Development Scope & Scale - The 1601 Mariposa project is way out of character and scale for this particular part of Potrero Hill. This is a neighborhood of railroad flats, single family homes, and small-scale (2 to 3-story) condominiums and/or apartments. The surrounding streets are barely wide enough to handle local traffic as it is now. **LU-1**

Page 59 of the DEIR should be revised because the project as it is now would be inconsistent with a key objective of the Housing Element, which, as discussed on page 59 of the DEIR, aims to "promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure." **PO-3**

Parking - The DEIR concludes that the unmet parking demand could be met on the street by the existing supply. However, this analysis was based on counts that were undertaken during the summer when three schools adjacent to the property were not in session. Parking is at or over capacity on surrounding streets during the school year. The EIR needs to revise its analysis of secondary parking deficit impacts. Once accurate parking conditions are established for the periods when the schools are in session, the EIR should examine the potential secondary effects inadequate parking raises for this development. As a daily first-hand observer, an increase in the number of cars circling the neighborhood for parking spaces leads to distracted driving that compromises pedestrians and other drivers, public transport, etc. Drivers are competing for what little street parking there is left each morning on workdays and when school is in session. Parking analysis for a development of this scale must take into account these most congested periods. **TR-17**

Harmful Exposure to Hazardous Materials - The EIR needs to provide more information regarding how soil management during construction would be achieved. The descriptions in the DEIR do not provide a protected from exposure to hazardous materials. There will be exposure to elevated levels of particulate matter during demolition of the existing structures and construction of the new buildings. There also will be exposure to diesel particulate matter (a designated toxic air contaminant). The DEIR should include an additional mitigation measure requiring weekly updates via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site. Over the last few years, the increase in dirt and other particles due to massive construction projects in nearby Mission Bay and Showplace Square is visible on my windowsills and railings. It is scary to think about the more invisible & possibly more harmful particulate matter we all might be breathing if the toxicity levels at the 1601 Mariposa site are not properly considered. **HZ-1**

Email
I-Nielsen
Cont.

Shadowing on Jackson Park - A similar SOMA project was recently declined because of its potential shadowing on a neighboring park. In order to protect these vital park and garden resources and to promote the many City policies in place to protect our parks from shadow, it is important to prevent any new shadowing wherever possible. The EN FEIR found that up to 40 percent of Jackson Playground could be shaded at certain hours during the winter months and 25 percent during the summer months under cumulative conditions. The DEIR claims that the project's contribution to this is minimal. However, the scale of the 1601 Mariposa project needs to be revisited and modified in order to eliminate project-generated shadows on Jackson Playground and the adjoining Community Garden.

WS-1

Thank you very much for listening to our concerns.

Sincerely,
Lucy NIelsen
(a concerned neighbor)

Email

I-Nolan-Cilia

From: Joseph Nolan <jnolan1031@gmail.com>
Date: February 5, 2015 at 3:26:39 PM PST
To: sarah.b.jones@sfgov.org
Subject: 1601 Mariposa Development

Dear Sara:

We support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

AL-1

Joseph Nolan and Michelle Cilia
310 Arkansas Street
San Francisco, CA 94107

Email

I-Padula

From: Ana Padula <anapadula@yahoo.com>
Date: February 15, 2015 at 11:54:08 AM PST
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: 1601 Mariposa St.
Reply-To: Ana Padula <anapadula@yahoo.com>

My name is Ana Padula, I am a physician and I have lived with my family for the last 22 years at 221 Arkansas across the street form the proposed development. I am very concerned with the large number of units being proposed. That will have a very negative impact in the quality of life in the neighborhood, especially when you consider all the other housing units being build in the vicinity. **GC-2**

1601 Mariposa will contribute to significant "unavoidable" traffic impacts at two intersections (Arkansas & 16th and Mariposa & Mississippi). The DEIR notes that the intersection at Mariposa and Mississippi Streets is already at "unacceptable" levels. The traffic analysis fails to fully account for "past, present, and reasonably foreseeable future projects". The traffic study is incomplete, as some of the traffic, pedestrian and parking impacts were studied when nearby schools were not in session. **TR-3** **TR-1**

The reasonable option is to build less units and reduce density. **AL-1**

Sincerely,

Ana M. Padula
221 Arkansas St.
San Francisco, CA 94107

Email

I-Parekh

From: Ashesh Parekh [mailto:ashesh@gmail.com]
Sent: Monday, January 26, 2015 10:02 PM
To: Jones, Sarah (CPC)
Subject: 1601 Mariposa

Dear Sarah,

We support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

AL-1

--
Cheers,
Ashesh Parekh
362 Arkansas Street, San Francisco, CA 94107

Email

I-Roensch

From: Greg Roensch <gregroensch@gmail.com>
Date: January 29, 2015 at 7:41:28 AM PST
To: sarah.b.jones@sfgov.org
Subject: 1601 Mariposa (Comments to Draft EIR)

Dear Ms. Jones,

I'm writing these comments in response to the Draft EIR report for 1601 Mariposa in Potrero Hill.

I was born in San Francisco and am a long-time Potrero Hill resident. I live directly across the street from this proposed development. I shared some of these comments at the recent Planning Commission meeting at City Hall and am following them up with this letter. **LU-1**

I am certainly not anti-development in general or in terms of the 1601 Mariposa site. My concern is mainly that the current proposal by the developer is grossly out of scale with the neighborhood, so I ask you to strongly consider approving the Reduced Density Alternative as described in the Draft EIR. **AL-1**

As it is described in the report, the Reduced Density Alternative is the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. **AL-1**

I would also note that the conclusions of the Draft EIR conflict with the Showplace Square/Potrero Area Plan and General Plan by disregarding policies of preserving neighborhood character and protecting parks and open space from shadowing. Also, the City is relying on a document (Eastern Neighborhoods Final EIR) that is eight years old and is now stale for the environmental review of the 1601 Mariposa Street project . Some of the studies and research rely on data that is as old as the 2000 census. Potrero Hill is much different now than it was then. **PO-5**

I'm also concerned about the misrepresentation of the projections made in the Eastern Neighborhoods final EIR. The City already has more units in the pipeline for Showplace Square/Potrero area than were anticipated to be built in the area by 2025. **ES-2**

I hope you take my comments into consideration and help to preserve the character and culture of our wonderful Potrero Hill neighborhood. I believe the Reduced Density Alternative would be a win-win for the developer and the neighborhood. **AL-1**

Thank you,

Gregory Roensch
1663 18th Street, SF, CA 94107
415.404.5004

Email

I-Rowe

From: Matt Rowe <mattrowe@sftsunami.com>
Date: February 19, 2015 at 4:43:24 PM PST
To: <sarah.b.jones@sfgov.org>
Subject: 1601 Mariposa: Not within the character of the neighborhood

Dear Ms. Jones:

I am a resident of Potrero Hill and live near 1601 Mariposa Street. I am concerned about the Draft EIR issued for the proposed development at this site. **GC-1**

The proposed project is out of scale with the established neighborhood pattern and because it is on such a large site, these impacts are exacerbated. Page 59 of the DEIR should be revised because the project would be inconsistent with a key objective of the Housing Element, which, as discussed on page 59 of the DEIR, aims to ".promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure." Furthermore, the project should be revised to encourage small manufacturing uses (PDR space), and maintain the mix of diverse land uses that are an attraction and attribute I seek to preserve. **LU-1** **PO-3** **LU-3**

The EIR needs to provide more information regarding how soil management during construction would be achieved. The descriptions provided in the DEIR do not provide a level of confidence that school children, business owners and their customers, and residents will be protected from exposure to hazardous materials. During construction, there will be exposure to elevated levels of particulate matter during demolition of the existing structures and construction of the new buildings and diesel particulate matter (a designated toxic air contaminant). Specifics on how health risks and removal of these materials needs to be provided to the neighborhood in community planning sessions prior to any work being done. The DEIR should include an additional mitigation measure requiring weekly updates via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site. **HZ-1**

Thank you,
Matt Rowe

Email

I-Sinclair

From: TIMOTHY SINCLAIR [mailto:tim.sinclair@mac.com]
Sent: Tuesday, January 27, 2015 5:51 PM
To: Jones, Sarah (CPC)
Cc: David Funk
Subject: Comments regarding 1601 Mariposa EIR!

Dear Ms. Jones,

As a long-time resident of Potrero Hill, I was very happy to attend the Panning Commission meeting last Thursday when members of the community could speak up about their concerns regarding the planned development at 1601 Mariposa St. in my neighborhood. I was especially pleased to hear about and do strongly support the Reduced Density Alternative to that proposed development as it would bring the project down in size so that it would be more in keeping with the character of our neighborhood.

Specifically, I support the Reduced Density Alternative that is described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

AL-1

I thank you in advance for your consideration and encourage you to support the Potrero Hill community's desire to expand housing in a way that will compliment the neighborhood - not destroy it.

Sincerely,

Timothy Sinclair MD
344 Arkansas St.

Email

I-Smallcombe2

From: Ps. Mark Smallcombe <pm@c3sf.com>
Sent: Monday, January 26, 2015 10:53 AM
To: Jones, Sarah (CPC)
Subject: Comments on 1601 Mariposa EIR!

Hi Sarah

Thanks for taking my email comment further to my public comments made at the Planning Commission hearing about the draft EIR for the proposed 1601 Mariposa development

I support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid altogether many other negative impacts. **AL-1**

Not to mention the other projects in the area contribution to the over-saturation of the neighborhood's population in such a short window of time, the 1601 Mariposa project could easily further add 600 to a 1,000 people (with their vehicles) that is over 5% in one hit. Potrero Hill must not be turned into a bedroom community. It is not without mention that the 1601 Mariposa project is 4 times more dense than the Victoria Mews project that remains such an eyesore on Potrero Hill... and 5 times as dense as the 18th & Arkansas St Project which has only 60 units on roughly the same plot of land as 1601 Mariposa **GC-2**

A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood. **AL-1**

I echo the concern of the commissioners in increasing massive housing projects like this without providing infrastructure or caring for the negative impact on the existing neighborhood, its facilities, tenor and not to mention the changes to the character of the neighborhood that caused us to invest our lives here in the first place **ES-3** **GC-2**

Yours with respect

Mark Smallcombe
Owner, resident and property tax payer... 352 Arkansas Street San Francisco (Potrero Hill)

Email

I-Smallcombe-G

From: Gail Smallcombe <gail@c3sf.com>
Sent: Thursday, February 12, 2015 9:33 PM
To: Jones, Sarah (CPC)
Subject: 1601 Mariposa Street

These are my concerns regarding the EIR report on 1601 Mariposa:

It conflicts with Area plans and General plan	**PO-1, PO-2, PO-5**
The studies are out of date	**ES-1**
The cumulative impact is ignored	**ES-1**
Traffic impacts were not fully studied and cannot be fully mitigated	**TR-4**
Recreation impacts are not fully addressed	**RE-2**
Land use objectives are ignored	**PO-1, PO-2**
Shadowing will impact the use of Jackson Park	**WS-1**
Hazardous Materials need further study	**HZ-1, HZ-3**
Noise may be a nuisance for two full years	**NO-1**
A study of air Quality was not included	**AQ-1, AQ-2**

Sincerely
Gail Smallcombe
352 Arkansas Street
San Francisco, CA 94107

Email

I-Soto

From: Anita Soto <anita_soto@hotmail.com>
Date: January 31, 2015 at 1:31:08 AM EST
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: Comments on 1601 Mariposa EIR

We support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

AL-1

Sincerely,
Anita and Philip Soto
1633 18th Street
San Francisco, CA 94106

Email

I-Stenberg2

From: Kate Stenberg <katestenberg@gmail.com>
Sent: Monday, January 26, 2015 12:18 PM
To: Jones, Sarah (CPC)
Subject: Comments on 1601 Mariposa EIR!

Dear Sarah Jones,

I strongly support the Reduced Density Alternative described in the Draft EIR as the environmentally superior alternative because it would avoid the significant traffic-related impacts and reduce or avoid other impacts. A lower density project, broken into smaller masses, would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

AL-1

Thank you,

Kate Stenberg

Email
I-Stenberg3

From: Kate Stenberg <katestenberg@gmail.com>
Date: February 18, 2015 at 1:08:48 PM PST
To: sarah.b.jones@sfgov.org
Subject: 1601 Mariposa St. proposal - too big!

Dear Ms. Jones:

I am a resident of Potrero Hill and across the street from the proposed 1601 Mariposa Street development. I am concerned about the Draft EIR issued for the proposed development at this site.

Below are my concerns:

Not within the character of the neighborhood - The proposed project is out of scale with the established neighborhood pattern and because it is on such a large site, these impacts are exacerbated. Page 59 of the DEIR should be revised because the project would be inconsistent with a key objective of the Housing Element, which, as discussed on page 59 of the DEIR, aims to ".promote development of new housing in a way that is protective of neighborhood identity, is sustainable, and is served by adequate community infrastructure." Furthermore, the project should be revised to encourage small manufacturing uses (PDR space), and maintain the mix of diverse land uses that are an attraction and attribute I seek to preserve.

LU-1
PO-3
LU-3

Transit - The project would increase ridership on MUNI, which is already overburdened, underfunded, and unable to keep pace with the rapid pace of development. Page 152 of the DEIR acknowledges that the project would increase ridership on the 10 Townsend line (which already operates at 98 percent of capacity inbound at the PM peak), but that because it would only account for three percent of the ridership it would not be considered significant. This project would burden an already at or overcapacity and underfunded public transit system. Because a huge gap exists in funding for infrastructure upgrades (such as Muni, bicycle, pedestrian, and roadway improvements) needed to accommodate the substantial growth planned for the EN, the assumption on page 87 of the DEIR that growth has been planned for and anticipated is no longer true!

TR-11

Exposure to Hazardous Materials - The EIR needs to provide more information regarding how soil management during construction would be achieved. The descriptions provided in the DEIR do not provide a level of confidence that school children, business owners and their customers, and residents will be protected from exposure to hazardous materials. During construction, there will be exposure to elevated levels of particulate matter during demolition of the existing structures and construction of the new buildings and diesel particulate matter (a designated toxic air contaminant). Specifics on how health risks and removal of these materials needs to be provided to the neighborhood in community planning sessions prior to any work being done. The DEIR should include an additional mitigation measure requiring weekly updates via mail and email with scheduled activities and contact information in the event that problems should occur. Proper signage with the names and contact information for responsible City staff should also be posted prominently on the project site.

HZ-2

Sincerely,

Kate Stenberg

Email

I-Stolzoff

-----Original Message-----
From: Gary Stolzoff [mailto:garystolzoff@gmail.com]
Sent: Monday, January 26, 2015 9:17 PM
To: Jones, Sarah (CPC)
Subject: Comments on 1601 Mariposa EIR!

Hi Sarah,

I was able to attend the meeting last Thursday for the 1801 Mariposa EIR. Thank you for listening to the comments. **GC-3**

With all due respect to Commissioner Antonini, it took me 15 minutes to find a parking space when I got home after the meeting. **TR-17**

Parking is a big concern as well as general traffic congestion. However, the biggest concern I have is preserving the scale of the neighborhood. I have been on Potrero Hill since 1995. I also appreciate the need for additional housing. I think the challenge is finding a balance among the competing agendas. **LU-1**

I've tried real hard to accommodate a compromise and respect the competing interests.
Although I would prefer a much much less dense project with much more open space, I'm (reluctantly) willing to support the Reduced Density Alternative as described in the draft EIR. It's a bit of a stretch but I want to maintain a spirit of collaboration while hopefully maintaining what makes SF and Potrero Hill a great place to live. **AL-1**

Thank you for your consideration.

Gary Stolzoff
1607 18th Street

Email

I-Wegner

From: Andre Wegner
To: Fordham, Chelsea
Subject: Mariposa
Date: Sunday, December 21, 2014 10:55:52 AM

Dear Ms. Fordham,

I only moved to the Potrero Hill area in 2014 but I already love the neighbourhood for what it is. A refuge from the city, in the city. There are many ways to grow it sustainably but placing a 320! Unit behemoth in the center of it is not one of them. I have significant concerns about the environmental and social impact of such a project and would like to be included on any further notices regarding this proposal.
Many thanks
Andre Wegner

GC-1

ATTACHMENT B

DRAFT EIR PUBLIC HEARING TRANSCRIPT

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Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
Federal, State, Regional and Local Agencies, Boards, and Commissions		
A-Antonini	Michael Antonini, Commissioner	PD-1 Open Space and Landscaping
		ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
		TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
		WS-1 Shadows on Jackson Playground and Other Public Areas
		HZ-1 Project Construction-Period Hazardous Materials Impacts
		HZ-2 Timing of Hazardous Materials Remediation
		AL-2 Support for a "Neighborhood Protection Alternative"
		NO-1 Construction-Period Noise
		AQ-1 Construction-Period Air Quality Impacts
		GC-1 Adequacy of the Draft EIR
		GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
A-Johnson	Christine Johnson, Commissioner	ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
		TR-11 Transit Impacts
		NO-1 Construction-Period Noise
		GC-7 General Construction-Related Concerns
A-Moore	Kathrin Moore, Commissioner	ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
		ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
		WS-2 Shadows on Private Open Space
		RE-2 Project Impacts to Jackson Playground
		GC-1 Adequacy of the Draft EIR

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
A-Richards	Dennis Richards, Commissioner	ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
		ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
		HZ-1 Project Construction-Period Hazardous Materials Impacts
		AL-1 Support for the Reduce Density Alternative
		AL-2 Support for a "Neighborhood Protection Alternative"
		NO-1 Construction-Period Noise
		AQ-1 Construction-Period Air Quality Impacts
		GC-1 Adequacy of the Draft EIR
Organizations		
O-LOS2	N Scott MacBean, Director of Operations	PO-1 Consistency with General Plan Urban Design Element
		PO-3 Consistency with General Plan Housing Element
		ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
		TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
		GC-1 Adequacy of the Draft EIR
O-LOS3	Virginia Paik, Head of School	RE-2 Project Impacts to Jackson Playground
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
		GC-5 Live Oak School Expansion
O-18AHOA2	Nick Noyes, President	AL-1 Support for the Reduce Density Alternative
		LU-1 Impacts to Neighborhood Character
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
O-HAC	Rob Poole	GC-1 Adequacy of the Draft EIR
		GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
O-PBNA	JR Eppler, President	ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
		GC-1 Adequacy of the Draft EIR

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
O-P16C	Andy Blue	ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
		WS-1 Shadows on Jackson Playground and Other Public Areas
		RE-4 Cumulative Open Space Impacts
		LU-1 Impacts to Neighborhood Character
		GC-1 Adequacy of the Draft EIR
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
Individuals		
I-Angles2	Sean Angles	TR-4 Traffic Impacts
		TR-16 Construction-Period Traffic Impacts
		TR-18 Cumulative Traffic Impacts
		AL-4 Open Space Alternative
		AQ-1 Construction-Period Air Quality Impacts
I-Bahat	Sara Bahat	TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
		RE-2 Project Impacts to Jackson Playground
		AL-3 Reasonable Range of Alternatives
		NO-1 Construction-Period Noise
		GC-1 Adequacy of the Draft EIR
		GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
		GC-5 Live Oak School Expansion
		GC-7 General Construction-Related Concerns
I-Book	Joyce Book	ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
		WS-1 Shadows on Jackson Playground and Other Public Areas
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
I-Carswell	Deborah Carswell	TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
		TR-3 Traffic Study Methodology – Cumulative Analysis
		TR-12 Pedestrian Impacts
		TR-17 Parking
		GC-5 Live Oak School Expansion
I-Daniel	Sharon Daniel	AL-1 Support for the Reduce Density Alternative
		GC-1 Adequacy of the Draft EIR
		HZ-1 Project Construction-Period Hazardous Materials Impacts
		NO-1 Construction-Period Noise
		AQ-1 Construction-Period Air Quality Impacts
		GC-1 Adequacy of the Draft EIR
		GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Deckenbach	Jude Deckenbach	WS-1 Shadows on Jackson Playground and Other Public Areas
		RE-1 Description of Existing Conditions at Jackson Playground
		RE-2 Project Impacts to Jackson Playground
		HZ-1 Project Construction-Period Hazardous Materials Impacts
		NO-1 Construction-Period Noise
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Diehl	Jim Diehl	TR-3 Traffic Study Methodology – Cumulative Analysis
		TR-4 Traffic Impacts
		TR-12 Pedestrian Impacts
		AL-1 Support for the Reduce Density Alternative
		GC-1 Adequacy of the Draft EIR
		GC-2 Project Merits
I-Fillbrandt	Stephanie Fillbrandt	AL-2 Support for a "Neighborhood Protection Alternative"
		NO-1 Construction-Period Noise

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
I-Friedman, H1	Holly Friedman	TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
		TR-4 Traffic Impacts
		TR-11 Transit Impacts
		TR-12 Pedestrian Impacts
		TR-17 Parking
		GC-1 Adequacy of the Draft EIR
I-Friedman, S1	Seth Friedman	TR-4 Traffic Impacts
		GC-2 Project Merits
I-Glicken1	Sarah Glicken	PD-1 Open Space and Landscaping
		PO-6 Consistency with the Planning Code
		RE-2 Project Impacts to Jackson Playground
		AL-1 Support for the Reduce Density Alternative
		GC-1 Adequacy of the Draft EIR
		GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Heath1	Allison Heath	ES-2 Adequacy and Reliance of the Eastern Neighborhoods FEIR Projections and Cumulative Analysis for the 1601 Mariposa Street Mixed-Use Project EIR
		ES-3 Adequacy of Eastern Neighborhoods Infrastructure for the 1601 Mariposa Street Mixed-Use Project EIR
		TR-11 Transit Impacts
		TR-18 Cumulative Traffic Impacts
		RE-4 Cumulative Open Space Impacts
		AQ-3 Cumulative Air Quality Impacts
I-Horton	Darlene Horton	HZ-3 Project Operational Hazardous Materials Impacts
		HZ-4 Proximity of Sensitive Receptors to Potentially Hazardous Site Conditions
		AL-1 Support for the Reduce Density Alternative

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
I-Ikle2	Judith Ikle	TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
		TR-12 Pedestrian Impacts
		TR-14 Loading Impacts
		AQ-2 Operation-Period Air Quality Impacts
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Kurek	Stephanie Kurek	NO-1 Construction-Period Noise
		OC-1 Solar Access
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Maznio	Kasha Maznio	TR-4 Traffic Impacts
		GC-2 Project Merits
I-Miguel	Ron Miguel	GC-1 Adequacy of the Draft EIR
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Ranch	Greg Ranch	AL-1 Support for the Reduce Density Alternative
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Sacks	Steve Sacks	TR-2 Traffic Study Methodology – AM and PM Peak Analysis
		TR-12 Pedestrian Impacts
		WS-1 Shadows on Jackson Playground and Other Public Areas
		RE-2 Project Impacts to Jackson Playground
		HZ-1 Project Construction-Period Hazardous Materials Impacts
I-Smallcombe1	Mark Smallcombe	TR-17 Parking
		LU-1 Impacts to Neighborhood Character
		GC-1 Adequacy of the Draft EIR
		GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
I-Stenberg1	Kate Stenberg	TR-4 Traffic Impacts
		TR-11 Transit Impacts
		WS-1 Shadows on Jackson Playground and Other Public Areas
		RE-2 Project Impacts to Jackson Playground
		HZ-1 Project Construction-Period Hazardous Materials Impacts
		AL-1 Support for the Reduce Density Alternative
		AQ-1 Construction-Period Air Quality Impacts
		AQ-2 Operation-Period Air Quality Impacts
I-Stewart, D.	David Stewart	GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Stuart	Craig Stuart	ES-1: Adequacy and Relevance on the Eastern Neighborhoods Rezoning and Area Plan (Eastern Neighborhoods FEIR) for the 1601 Mariposa Street Mixed-Use Project EIR
		TR-1 Traffic Study Methodology – Traffic, Pedestrian, and Parking Counts
		TR-3 Traffic Study Methodology – Cumulative Analysis
		TR-12 Pedestrian Impacts
		TR-14 Loading Impacts
		WS-1 Shadows on Jackson Playground and Other Public Areas
		RE-2 Project Impacts to Jackson Playground
		AL-1 Support for the Reduce Density Alternative
		GC-2 Project Merits
I-Sundel	Carol Sundel	AL-1 Support for the Reduce Density Alternative
		GC-2 Project Merits
I-Trauss	Sonja Trauss	GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR

Table B-1: Commenters in Draft EIR Public Hearing Transcript

Comment Code	Full Name	Topic Code
I-Vandenheuvel	Wendy Vandenheuvel	PO-4 Eastern Neighborhoods Plan and FEIR
		PO-5 Consistency with the Showplace Square/Potrero Area Plan
		LU-1 Impacts to Neighborhood Character
		LU-3 Loss of PDR Space
		GC-2 Project Merits
		GC-3 General Concerns Not Related to Project Impacts or the Adequacy of the EIR
I-Zwerner	Deborah Zwerner	AQ-1 Construction-Period Air Quality Impacts

Hearing Transcript 01/22/15

BEFORE THE

SAN FRANCISCO PLANNING COMMISSION

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AGENDA ITEM 2012.1398E

PUBLIC HEARING

ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

1601 MARIPOSA STREET MIXED USE PROJECT

January 22, 2015 - 12:00 o'clock p.m.

San Francisco Planning Commission Chambers

1 Carlton B. Goodlett Place, Room 400

San Francisco, California

REPORTED BY: DEBORAH FUQUA, CSR #12948

A P P E A R A N C E S

SAN FRANCISCO PLANNING COMMISSION:

Cindy Wu, Vice President

Michael Antonini, Commissioner

Richard Hillis, Commissioner

Christine Johnson, Commissioner

Kathrin Moore, Commissioner

Dennis Richards, Commissioner

Commission Secretary: Jonas P. Ionin

Planning Department Staff:

Chelsea Fordham, EIR coordinator

Devyani Jain, Senior Environmental Planner

- and Members of the Project Sponsor Team -

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Thursday, January 22, 2015 2:10 o'clock p.m.

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P R O C E E D I N G S

SECRETARY IONIN: Next item, No. 9, for Case No. 2012.1398E at 1601 Mariposa Street. This is also a public hearing on the Draft Environmental Impact Report. And please note that written comments will also be accepted at the Planning Department until 5:00 p.m. on February 17th, 2015.

CHELSEA FORDHAM: Good afternoon, President Wu and Members of the Commission. I am Chelsea Fordham, Planning Department staff and the EIR coordinator for the 1601 Mariposa Street project.

Joining me today is Devyani Jain, Senior Environmental Planner, and members of the project sponsor team are also present.

The item before you is review and comment on the 1601 Mariposa Draft EIR, Case No. 2012-1398.E. The proposed project would develop a residential and ground floor commercial usage on a three-acre project site located in the Showplace Square/Potrero Sub-Area of the Eastern Neighborhoods Rezoning and Area Plan.

The project would demolish three existing buildings and construct two four-story mixed-use buildings containing 320 residential units, and 10,000

square feet of ground floor commercial space would be distributed throughout both buildings.

A two-level below-grade parking garage would contain up to 275 parking spaces. The proposed building would have heights ranging from 31 to 40 feet and a total of approximately 40,000 square feet of private and public open space would be developed throughout the project site.

The Draft EIR found that the proposed project would result in significant and unavoidable impacts on transportation. The Draft EIR found that significant impacts to archeological resources, noise and hazardous materials could be mitigated to a less-than-significant level.

The Draft EIR analyzed three alternatives: the no project; the reduced density; and the reduced height on Mariposa Street alternatives. The reduced density alternative would reduce the project's significant and unavoidable transportation impacts.

The Draft EIR was published on December 17th, 2014, and the public review period closes on February 17th. The comment period for this Draft EIR was extended to 60 days due to the proximity of the publication date to multiple major federally recognized holidays.

Staff is not hear to answer comments today. Comments will be transcribed and written and responded to in a comments and responses document which will respond to all verbal and written comments received and make revisions to the Draft EIR as appropriate.

Comments should be directed towards the adequacy and accuracy of the information contained in the EIR.

For members of the public who are here at the hearing today, please state your name for the record. For those interested in commenting on the Draft EIR in writing by mail or e-mail, they may submit their comments to the Environmental Review Officer at 1650 Mission Street, Suite 400, San Francisco by 5:00 p.m. on February 17th.

When the responses to comments document is complete, the Planning Department will provide copies to those who have commented on the Draft EIR.
We will then return to the Commission to request certification of the EIR. If the EIR is certified, the Planning Commission may consider approval of the project.

This concludes my presentation, and unless Commissioners have questions, I would recommend the Commission open the public hearing on this item.

COMMISSION CHAIR WU: Thank you.

SECRETARY IONIN: Commissioners, before we do that, if I may, those persons standing in front of the doorways are going to have to find a seat and/or move over to this side of the room; you're causing a fire safety hazard.

Also, members of the public who are here for items after this one, this item appears to take -- will take about an hour at least. And then, after this item, the Commissioners will be taking about a 20-minute to 30-minute break. So if you're not here for this item, you've got at least an hour and a half, I think, before the next item will be called. Okay? And it might also free up some seats.

Thank you.

COMMISSION CHAIR WU: So I'll call names. If I call your name, please line up on the screen side of the room to come make your comment.

David Stewart, Sean Engles, Deborah Carswell, Judith, Taylor Burkhardt and Allison Heath.

SECRETARY IONIN: If your name's been called, please feel free to approach the podium and submit your comment.

DAVID STEWART: Hi, my name is David Stewart. This is my first time ever, actually, in City Hall. So

I'm not -- as the first speaker here, I hopefully will do this the right way and take two minutes and 48 seconds.

So I'm here -- actually, I just live about eight blocks from this site, and I work near there, too. I don't have a particular, I guess -- I don't know the developer or have any particular interest in this, except that I own a small business. And as part of that, I've seen people on my team try to find housing when they come to San Francisco. Some of them have lived here for a long time. Some are newcomers. And it is just catastrophic how difficult it is for people to find reasonably priced housing in the city.

I-Stewart, D. GC-3-cont.

And I really think that projects like this one, while I understand that people who may have, you know, a vested interest if they live very nearby -- I get the sense that I'm not going to be the majority opinion here today. But I think that projects like this will be very important for our city to move forward. We've heard about all the new jobs, the new people living here. And they need somewhere to live.

I-Stewart, D. GC-2

I think this is exactly the sort of project that we need more of and that this project -- I reviewed it specifically, and I think there is -- this is in an area that I think actually has -- you know,

there's no perfect place where you won't disrupt anything or anyone.

But this is in a space that isn't very well utilized right now. It isn't particularly dense. It's not like this is a 20-story building. It's really not that tall in the grand scheme of things for being so central in the city. And it's in an area that's already, you know, central and pretty well served by public transportation. And there are already stores and other areas nearby.

I just think that this -- you know, this is one of the best places in the city to build something on this scale. So I really hope that this project gets built so that people, including some people that I work with who are desperately trying to find places to live and find that there are very limited options if you weren't lucky enough to get into a rent-controlled place a long time ago -- we need opportunities like this for people to find homes in San Francisco.

Thanks.

SECRETARY IONIN: I'd also like to remind members of the audience who are submitting their comments that this is about the adequacy and accuracy of the environmental impact report itself, not the project.

DEBORAH CARSWELL: Hi, my name is Deborah

I-Stewart, D. GC-2-cont.

I-Carswell TR-1

Carswell. I'm a parent of two kids at Live Oak School. I'm a Bernal Heights resident, and I'm also a small business owner looking at moving into -- our company into the Potrero Hill and Dog Patch neighborhoods. So I spend a lot of time in Potrero Hill.

Specifically for the -- addressing the Draft EIR, I'd like to talk about transportation, the availability of parking, and pedestrian safety.

So I notice that the pedestrian and parking counts were taken in late June, which is unfortunately when school is out of session. So this doesn't accurately reflect the peak use of this area. Many of the counts were done in the afternoon. Peak use in this area is often around 8:00 to 8:30, when children are going to school, in the afternoons around 2:00 to 4:00, when they are being picked up. And I think an analysis at these times will show a very different outcome and a different impact to this project on pedestrian safety and parking availability.

For example, in the report there was a statement that said pedestrians were not on the sidewalks adjacent to the project site. That's very different at these busier, high-traffic times of day, especially when we have young kids who are, we all know, not the best at paying attention and crossing

I-Carswell TR-1 cont.

streets in the area, and we need to be particularly aware for their safety.

So I'd like to specifically request that we make additional counts during those times that are more at the true peak hours for this neighborhood and especially in the morning. **I-Carswell TR-1**

I'd also like to see pedestrian safety mitigation measures included in the plan, which would be things including crosswalks with flashing lights and expanding the school loading zone along Mariposa Street. I think that could directly help with pedestrian safety at these important times. **I-Carswell TR-12**

There's a similar issue with parking. The assessment of parking was not done at the busiest times of the neighborhood. So we really should evaluate these when school is in session. **I-Carswell TR-1**

I frequently volunteer at the school. And if you're trying to find parking at 8:00 o'clock or 8:30, especially when there's street cleaning days, it's very hard to get parking within a couple of blocks of the school. It's also similarly difficult at pick-up times. **I-Carswell TR-17**

I was shocked to see the estimated almost 3300 trips per day. If you think about how many cars this puts on our streets during typical kind of hours when **I-Carswell TR-3**

people are driving, this is something like four extra cars per minute.

You combine this traffic impact on the intersections around the school with the proposals for Highway 280 changes -- which were specifically not considered in the report despite being in the planning changes -- and there will be a very, very different flow of traffic in this area and a high degree of congestion right where we have kids from Live Oak School and from the International Studies Academy.

So the EIR should include these changes in traffic flow and in the highway planning under consideration. And we should also consider the expansion of the school. As we know, the school has publicly announced plans to increased enrollment over the next few years. So the number of kids, the number of adults in the area walking and trying to park will only go up in the next few years.

Thank you. Like the speaker before, this is my first time coming to a Commission. I was moved by this to get here today, to leave work and come and speak with you. So thanks for your time.

COMMISSION CHAIR WU: Thank you.

As the next speaker comes up, I will call more names. Kasha --

I-Carswell TR-3-cont.

I-Carswell GC-5

(Interruption from gallery)

COMMISSION CHAIR WU: If I've called your name, just please line up on this side of the room.

JUDITH: So can I project things or --

SECRETARY IONIN: Yes, you may.

JUDITH: All right. So my name is Judith, and I'm a parent at the Live Oak -- eighth grader. My son has attended Live Oak since kindergarten, and my family lives in Bernal Heights, a few blocks from the Mission planning area in the Eastern Neighborhood Plan. I also have a younger daughter.

I want my child to be able to return to Live Oak as a recent graduate and continue to have pride in the wonderful surroundings that supported his education and growth. Live Oak is a very special place and a very special area. It is an area rich in educational resources.

I-Ikle2
GC-3

And this EIR conducted a traffic study which did not account for three schools which are within the block. And it didn't even -- excuse me, Commissioner Johnson -- but account for the entrance of KIPP on 18th Street.

I-Ikle2
TR-12

So I think that the real problem is -- and this shows why doing a valid traffic study is so important because this is an area where we have schools

I-Ikle2
AQ-2
TR-1

which are two blocks from these air pollutant exposure zones. This is an area where we need to ensure that our children's air quality is accurately measured.

I-Ikle2 AQ-2 TR-1-cont.

It completely ignored all these pedestrians because they did it too late in the day and in June and July, when the schools weren't in session, both the public schools and the private schools.

I-Ikle2 TR-1

From these flawed estimates flow poor estimates of pedestrians at risk and traffic impact and circling for parking, which feed into the air quality impacts on these sensitive receptors, our children.

I cannot understand how you could base a fact-based decision related to children's health and pedestrian safety in our Eastern Neighborhoods on such a fundamentally flawed data.

The Planning Department needs to revise the traffic and parking impact analysis after new counts are taken and then, of course, revise the air quality. It's as if you were trying to count songbirds in the middle of winter.

I-Ikle2 TR-1 AQ-2

Do not grant exemptions for off-street loading areas.

Oh, I just want to show -- this, this is the entrance of KIPP on 18th Street, which is not mentioned at all in the EIR. And then this is all the double

I-Ikle2 TR-14

parking which happens in school zones. And the developer would like -- here's the school zone. There's the double parking. The development would like an exemption from the off-street loading. And I think that all this double parking basically creates additional traffic risks. And I would really urge that, for such a large building, that they not be granted that exemption.

I-Ikle2
TR-14-cont.

I'd also just say that --

SECRETARY IONIN: Thank you, ma'am. Your time is up.

COMMISSION CHAIR WU: Thank you.

Next speaker.

SEAN ENGLES: I apologize; I was out of order here. I didn't realize I was to stand there.

My name is Sean Engles. I've been a 17-year resident at 382 Arkansas. I'm about a half a block away from the proposed development site.

I'd like to share a few photographs to illustrate some of my speaking points today.

Personally, one of -- what I would like to see obviously for this space I think it is extremely ginormous, oversized project for the density in our neighborhood. Ideally, I would see a better use of this space -- if there is an opportunity still to look

I-Angles2
AL-4

at it, even though the environmental report neglected to look further -- and it would be an open space and extension of Jackson Park for the future recreational needs of the 3,000-plus residents that will be arriving in our neighborhood based on the pipeline projections of projects already in the scope.

I-Angles2 AL-4-cont.

But I'd like to talk a little bit about, first of all, the issues I think are imminent with a project this size. First is going to be the traffic problem.

This is a picture from this morning at an intersection that used to be very easy to get to -- through in the morning on my way down to the Peninsula.

I-Angles2 TR-4

This is very typical. This at 8:40 this morning. I took a photograph, blew it up. This is at the corner of Mississippi and Mariposa, a few blocks from the project. This entrance onto 280 is the only entrance and exit we have for this part of Potrero Hill in and out of our neighborhood.

We have anticipated -- you see in the background, opening up next month is going to be the new UCSF is going to be relying on that same access point. We are also going to have a Kaiser Hospital nearby. We have Daggett Place that's moving in. And we have a load of other projects that are in the pipeline without addressing the issues of the existing

I-Angles2 TR-18

congestion for problems in our neighborhood.

The second point I'd like to address -- so overall, the traffic impacts I feel in the environmental impact report were not fully studied and cannot be fully mitigated.

I-Angles2 TR-4

Another problem we have is the existing construction. Here we're looking at Daggett Place. You see all the cranes in the background? This has been a street to get to Downtown from our neighborhood, a cross-street that connects to Seventh. It is completely filled with construction equipment and construction worker vehicles that are parked on site.

I think this issue has to be addressed in the cumulative effect that we have too many projects all at the same time. And I'd urge the committee to halt this project to look at these traffic impacts or at least allow the projects to catch up in time so that we're not having this impact on all our streets.

I-Angles2 TR-16

Also, finally I'd like to address the construction air quality. This is a swipe of my table this morning. I was having breakfast outside. I do it once a week. This grime is something that happens every single week.

I-Angles2 AQ-1

SECRETARY IONIN: Thank you, sir. Your time is up.

SEAN ENGLES: Thank you very much.

COMMISSION CHAIR WU: Thank you.

Next speaker.

ALLISON HEATH: My name is Allison Heath, and I'm here to talk to you about cumulative impacts. Thanks for the opportunity to speak.

There's a significant error in the Draft EIR on Page 87 which misrepresents the projections made in the Eastern Neighborhoods EIR and concludes that cumulative impacts have already been addressed and merit no further study. They've made an apples-to-oranges comparison using projections for the entire Eastern Neighborhoods and compared them to development just in Showplace Square and on Potrero Hill.

I-Heath1 ES-2

Looking at the third quarter pipeline report for the area, without even including the units already constructed, the fact is that we've already exceeded the 2025 projections for Potrero Hill and Showplace Square by over 20 percent.

We don't even need to wait for the 2015 monitoring report to recognize that we have a huge problem.

We were promised a full array of public benefits to ensure the development of complete

I-Heath1 ES-3

neighborhoods, including open space, improved public transit, transportation, streetscape improvements, community facilities and affordable housing. So where are these promised benefits? Improved public transit? The traffic study for the project has our No. 10 bus running at 98 percent capacity during the evening rush hour before our cumulative several thousand new neighbors arrive.

As for the 22, we've learned that we get to keep it for three to five years, only to have it rerouted after all these new developments are completed.

Traffic? We have several intersections on Potrero Hill that are already at unacceptable levels. Traffic backs up every rush hour. And our air quality is rapidly declining. What happens when we add thousands of residential units, office towers, a hospital, Warriors Stadium and Pier 70 to the mix?

New parks? We know we're deficient in this. The Showplace Square/Potrero Hill area promised us four acres of new open space. We're still waiting. Meanwhile, Jackson Park, which is already heavily used and doesn't really provide much in the way of real open space for the neighborhood, will soon be serving not just 700 additional people from 1601 Mariposa but more

I-Heath1 ES-3-cont.

I-Heath1 TR-11

I-Heath1 TR-18 AQ-3

I-Heath1 RE-4

than 3300 new residents all within five blocks of the park.

We recognize the need for new housing. We get that. But we're building luxury units like crazy, and we're about to hit a wall. This project must be considered in the context of other development, and we must address the things we really need, like better public transited streets, more community facilities, new parks, open space, as well as housing for middle income earners and, of course, families.

Thank you.

COMMISSION CHAIR WU: Thank you.

As the next speaker comes up, I'll call more names.

Stephanie Couric, Sonya Trauss, Jim Deal, Rob Poole, Steve Sax.

KASHA MAZNIO: My name is Kasha Maznio. I'm a mother, a nurse, and a resident of Potrero Hill for over 20 years. Although the City wants to build infill housing, the site at 1601 Mariposa is too small for a project this big. The amount of congestion from the freeway exits and the ever-growing UCSF/Mission Bay developments is all converging on this already constrained piece of real estate.

Adding over 300 units and hundreds of cars

I-Heath1 RE-4-cont.

I-Heath1 ES-3

I-Maznio GC-2

I-Maznio TR-4

flooding the area is just too great for an impact for this location. Thank you.

STEPHANIE COURIC: Good afternoon, Commissioners. My name is Stephanie Couric. And I'm a San Francisco resident for almost 15 years and the mother of a Live Oak kindergartener.

And it seems like all of my friends with kids are leaving. And what keeps us in San Francisco is that we did -- we were one of the families that found a great school for our kid. And I'm really worried about the noise impacts during construction.

My daughter is very sensitive to sound. And I'm worried she's going to lose two years of her learning because of sound coming from this project.

The Draft EIR is inaccurate. On Page 296, it says that Live Oak is a year-round school, and this is not the case. They do have a small summer program, but it only has about 10 percent of the enrollment of the regular school year. And we need to have the noisiest activities, like demolition, done during this three-month summer break and also during other breaks like winter break. Otherwise, I just don't know how the kids are going to be able to learn.

The Draft EIR also does not consider the impact of student learning and student health of the

I-Maznio TR-4-cont.

I-Kurek GC-3

I-Kurek NO-1

sound mitigation measures that are being considered, such as sound blankets. I mean, there are standards for daylighting for schools and hospitals because daylight is so important for people's health. And if we cover up -- if we use these sound blankets, then I don't understand how the kids are going to have access to daylight.

I-Kurek NO-1-cont.

I-Kurek OC-1

Thank you very much.

COMMISSION CHAIR WU: Next speaker?

JIM DEAL: Good afternoon. My name is Jim Deal. I live on 209 Arkansas, which is effectively straight across the street from the proposed project. And while I agree with the need for new housing and I'm not opposed to the reduced density option that the Environmental Impact Report suggested, I still see major failures in the report itself, in particular, pedestrian traffic safety.

I-Diehl AL-1 GC-2 TR-12

I have a small child. I use that intersection at Mariposa and Arkansas daily. And the fact of that intersection, according to the report, not being impacted by traffic is significantly -- just doesn't make sense to me personally.

I-Diehl TR-4

I don't see that all of the building that is taking place in the Mission Bay area has been taken into account. Particularly, I understand that there's

I-Diehl TR-3

no mitigation for the already impacted intersections down near the freeway entrance. And that's only going to be orders of magnitude worse.

I-Diehl TR-3-cont.

So, again, I'd be in favor -- I'm in favor of new housing and perhaps the reduced density option, but a better report needs to be done.

I-Diehl AL-1 GC-1

COMMISSION CHAIR WU: Next speaker.

STEVE SAX: Good afternoon. My name is Steve Sax. I'm a 15-year resident of Potrero Hill. I live at 1112 DeHaro Street. My child also goes Live Oak School, and my business is in Potrero Hill. So I've got some firm roots there.

The main concerns that I have with this project are the inadequacy of the study of traffic. It's something that you're hearing a bit of. I think that a study needs to be done during the morning rush hour times.

I-Sacks TR-2

I live down by 18th and Mississippi, that intersection that was earlier shown. And that is typical of traffic for that area. It's a huge problem. And I think it's actually being studied by this Commission as well. We need to be aware of the fact that children are going to be crossing the streets at all hours of the day. And I think that certain mitigation measures need to be taken into

I-Sacks TR-12

consideration.

Another major concern I have is the use of Jackson Park. It's a park that my children use on a regular basis. And it is going to be severely impacted not only by the shadow that's going to be cast, which is going to be a 40 percent shadow from this project onto Jackson Park during winter months and 25 percent during summer months -- that's a significant impact that was not mentioned in the Draft EIR.

Not only is the shadow going to have an effect but also the use by these residents on the park is going to have a significant effect. And while I welcome new residents to Potrero Hill, I think it's a fantastic place to live, of course, I think that this project needs to add mitigation measures to either provide a recreation facility, a communal recreation facility, which is something that Live Oak School and the developer have discussed, or some other form of recreation area that can mitigate the impacts on the park.

Last item I'd like to bring up is the observation that hazardous materials are really going to enter into the air. And I don't think that there's sufficient mitigation measures in place in the Draft EIR to control the hazardous materials that are going

I-Sacks TR-12-cont.

I-Sacks WS-1

I-Sacks RE-2

I-Sacks HZ-1

to end up in the air and in the Live Oak School and surrounding community. Thank you very much.

I-Sacks HZ-1-cont.

COMMISSION CHAIR WU: Thank you.

Next speaker.

ROB POOLE: Good afternoon, Commissioners. Rob Poole with the Housing Action Coalition, speaking on behalf of our 140 members. Thanks for the opportunity to speak to you today.

O-HAC GC-2

I'll keep my comments focused on the EIR, but I just do want to state that this project was presented to our project review committee. I believe Commissioner Fong was actually present at that meeting. And we are in full support of the project.

But on to the EIR. We believe it is adequate, thorough, and complete. However, we don't think this project had -- we think it's unfortunate this project had to do its own EIR. It is on the Eastern Neighborhoods Plan. I think it's important to bring up we spent 10 years trying to put that plan together. And we did an EIR for that whole plan.

O-HAC GC-1

O-HAC GC-3

And the goal of that was to add more housing to underutilized land to meet our housing goals for the City. And we're going to add more certainty to new good urban infill projects. In exchange, we are also to increase the fees. So we're going to increase

impact fees to help with public infrastructure, to boost the inclusionary requirement to deliver more affordable housing, create a more dense urban walkable environment.

O-HAC GC-3-cont.

We think this project aligns with the envisioned Eastern Neighborhoods Plan, and it should move forward as it is. Thank for your time.

O-HAC GC-1

COMMISSION CHAIR WU: Thank you.

As the next speaker comes up, I'll call more names. Kate Stenberg, Nick Noyes, Sharon Daniel, Darlene Horton, and Scott MacBean.

UNIDENTIFIED SPEAKER: Hi. So I'm in support of this project. I wish that it could have already been finished because we are in a housing crisis, and there are a lot of people that need housing now.

I-Trauss GC-2

It occurs to me that the EIR, taken literally, it would sound like you would be considering environmental effects on water quality or air quality maybe by something industrial. But clearly, since people are talking about traffic, you also get to consider social effects.

I-Trauss GC-3

And what's the problem with traffic? Well, it's crowded, and it has all of the downsides of crowding. And it also, I guess, increases time spent traveling somewhere.

So if you get to consider in the EIR the social impacts of traffic, cumulative impacts even, then we should really be considering the cumulative impacts of not building because by not building over and over and over again, we, one, increase crowding in the units that do exist, and we also force people to spend more money on the units that do exist.

So in that way, none of these EIRs are really adequate if we can't -- if we can't look into the cumulative effect of not building.

Thanks.

COMMISSION CHAIR WU: Thank you.

Next speaker.

KATE STENBERG: Hi, my name is Kate Stenberg. I live across the street from the proposed project. I have the following issues with the proposed development at Mariposa.

I believe the area plans are just too big. The traffic impacts of the surrounding developments at the moment are astounding and very difficult to negotiate, the traffic. I'm also concerned about the lack of public transportation in the area.

The recreation impacts are not fully addressed. I believe we need more open space and parks. Shadowing will impact all the areas around the

I-Trauss GC-3-cont.

I-Stenberg1 TR-4

I-Stenberg1 TR-11

I-Stenberg1 RE-2

I-Stenberg1 WS-1

project.

Hazardous materials need further study, and the study of the air quality was not included.

I support the reduced density alternative listed in the Environmental Impact Report. Thank you.

COMMISSION CHAIR WU: Thank you.

Next speaker.

NICK NOYES: Good afternoon. My name is Nick Noyes. I'm the president of the Homeowners Association at 18th and Arkansas, which is across the street from the subject property.

I'd like to start off by saying that we're certainly not anti-growth. We're not anti-development. We think the developer is an excellent developer. We think the architect is an excellent architect.

I have here a petition that we gave to the Planning Commission in May of 2013 which states that we are extremely concerned about the proposed over-scaled development proposed for our neighborhood. The height, density, scale -- and the scale of the project are completely out of character with our neighborhood.

I've had a lot of meetings with the developers. They've been very cordial. They've been very accommodating. I'm an architect. I kind of understand what we're all talking about.

I-Stenberg1 WS-1-cont.

I-Stenberg1 HZ-1, AQ-1, AQ-2

I-Stenberg1 AL-1

O-18AHOA2 GC-3

O-18AHOA2 LU-1

O-18AHOA2 GC-3

It became very obvious pretty early on that they were, rightfully so, going to try and max out the project as best they can. Absolutely. Why wouldn't you start off at that starting point?

And then it became very, very clear that there was not going to be any change until someone said that you might want to change. So I'm really here just to support the reduced density alternative listed in the Draft EIR as the environmentally superior alternative. A lower density project would simultaneously reduce the impact of a large number of new residents and better respect the existing character and scale of the neighborhood.

Thank you so much for your time.

COMMISSION CHAIR WU: Thank you.

Next speaker.

SHARON DANIEL: Hello. My name is Sharon Daniel. I live in the 1600 block of 18th Street, so right across the street from the proposed development project. I've been a resident of San Francisco since 1996.

When I first came to San Francisco, I visited Potrero Hill, and I decided that that was where I wanted to ultimately live. It took me until this past summer to be able to find a residence there. So I'm a

O-18AHOA2 GC-3-cont.

O-18AHOA2 AL-1

I-Daniel GC-3, GC-2

new resident of this block.

I am not anti-growth. I do support the reduced density alternative. But I have serious concerns with the Draft EIR, particularly from my own perspective. With the lack of study of air quality, air quality study that was not included, I think the hazardous materials study needs further consideration.

I think there's going to be a significant negative impact on the environment in the neighborhood, both during the construction and afterwards, because of the size. I've looked at the plans. I also agree that the architect is a good architect, the same architect that designed the place where I now live.

But I think that two years of construction will be -- will create horrible and unbearable sound and air pollution in the environment. And the EIR does not adequately address that.

I'm a professor, and I do my research at home at least three days a week. And the quality of both air and sound through my windows which face the potential construction site will probably make it impossible for me to work at home. And I think that the -- one of the reasons that I love Potrero Hill, though I agree there needs to be more affordable housing in the neighborhood -- and there's no

I-Daniel GC-1, GC-2

I-Daniel AL-1

I-Daniel AQ-1 HZ-1

I-Daniel GC-1

I-Daniel GC-2

I-Daniel AQ-1 NO-1

I-Daniel GC-2

indication that this will be affordable housing, for one thing -- but I think the openness, the air, the light, the mix of small residential, small business, and industrial uses of the neighborhood is really an attractive thing that I think should be maintained to a certain degree.

And I'm just concerned that, once this building project begins and when it is concluded, there will be no light and there will be no air in the neighborhood for both the school children and the residents and businesses that are currently there.

So thank you.

I-Daniel GC-2-cont.

DARLENE HORTON: Good afternoon. My name is Darlene Horton. I am a resident of Potrero Hill for 15 years, also the mother of a young boy who attends Live Oak School. I live about four blocks away from the site.

I'm also a researcher and a pediatrician, pediatric cardiologist. There's a lot of things I agree with that folks have said, issues around basically the ultimate impact of increasing the density of people in the neighborhood.

But I specifically want to address the hazardous materials issue. I've treated kids with lead toxicity and have seen firsthand really the devastating

I-Horton HZ-4

effects that it can have on kids' neurological development.

So Live Oak is a school -- people mentioned very briefly the school is expanding. The way that it is expanding is that it's adding a class in the kindergarten class and then first grade, second grade. So each year, there's an expansion of -- the number of kindergarten kids essentially will be doubled over the next seven to eight years and, therefore, an increased density of kids who are most vulnerable to the potential toxicity of lead in particular.

The EIR really just skims over this issue, doesn't even mention it specifically. I support the reduced density plan but really would love for the Commission to insist that a more detailed impact of lead toxicity on young children not only at Live Oak but also at the playground.

And more specifically, too, what is going to be done during the -- during the construction to contain any type of toxicity as well as taking care of soil? There's an excavation that's going to be done. I know that I myself incurred about a $15,000 bill for lead that came in to my home. And that was merely from tracking it in from the backyard.

So this is a huge issue on Potrero Hill where

I-Horton HZ-4-cont.

I-Horton HZ-3 AL-1

I-Horton HZ-1

the homes are older. And this is a site that's had trucks and all sorts of, you know, potentially toxic materials in that space. So I'd love for the Commission to very seriously consider that.

I-Horton HZ-3-cont.

Thank you.

COMMISSION CHAIR WU: Thank you.

Next speaker, and I'll call more names. Jeud Dekkenbach, Wendy Vanenhoval, Seth Freidman, Debra Zwerner.

SCOTT MacBEAN: Hi. My name is Scott MacBean. I'm the director of operations at the Live Oak School. I'd like to address the deficiencies in the EIR as it relates to plans and procedures.

O-LOS2 GC-1

First, the project is not consistent with Objective 3 of the San Francisco General Plan's urban design element. Second, the project would conflict with some of the objectives of the San Francisco housing element. Third, the project conflicts with objectives of the Showplace Square/Potrero Area Plan. Fourth, the EIR analysis relies on an Eastern Neighborhoods EIR which is eight years old and inconsistent with existing conditions.

O-LOS2 PO-1

O-LOS2 PO-3

O-LOS2 MR-1

Fifth, the transportation and circulation studies were done when schools were not in session in an obvious attempt to distort reality. This affects,

O-LOS2 TR-1

first, pedestrian crossing counts; second, vehicle queuing; third, a.m. and p.m. pedestrian counts; fourth, parking conditions; and fifth, a loss of car share spaces when they change the parking arrangements in the area.

O-LOS2 TR-1-cont.

I hope the Council will take that all into consideration. And I'm going to write a letter to detail these points, since I only glossed over them here.

O-LOS2 GC-1

Thank you.

COMMISSION CHAIR WU: Thank you.

Next speaker.

JEUD DEKKENBACH: Hello. My name is Jeud Dekkenbach. I'd just like to say ditto to everything he just said.

But more specifically, I've been a resident about a block away from the site of this project since 1992. And when I moved here, I was one of the founding members of the Potrero Hill Parents Association. And this had a membership of 100 families. And the vision was to improve the neighborhood for the kids and the families of Potrero Hill.

I-Deckenbach GC-3

And our first project was Jackson Playground. And we worked for three years, went before open space, raised the money and renovated that playground to be a

pretty good playground.

Now, 20-plus years later, I have a letter from the Friends of Jackson Playground that I'd like to read. For today's purposes, the areas that concern us most are the potential for ongoing noise and hazardous waste being released in the demolition and construction phases of the project so close to several schools and our beloved park. We're also greatly concerned with the shadows that fall on the park and garden as a result of the height of the project. It seems ashamed to shadow out the only truly viable green space we have in the neighborhood.

We also find it shocking that Jackson Playground received 100 percent cleanliness score in the report, given that our group was initially founded after the finding used syringes, condoms and broken beer bottles -- same thing that happened 20 years ago. Right?

We feel that the report fails to acknowledge the condition of the existing facilities, most notably poor conditions in the restroom -- there's no ADA access for the women's restroom, plus it's really gross; the peeling led-based paint on the exterior; the warped floor inside the clubhouse. I went to a couple of different classes this fall in that clubhouse. No

I-Deckenbach NO-1 HZ-1

I-Deckenbach WS-1

I-Deckenbach RE-1

one wanted to put a mat down because it was so gross there. The clogged drinking fountains -- only one drinking fountain servicing the whole, entire park.

I-Deckenbach RE-1

Given this, it doesn't seem that the EIR sufficiently addresses the impact of 320 new units directly across the street from the park.

Jackson Park is the only accessible outdoor space for many of the families on the Hill, and surely will be a draw for the future residents of 1601 Mariposa. They want to work with the developers to ensure the project serves -- not only addresses the housing needs but also the long-term benefit and sustainability for all residents.

I-Deckenbach RE-2

And just as an aside, my husband is a pediatrician at 350 Rhode Island. And I can tell you there is a baby-boom going on there. Not only is he seeing so many more kids, new babies, he's also seeing lots more asthma.

I-Deckenbach GC-3

I mean, my concern really is the toxicity that will be emitted into the air if this project goes forward as it stands.

Thank you.

I-Deckenbach HZ-1

COMMISSION CHAIR WU: Next speaker.

WENDY VANENHOVAL: Hi. My name is Wendy Vanenhoval, and I live at 380 Connecticut Street. My

daughter went to Live Oak and graduated last year.

I love Potrero Hill, and I chose to live in it because of its character and simplicity and because it is a true neighborhood. Potrero is made up of mostly middle class families where people talk to each other in the streets, families go to other families' houses for dinner and holidays, and we raise our children together. It is small in size but not in heart.

And it also used to be a neighborhood of blue-collar workers and immigrants. And I'm concerned, as most of the people in the neighborhood are, of the increasing gentrification and displacement of middle income families but also of the loss of the production, distribution and repair workers who represent our community's identity as well.

I-Vandenheuvel GC-3

I want to begin by referring to the land use objectives and how they are being ignored in the 1601 Mariposa project. There are 96 people being employed on the land where 1601 Mariposa wants to be, most of them PDR and blue-collar workers. And I'm wondering how those kind of specific jobs are going to be increased or at least replaced. How is it going to be fulfilled? How are we going to vitalize our neighbor rather than populate it?

I-Vandenheuvel LU-3 PO-5

The urban mixed use zoning for 1601 Mariposa

does not honor the Showplace Square/Potrero Hill's Plan Objective 6.1 to support the economic well-being of a variety of businesses. The 1601 Mariposa development will result in the displacement of these 96 jobs and will be devoted solely to residential use. And the extent of the cumulative loss of PDR space was not fully anticipated in Final Environmental Impact Report, and definitely merits further study.

Our community would love to see the addition of work spaces in the development that would create job opportunities for a diverse workforce.

I-Vandenheuvel LU-3 PO-5 cont.

For instance, the development could hold more commercial space or small business incubators that would create jobs for graphic designers, small manufacturers and repair work.

We have no interest in turning Potrero Hill into a bedroom community of tech commuters who can pay high rents and chain stores. Is the project looking at the extent of this cumulative loss?

I-Vandenheuvel GC-3

When a neighborhood loses its history, it loses its character. And when it loses its character, it loses its identity.

I want to also just briefly mention the loss of the aesthetic nature. The Eastern Neighborhoods Plan in Policy 3.16 states that new buildings should

I-Vandenheuvel GC-2

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epitomize the best in contemporary architecture, but should do so with full awareness of and respect for the height/mass articulation and materials of the best of the older buildings that surround them.

The project's aesthetics will degrade the existing visual character of its surroundings --

SECRETARY IONIN: Okay. Ma'am, your time is up. Ma'am, thank you. Your time is up.

COMMISSION CHAIR WU: Thank you.

As the next speaker comes up, I'll call more names.

Carol Sundel, Sara Glicken, Craig Stewart, JR Eppler.

SETH FREIDMAN: Hi. So, I agree with the concerns about the project. Just about everything I heard made sense to me.

What I'm actually most concerned about is traffic safety. I was working from home, and the horrible sound of a car crash was right in front of -- I'm sorry. Seth Freidman is my name. Maybe I said that.

I was working -- there was a car crash at 16- -- I don't know, maybe 1612 - 18th Street, right where there's a proposed entrance to the building. So I'm concerned about grade changes of 18th and Arkansas,

I-Vandenheuvel LU-1, PO-4

I-Friedman, S1 GC-2

I-Friedman, S1 TR-4

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Mariposa, Connecticut and Arkansas.

Thank you.

DEBRA ZWERNER: Hi, good afternoon. I'm Debra Zwerner, and I am a parent of two Live Oak School students. My oldest child was diagnosed with asthma on his first birthday. As my son began his kindergarten year at Live Oak School, our greatest fear was not his transition to this new school environment but his asthma attacks and the proximity of his inhalers to him at all times.

Thankfully, he has out grown his asthma. However, I speak to you today as a concerned parent regarding the air quality of this project. Additional mitigation measures are needed to address construction period air quality impacts.

Air quality was addressed in the CPE checklist but not the DEIR. While the checklist identifies specific measures to limit such impacts, including a dust control plan and monitoring, we are concerned because we have observed wind-blown dust on a construction site nearby that was not being watered down as required by the City's construction dust control ordinance because it was too windy to water down. Alternate measures should be provided to prevent wind-blown dust problems in such circumstances.

I-Friedman,S1 TR-4 cont.

I-Zwerner AQ-1

On this particular site, there was no individuals available to deal with the problem. We request that an additional mitigation measure be included to require weekly updates to the schools and to other neighbors via e-mail, mail, and with scheduled activities and contact information in the event that problems should occur. Proper signage with the names of contact information for responsible City staff should also be posted permanently on the project site.

Children have smaller airways than adults. Even for a healthy child, it makes any irritants such as exhaust, strong smells, chemicals in the air and dust particles more difficult for their little bodies to process. When inhaled, the outdoor pollutants can aggravate the lungs, lead to chest pains, coughing, digestive problems, dizziness, fever, lethargy, sneezing, shortness of breath, throat irritation, watery eyes, et cetera.

As we know, air pollution can also worsen chronic respiratory disease. This project needs to be modified to protect the health and safety of our children, the neighborhood and eliminate the significant air quality impacts of this project.

Thank you.

CRAIG STEWART: Hi. My name is Craig Stewart. I

I-Zwerner AQ-1 cont.

I-Stuart GC-2

have two children at Live Oak -- a daughter in fourth grade and a son in first grade. And I appreciate the chance to provide some input here today.

My concern is that, as planned, the project is of a scale that's going to have significant negative impacts on the community. I'm certainly not anti-housing, but schools are a complementary and additionally vital component of how a community grows. And at the scale that's planned for this project, I think there are some implications and perhaps unintended consequences that would harm the neighborhood and the school's mission to provide quality education there.

I-Stuart GC-2 cont.

I'm also not confident in the accuracy of the methodology used in all cases of the Draft EIR. As the Draft EIR itself acknowledges, much of it is based on earlier research conducted in 2006 and 2007 that informed the Eastern Neighborhoods EIR, which, as I mentioned, the Draft EIR for this project acknowledges is outdated.

I-Stuart ES-1

Two more specific areas of concern that I wanted to raise are the impact on -- first, the impact on traffic and pedestrian safety, both of which will suffer negative impacts due to the scale of the project. The EIR does state that the project would

I-Stuart TR-12

I-Stuart TR-1

contribute significant unavoidable impacts at two intersections.

This finding is actually based on, as you've heard earlier, counts taken in the summer when the school was not in session suggesting that, if the data integrity of the research was improved, that finding might actually be worse.

I-Stuart TR-1 cont.

In addition, the SFMTA does not plan or view as any priorities for improvement to these intersections currently. And that, as well as has been noted, is, in addition, without consideration of the plans for removing part of Interstate 280.

I-Stuart TR-3

In addition, the promulgated Draft EIR, according to the developer's requests, even proposes reducing the curbside loading restrictions from what currently exists for the school today on Mariposa.

I-Stuart TR-14

The second concern of negative impacts regards the recreational space of which there's a scarcity in the Eastern Neighborhoods today. The project, as noted earlier, will add increased demands on Jackson Playground and Park and will add significant shading to that space, degrading the quality of, again, what's vital resource in a complementary fashion to housing for how local communities should grow.

I-Stuart RE-2 WS-1

My hope and expectation is that the Commission

would ensure the project complies with code and policy as it exists and ask for mitigations to help reduce impacts that the scale and size of the project might create in the neighborhood.

I-Stuart GC-2

In addition, the reduced density alternative is a sensible approach in that direction.

I-Stuart AL-1

Thank you.

JR EPPLER: Commissioners, I'm JR Eppler, and I'm president of the Potrero Boosters Neighborhood Association. You've heard many concerns during today's hearing on the 1601 Mariposa Street Draft EIR. And while several of those comments that you've heard are unique to that Draft EIR, I believe that most of the comments fit under an overarching theme that will be reiterated at hearing after hearing unless more is done soon.

O-PBNA GC-1

And that theme is that Potrero Hill is facing all of the impacts of the Eastern Neighborhoods Plan rezoning without there being any coherent plan for the neighborhood to receive the mitigating benefits that we were promised under the blanket EIR on which this specific Draft EIR is based.

O-PBNA ES-3

The absence of plan improvements are not just impacts to the existing residents of Potrero Hill. And it's something that we can't easily fix after the

developments come online.

For example, without adequate transit options in place as new developments open, new residents will come in, car dependant, and will establish travel and lifestyle habits that will take years to change. Traffic and parking concerns will adversely affect our local businesses, visitors to the city traveling on the freeways that surround our neighborhood, and the visitors to the city's sports and events venues.

Traffic will of course spill over into the adjoining neighborhoods. And it's not just the residents that know this. The developers, including those at 1601 Mariposa, are well aware of these issues. That's why multiple developers in the neighborhood have been working with the Boosters to craft a Potrero shuttle service. Yes, in the absence of action from the City, we're having to engineer our own solutions.

But that's not the way this is supposed to work. And it's not what we bargained for when we negotiated the Eastern Neighborhoods Plan. I could go on, but for lack of time, you've heard about how we're digging ourselves into deeper holes with respect to middle-income housing and open space.

You know, it's unfortunate that we have to raises these issues with respect to individual projects

O-PBNA ES-3 cont.

as they're broader in scope than any one particular development. But this is what we're left with.

We need your help to ensure that the Eastern Neighborhood Plan lives up to its promises and that it does not remain a one-sided proposition against the existing and future residents of the Eastern Neighborhoods.

Thank you.

COMMISSION CHAIR WU: Thank you.

Next speaker.

SARA GLICKEN: Can I project something? My name is Sara Glicken. I am a 20-year resident of San Francisco and a seven-year resident of Potrero Hill neighborhood. And I live, also, directly across the street from this project.

I have three points that I wanted to make regarding this Draft EIR and also just state that I am not anti-development but I am pro responsible development.

The conclusions in the Draft EIR reflect what the Showcase Square/Potrero Area Plan and General Plan, which many people have already mentioned. Further, the Draft EIR states that esthetics, noise, and air quality are considered, quote, "less than significant impacts."

I disagree. They are, in fact, very

O-PBNA ES-3 cont.

I-Glicken1 GC-3

I-Glicken1 GC-1

significant impacts for the many neighbors in close proximity to the project, including schools, residents, and businesses.

I-Glicken1 GC-1 cont.

Also there are errors in the calculation of percentage of open space on Pages 54 and 69. In both places, it states that 37.5 percent is the percentage of open space. And, actually, it's 26.8 percent when calculations are done, which are shown here. And I'll leave this for you.

I-Glicken1 PD-1

The developer will be asking for a rear yard exemption. So it's important to take a close look at the open space proposed for the project. They claim that they are providing 39,195 square feet of public and private open space on site. But the majority of this consists of hardscape mid-block passageway running from 18th to Mariposa.

Furthermore, according to the Planning Department, the proposed passage as a substitute for the rear yard is not permitted in Eastern Neighborhoods mixed use districts, except as an approved exemption through the large project authorization process.

I-Glicken1 PO-5

Looking at the renderings, there is really very little open space for residents to linger and relax outdoors. And the public space is really little more than a passageway through the project.

I-Glicken1 GC-2

Because Potrero Hill lacks open space, it needs -- and -- it needs more and Jackson Park is already over-utilized, we would like to see the open space areas of the project expanded and improved to give residents and neighbors spaces that provide real recreational opportunities.

I-Glicken1 RE-2

And, finally, I just would like to state that I support the reduced density alternative as the environmentally superior alternative to this project.

I-Glicken1 AL-1

Thank you.

COMMISSION CHAIR WU: Thank you.

As the next speaker comes up, I'll call more names. Mark Smolcum, Virginia Paik, Joyce Book, Holly Friedman, Blair Krueger, and Sarah Bahat.

CAROL SUNDEL: Good afternoon. My name is Carol Sundel. And I've been a Potrero Hill resident for almost 50 years. And I'm not going to go -- I agree with the calls from the community about further investigating the environmental impact reports, but most of all, my concern is that this development is way too large. I have seen my godson and family have to move out of the neighborhood to where they can find affordable housing.

I-Sundel GC-2

It saddens me that the project, over half of which is studios and one bedroom, is not taking into

consideration what the Mayor's call has been for more family housing. So I'd like to say I strongly support the reduced alternative plan.

I-Sundel GC-2 cont.

I-Sundel AL-1

Thank you.

COMMISSION CHAIR WU: Thank you.

Next speaker.

SARAH BAHAT: Hi. My name is Sarah Bahat. I'm the parent of a first grader at Live Oak. That's Class of 2022, if you can believe it. I used to work in city government doing economic development projects with projects very similar to this.

I also teach one class per year at CCA, so I spend a lot of time in this neighborhood.

I have concerns about the immediate construction period as well as the long-term effects of construction. For the construction period, it's similar to what you've heard from everyone else: I'm worried about the safety of our families from a traffic perspective and from an air quality perspective. Our kids spend as much on this site as they do at home. Please keep that in mind.

I-Bahat GC-7

The ability of our kids to learn and thrive: We'd like the noisiest part of construction to happen during the summer or other breaks.

I-Bahat NO-1

From a long-term perspective, please seriously

I-Bahat GC-5

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consider that Live Oak has begun a major expansion that will effectively double the size of the school by 2020. This is relevant in a couple of very specific ways.

I-Bahat GC-5 cont.

First, traffic, please come back, look at peak times and double your numbers. Second, whether Jackson Park and its recreational facilities are sufficient for the density of our neighborhood. Our kids go to recess there. They have P.E. there. We need to retain or replace the space in order to expand our school.

I-Bahat TR-2

I-Bahat RE-2

I'm confident there are solutions that can work for everyone. In addition to these items that I've already noted, I'd like to you understand that we are working with the developer to try to address having community space in the form of a gym.

I-Bahat GC-2

We need your help. We will not be able to remain the only K-through-8 school with a full-size gym in this neighborhood if you cannot help us.

We'd also like to reopen for you consideration the second mid-block passageway from Arkansas Street which was in the PPA. This would provide a better buffer between the project and the school during construction and afterward and, put another way, would give our kids breathing room.

I-Bahat AL-3

We pride ourselves on our connectedness to this community. I love the woman who mentioned the

I-Bahat GC-3

Jackson Park -- our -- the Jackson Park cleanup. Our kindergarteners, in the first week of school, go to this park and are told not to touch needles, condoms, or poop. **I-Bahat GC-3**

We love this neighborhood. We visit these businesses. We need you guys to protect us and to make this a place we want to be. **I-Bahat GC-1**

Thank you.

COMMISSION CHAIR WU: Thank you.

Next speaker.

VIRGINIA PAIK: Good afternoon, Commissioners. Thank you for having us here today. My name is Virginia Paik, and I'm head of school at Live Oak.

I -- you can tell that our community has been paying close attention to development of 1601 Mariposa as you've heard from many parents here today. And I won't repeat what has already been said but just underline what you have heard from our parents as they ask you to prioritize this school, the school community and education for the students of San Francisco as we work on making the 1601 project the best that it can be. **O-LOS3 GC-3**

I want to add a little more context to Live Oak's role in the community to help you understand how important it is that our community is considered as the

Potrero Hill neighborhood is developed.

Live Oak is a kindergarten-through-8th grade school. We currently have 290 students. You've heard about the school expansion. This is happening because of the extraordinary demand on the school. Last year, we had 14 applications for every single spot that we had open in kindergarten. There are not enough quality programs, educational programs, in the Potrero Hill Neighborhood in the city of San Francisco. And we need to prioritize the experience of our children in good schools. We're growing and expanding our enrollment for that reason.

We believe that Live Oak has become an essential part of the neighborhood character. Our parents and students volunteer at local community organizations. We worked with Parks and Rec to sponsor the Potrero Hill Neighborhood Learning Garden and host days to service the playground and the field spaces. We buy at local stores and support local merchants.

Live Oak has collaborative relationships with the schools in the neighborhood and also serves as Potrero Hill's only middle school.

Because of the generosity of our community, our kindergarten-through-8th grade program is accessible to a socioeconomically diverse community.

O-LOS3 GC-3 cont.

O-LOS3 GC-5

O-LOS3 GC-3

Live Oak allocates over $1 million a year to our adjusted tuition program in which nearly one third of our students participate. We have to prioritize extraordinary educational environments as we develop our city.

Live Oak parents and employees have spent a lot of time thinking about this 1601 project. And we've given real thought to our hopes for the development. You've heard from our families.

O-LOS3 GC-3 cont.

As is currently proposed, the 1601 project will place stress upon the recreational facilities in the neighborhood and on the school's campus. Publicly accessible open space needs to be prioritized, and recreational facilities needs to be a part of the Environmental Impact Report and additional studies.

O-LOS3 RE-2

Thank you for your time. We will follow up with more written comments.

COMMISSION CHAIR WU: Thank you.

Next speaker.

MARK SMOLCUM: Thank you, Commissioners for listening to me. My name is Mark Smolcum. I live one block or within one block of the proposed development at 1601 Mariposa. I'm actually 500 feet. So the concerns are both personal but also for our community.

My role is actually a pastor. I'm a minister

I-Smallcombe1 GC-1

here in the community. Many of my parishioners live in Potrero Hill, so I represent them as well today.

I-Smallcombe1 GC-3

I know you've heard numerous reasons why the conclusions in this Draft EIR conflict with so many concerns of the neighborhood, the citizens of the neighborhood, and also our city.

I-Smallcombe1 GC-1

Can I just say that Potrero Hill, if you've never been there, is a rare treasure. And you can hear the accent. I come from Australia and from Sydney. There's a little community in Sydney exactly like Potrero Hill. It's called Balmain. Can I tell you that everyone goes to visit Balmain because of its quaintness, its uniqueness. They don't visit the bedroom communities beside where they've built massive structures like is proposed here. They go to Balmain.

And we need to keep treasured communities like this for families that live in our community. So many families live in our community and try to make a go there.

I-Smallcombe1 GC-3

My concerns are that this -- the scale of this development is so out of character and identity with the current community. It's just so dense. As a matter of fact, it's four times as dense as Victoria Mews, which is quite a large monstrosity in our community. It's five times as dense.

I-Smallcombe1 LU-1

In my own community that I live in, the complex, we have 60 units on 2,800 square feet. They're proposing 320 units on the same square footage. And the impacts are incredible. Say good-bye to our parking spots, our street parking spots. Say good-bye to the few restaurants that are there, getting a table. You know, there's potentially 700 to 1,000 occupants going to live in 320 units here. It's just -- it's too overreaching.

I-Smallcombe1 GC-2

I-Smallcombe1 TR-17

I am actually pro development. I am for development in our community but responsible development. This thing needs to be scaled down. I know it would be the same, you would feel the same if it was in your community.

I'm not a nimby by any means because I'm looking at this from the view from not just our community but also our city and preserving the heritage and character of our communities in our city.

I-Smallcombe1 GC-2

Thank you very much.

COMMISSION CHAIR WU: Thank you.

Is there additional public comment on the Draft EIR?

JOYCE BOOK: You called my name?

COMMISSION CHAIR WU: Yes. Go ahead.

If you'd like to speak, please line up on the

screen side of the room.

But you can go ahead, ma'am.

JOYCE BOOK: Oh, I didn't want to go across the whole -- sorry.

Hi. I'm Joyce Book. I've lived in the neighborhood approximately 25 years at Dogpatch and up on Potrero Hill.

The plan that I've reviewed, you know, and been hearing about for years, like many of our neighbors, seems very obviously flawed when you just look at the statistics and the citations being used. We're looking at 2000 census data being used. We're looking at ten years to get the completed plan, and then we're referring back to items that are 15 years old.

I-Book ES-1

So from a very top-line issue, this topic, many projects are discussed in our private neighborhood portal, which is called Next Door Potrero Hill. Next Door Potrero Hill has over 3,000 registered names. We all use our real names. We post our real addresses. And we talk about these hot topics.

Allison and the group, everyone that's spoken beforehand has done an amazing job educating our community on issues that most of us would never be able to do this deep dive on. So I'm extremely grateful for

all the hard work.

But honestly, for anybody simply pick up this plan and look to the data that you're referring to, it's very clear. It jumps out at you that the data is too old.

I-Book ES-1 cont.

We've never been presented with a picture of what our neighborhood will look like in five years let alone ten or 15. I believe it's -- Commissioner Moore, I've heard you speak before on television asking a very basic question, "What is the Master Plan? What is the big picture? What will this neighborhood look like in five or ten years?"

We still don't have that in this plan. And so where we continue to see these one-offs and -- I'm not going to repeat a lot of the statements and facts that you've heard today. What I can tell you is the neighborhood is listening, and we do count on you to pay attention. We're drowning in the over-development. We're having a hard time keeping up with all of the stats and meetings.

I-Book GC-3

And I'm very grateful to the Boosters and our friends at Live Oak who are a very important part in our community. Our friends at Rec and Park -- I was so grateful to see the Commission come forward and say "no" to a project in SoMa simply because of the

shadowing effect.

I'm a park advocate, public safety advocate in our neighborhood. I had no idea there was a 1984 ordinance that the Park Commission could use to shut down a project. I think that's wonderful. So the shadowing effect that we're hearing about in one of only three parks is extremely important to our neighborhood.

So thank you again. I've got 25 seconds, but I think I'm done anyway. Thanks you.

COMMISSION CHAIR WU: Thank you.

Next speaker.

HOLLY FRIEDMAN: Good afternoon, Commissioners. My name is Holly Friedman. I live at 316 Arkansas Street, half a block away from the proposed development.

And I'm here today to talk about the deficiencies in the Draft EIR and to urge the Commission to take action to support this group assembled here today to build a better community. We're all working very hard to do that. We need your support.

So, personally, I commute every day by public transportation. I'm a pedestrian and a commuter and a bicyclist. So I'm here today to talk about traffic.

I-Book GC-3 cont.

I-Book WS-1

I-Friedman,H1 GC-1

I-Friedman,H1 TR-1

You've heard a lot about the very poor timing of the traffic studies in the Draft EIR. The poor timing is a reflection of the developer's lack of understanding of our community and their rush to judgment to disregard doing due diligence on this project.

I-Friedman,H1 TR-1 cont.

The traffic impact will result in 3,292 additional daily auto trips. Of the intersections studied, 23 percent are at a failing level of service. And 15 percent of the intersections will severely deteriorate.

What is a failing level of service according to the Draft EIR study? It's greater than a stop time of 50 seconds -- five, zero. That's excessive delay.

I-Friedman,H1 TR-4

The Draft EIR also states that the number of pedestrians will more than double due to the residents living in this complex. And I'm calling this out because the Eastern Neighborhoods EIR, the Final EIR of the Eastern Neighborhoods highlighted that, in Potrero Hill, pedestrian injuries are 2.6 times greater than the average in San Francisco.

And the Eastern Neighborhoods plan attributed this greater occurrence of injuries to the extreme lack of signaled intersections as well as the parking of large trucks that interfere with pedestrian circulation. And you saw a number of those photographs

I-Friedman,H1 TR-12

here today.

Personally, my commute route is the No. 10 Muni line. And in the seven years that I've lived in Potrero Hill, this Commission has not served me well in that it's gone from 20 minutes to 40 minutes' commute each way. The No. 10 line is the only line that runs north and south from Potrero Hill. The new lines that are being added run east and west.

In addition, I'd like to just sum up on the parking study that was done. It was found that there is -- they can -- there is currently available parking spaces of 600 during the day and 1300 in the evening, which is, I guess, hard to believe because I don't think we have that many vacant spaces in all of San Francisco.

I think I made my point. So Commissioners, I urge you to take action on this project.

SECRETARY IONIN: Thank you. Your time is up.

COMMISSION CHAIR WU: Thank you.

Next speaker.

ANDY BLUE: Good afternoon, Commissioners. Hi. My name is Andy Blue, and I'm representing the Plaza 16, or the Plaza 16 Coalition. We are a coalition of 100 labor and small businesses across the Mission District. We initially formed in 2013 to

I-Friedman,H1 TR-12 cont.

I-Friedman,H1 TR-11

I-Friedman,H1 TR-17

O-P16C GC-1

oppose the market rate towers proposed for 1979 Mission at 16th Street, a project we have deemed the "Monster in the Mission" because, as many have said about 1601 Mariposa, the project is monstrously out of character with our neighborhood and would have monstrously negative impacts upon our community.

O-P16C LU-1

Our coalition is here today to support the many members of the Potrero community who are raising significant issues with the EIR report for 1601 Mariposa and with the impacts this project would have on the community.

Among the many potential worrisome impacts we share are concerns of environmental impacts and shadowing impacts upon open space.

O-P16C GC-1

While each neighborhood has its own priorities and specific needs, our coalition is increasingly building alliances across the Eastern Neighborhoods and across the city as we find that there is substantial overlap in the issues we face during the current development boom.

As you have heard in previous testimony, this EIR ignores cumulative impact. It misrepresents the projections made in the Eastern Neighborhoods Final EIR. We understand and insist that individual projects must be viewed in the context of the larger development

O-P16C ES-2

boom and the cumulative impacts of the many market rate developments going up across the city and in particularly high concentration across the Eastern Neighborhoods.

O-P16C ES-2 cont.

The EIR for 1601 Mariposa found at certain times of the year up to 40 percent of the park will be shaded by this project at certain hours of the day. This is, of course, a serious issue as is. However, the Draft EIR analysis does not adequately indicate the fullness of this shadow impact.

O-P16C WS-1

The EIR provides analysis for the park as a whole and does not indicate that the shadow impacts will actually be most significant in the areas of the park most heavily used by the neighborhood residents, such as the playground, community garden, and tennis and basketball courts.

Last Thursday, I testified on behalf of our coalition down the hall at the Recreation and Park Commission at a hearing in support of the SoMa community that is resisting a proposed market rate project that would cast a shadow upon SoMa's only full-service park.

The community there made it crystal clear that they could not and would not tolerate any loss of their park space. Our park space is becoming increasingly

O-P16C WS-1

O-P16C RE-4

precious as the development boom hits the Eastern Neighborhoods particularly hard.

We share their concerns, and we support the Potrero community. And I'll be back to talk about this project in terms of affordable housing at later hearings.

Thank you.

COMMISSION CHAIR WU: Thank you.

Next speaker?

STEPHANIE FILBRANDT: Hi. My name is Stephanie Filbrandt, and I'm Live Oak parent of a kindergartener. I'm a small business owner; I have a small interior architecture and design firm. I'm very familiar with construction sites. I'm on them pretty much every single day.

On a different project, I'm currently working on an education -- on a preschool. And we've just been spending about the last year investigating noise and the impact of noise on children. And so when I start to think about Live Oak and my kindergartener and I saw the project, I thought, "What do I really care about?" and I thought, "I've just spent this time, this whole year, learning about noise. How are they treating the noise?"

So I looked at the information that I could

O-P16C RE-4 cont.

O-P16C GC-3

I-Fillbrandt NO-1

gather. And really what I came to was there's a few things that I think could help. I am -- I think that we can go into this responsibly. But I do hope -- and I think some people have already outlined them.

But I'd like to see a regular weekly correspondence to the school and to other people in the neighborhood so that we can plan. If we know something's coming up, we can plan for it. If we know what's happening, we can do a better job.

We have to keep our children, you know, learning. And the noise -- I don't want to underestimate how much of an impact it has. It really does have a huge impact on learning. So that's one thing I think we can do.

I-Fillbrandt NO-1 cont.

The other thing is that, if we put the -- the project was revised, if we could revise the project to include that second middle passageway between Arkansas and Carolina, this would also provide a buffer between the school before the construction and after. So, again, keeping that in mind.

I-Fillbrandt AL-2

And also if the project -- sorry. If we could do the noisiest part of the demolition, which seems pretty easy to plan for, outside of the school sessions, that would also help us tremendously.

So, again, I'm a new parent to Live Oak, but I

I-Fillbrandt NO-1

have a kindergartener, young person. And I just thought, what could we do? And these were three things I thought we could try to do.

Thank you.

COMMISSION CHAIR WU: Thank you. Is there any additional public comment?

RON MIGUEL: Yes, Commissioners. Ron Miguel.

I have lived for nearly 40 years a block from this project. I'm very familiar with it. I think this is the first EIR I've actually read since I was sitting up where you are. Commissioners Antonini and Moore are very familiar, as am I, with the Eastern Neighborhoods EIR.

I-Miguel GC-1

This is, in my opinion, in full conformity with it. I expect the project to change before I appear before you at some future date regarding the actual project.

For those who are concerned with MTA, so am I. Transit is lousy in the district. Go before their commission.

As far as CalTrans, the on and off ramps to the freeway design for Potrero Hill are admittedly by CalTrans some of the worst they have ever designed and certainly the worst in Northern California. But that has nothing to do with this EIR.

I-Miguel GC-3

This, as was envisioned in the Eastern Neighborhoods EIR, is a neighborhood in transition, as it has been for years. Right across from me is a project called Pioneer Square. The old smoke stacks of the former industrial soap -- Pioneer Soap Company are still standing there. It's been in transition for probably 100 years in this neighborhood. And this is just another part of that transition.

I-Miguel GC-3 cont.

As I say, I fully expect the project to change. I look forward to working with them as I have before. But as far as this EIR is concerned, having read it, I do believe it is adequate. It is complete. And I will urge you later on, when the draft comments come in and read it again, to probably okay it and get on with the project as it will appear at that time.

I-Miguel GC-1

COMMISSION CHAIR WU: Thank you.

Next speaker.

GREG RANCH: Thank you. I live -- my name is Greg Ranch. And I live a block away -- right across the street from the project.

First of all, I'd like to say that, for the record, I'm not anti-development or anti-change in any regard. I'm all for development done in a responsible manner that fits the spirit, scale and culture of our neighborhood. Therefore, I support the reduced density

I-Ranch GC-3

I-Ranch AL-1

alternative in the EIR which is described as the environmentally superior alternative because it would to some extent meet the project sponsor's basic objectives while avoiding or reducing the significant, unavoidable impacts for this project.

A lower density project, one that is significantly lower than what the developer proposes, broken into smaller masses will simultaneously reduce the impact of the large number of new residents, reduce traffic and other significant impacts and better respect the existing character and scale of our neighborhood.

The reduced density alternative, in other words, is a win-win for the developer and for the neighborhood. It's the right way to move forward with development in a way that helps preserve the special culture and characteristics of Potrero Hill.

Thank you very much.

COMMISSION CHAIR WU: Thank you.

Are there additional comments on the Draft EIR?

(No response)

COMMISSION CHAIR WU: Okay. Public comment is closed.

Commissioner Antonini?

I-Ranch AL-1 cont.

COMMISSIONER ANTONINI: Thank you all for your comments. I actually visited the site last night about 4:30, and I got to speak to a number of you. And it reminded me a lot of how it was when I played softball there, 20 years ago.

And it was pretty quiet at 4:30. There were still some students there, and there were plenty of available parking places. And I will take your word for the fact that there are times of the day when it's busier, but, you know, those weren't issues when I visited.

It is a big site; it's 3.36 acres. So -- and you know, in general terms, the Hill was much more industrial in the past, as Ron Miguel spoke to and a lot of people. So certainly, when you talk about environmental toxins, there's a lot more when you have smoke stacks and things.

So, anyway, but that's not what's before us today. And I do want to make some comments on things that -- I hope these may be changes that are made to the plan. And I want to make sure that the Environmental Impact Report addresses them adequately. And usually when you make changes that are less intense, then there's no further impact -- environmental evaluation necessary.

A-CPC-Antonini GC-1

One thing that has been brought up, and I don't believe it's analyzed in this report, but the second diagonal walkway from the one that is going -- the diagonal one that connects at 45 degrees across where this additional walkway would go connect to Arkansas Street immediately adjacent to where the school is.

A-CPC Antonini AL-2

And, you know, that certainly sounded to me to be something that might be desirable because it would lessen the impact on the school. And it could be as large as 30 feet or 40 feet possibly because there is a question about, you know, how much open space has been developed.

One of the speakers said is it 35 percent or 26.8 percent of open space -- because they are asking for a rear yard exemption. So we want to make sure we have the figures correct on the amount of open space where we can create a little bit more and still end up with the same project. I mean, I think that's good. So this has to be part of the analysis.

A-CPC Antonini PD-1

And obviously later on we'll talk about the breakdown of the units, which is not before us today. But I would be favorable if more -- larger units that accommodate families better are created, two- or three-bedroom units. But that's for another day.

A-CPC Antonini GC-2

The other thing that we were talking about was whether the demolition -- again, they speak about the demolition in the report. The timing of the demolition might have a lesser effect if it was done largely in the months when the school was not in session if that's possible. It certainly would be a good thing to work out.

A-CPC Antonini NO-1 AQ-1 HZ-1 HZ-2

Also, the other things, there was questions about the traffic study done in late June and later in the day and whether that is adequate or not. I feel the traffic study is adequate, but we do have to calibrate it to address, you know, changes that may occur in busier times when not only they're in session but International Studies is in session, the KIPP School and there's a lot more activity at different times of the day or different times of the year.

A-CPC Antonini TR-1

Again, as Ron Miguel said accurately, the freeway entrance is a real problem on Mariposa. And it has to be changed regardless of -- it has nothing really to do with this project to do that. But it would be wise with the growth that is occurring in the area that Caltrans do something to improve that.

A-CPC Antonini GC-3

And certainly we have to look at the amount of open space, as I spoke to earlier.

A-CPC Antonini PD-1

Let's see. In terms of the shadow, it does

WS-1

address the shadow on Jackson Park. It seems to be pretty minimal and limited to the months of November through February and mostly only in December.

But, anyway, I have a question for staff. I don't know if you can answer a question now or not.

Why is this -- one speaker raised a question that the -- this project should have been under the blanket EIR for Eastern Neighborhoods. But each project has to have its own EIR if it's over a certain size?

COMMISSION CHAIR WU: I think better not to answer the question today and answer in the comments and responses.

COMMISSIONER ANTONINI: All right. That's fine. That will be my question. And I'll take my answer as part of the comments and responses because one speaker brought up the point of whether or not -- why this one has to occur and a lot of them in the past, if they've conformed environmentally to the area plan, then they don't have to have a separate one.

And my other question will be -- and this is not for today; but it's for the future. Forty feet in height is the maximum height. So, again, there's -- considerations as to shadow impacts when you're 40 feet or under are different than the fact that if you're

A-CPC Antonini WS-1 cont.

A-CPC Antonini ES-1

A-CPC Antonini ES-1

A-CPC Antonini WS-1

over 40 feet. So we have to know about that and look at that.

A-CPC Antonini WS-1 cont.

And then certainly I am supportive -- and we want to make sure we analyze comments and responses -- if there was a change in the layout of the project and they moved some units around and created more communal open space on the plan, then the impact is still not -- not increased by doing that.

So those are my main comments on it so far. I think the elements of all the environment analysis are present in the plan, but we have to make sure that, as the plan may evolve, that this analysis is still adequate. It sounds like the kind of changes that I will be advocating for will be those that will not intensify the impact, rather make the impact less. So I think the plan looks like it's pretty complete.

A-CPC Antonini GC-1

COMMISSION CHAIR WU: Commissioner Moore?

COMMISSIONER MOORE: I appreciate the community coming out. And with a project as far developed as this one, it's not all EIRs present projects which are as developed as this. I think there is a number of issues which community comments helped to focus.

A-CPC Moore GC-1

I hope that the accelerated pace of the development in the Eastern Neighborhoods allows the EIR to more carefully address the delta between what was

A-CPC Moore ES-1

anticipated to occur when and when this particular project comes forward with its own Project EIR. The Eastern Neighborhood is a Program EIR which lays out in the broadest sense when and what most likely would occur with impacts and mitigations.

A-CPC Moore ES-1 cont.

As this project comes at a much faster pace than anticipated, I would like the EIR, which I think is set up quite well, to be more specific in terms of where are we falling short of what needs to be here based on overall growth which is occurring simultaneously as we are looking at this Project EIR.

A-CPC Moore ES-3

The second point which arises from the strong presentation of people interested in schools is impacts on the city's most critical infrastructure. We sit here literally every Thursday and hear from people that, in order for this city to remain attractive and support a livable attractive future for families, that schools are our biggest asset and needs to be protected at all costs.

A-CPC Moore GC-1

We have three schools plus a very critical after-school project in the Jackson Square Community facility, which was not even addressed actually today, which I believe needs to be analyzed so that the impacts, not only of shadow, are more clearly explained. And I will elaborate on that. But health

impacts based on, as one of the medical doctors spoke, toxicity, access to light as well noise needs to be addressed so that the schools indeed are one of the most protected resources we have.

The Live Oak School is an unusual example of an innovative reuse of an existing industrial building, something which we all would encourage, given that it's difficult to build schools. So that particular building, including where what classrooms are, it's extremely important to require the additional detail.

A-CPC Moore GC-1 cont.

I would suggest that, on Pages 340 following, that the impacts of shadow on the school be explained in larger detail. I had a very hard time exactly knowing where the shadow lines fall. The depiction of the images of shadows throughout the critical times of the year are very small. And I do believe that we need to be able to see it clearly in order to comment or retract comments that there is no shadow impact.

A-CPC Moore WS-2

That includes the open spaces and the few open mid-school break areas the school has, I think, facing the west side. And the EIR needs to be a little bit more generous in describing it.

A-CPC Moore WS-2

So those are the comments I would make at this moment.

COMMISSION CHAIR WU: Commissioner Johnson?

COMMISSIONER JOHNSON: Thank you.

I definitely support all the comments that Commissioner Moore made, so I won't repeat any of them. I'll just add to that a couple of things.

In terms of transit, for this particular project and for EIRs in general that may come after our community plan exemption, I think it would be helpful to mention as -- instead of saying that transit will not be impacted or that it's less than significant, it should be less than significant with mitigation. And that mitigation being the transit effectiveness project from the MMTA.

A-CPC Johnson TR-11

I'll echo Commissioner Moore's comments that it's difficult when we have analyses for EIRs that are stagnant when we have a dynamically changing neighborhood with projects that are going up at different rates in different places.

I don't know how you can do that when we're kind of dealing with a system that is snapshot by snapshot per project. But one way to look at it would be to say that, over time, what are the systems that are supposed to converge to give this neighborhood all of the necessary infrastructure and amenities that it needs.

A-CPC Johnson ES-3

And referencing the TEP for the SFMTA, which

A-CPC Johnson TR-11

has also been a very long running program with a lot of planning behind it, would help to mitigate some of those problems that I think people see. They're like, "Where is this bus? Where is that bus? Where is the promised infrastructure that we're supposed to get?"

Unfortunately, MTA, they're on their own track. You know, I've personally tried to push for a lot of collaboration there, but they have their own schedule. And I think referencing that in a static analysis of an EIR will help to say that that is at least some portion of the mitigation of some of those transit impacts.

A-CPC Johnson TR-11 cont.

In terms of construction, I saw quite a bit there, but I will say that I would love to see more details. We have very sensitive receptors here in terms of the school that is abutting two different sides of this project. It's not just sort of one wall, and construction is over there and the rests of it is a school. It's sort of surrounding -- the project is surrounding the school.

A-CPC Johnson GC-7

So I think, if we can have some specifics around construction staging -- I know that generally comes in the project plan. When you're closer to getting active permits, you file for your construction plan with the Department of Building Inspection. But I

NO-1

think it would be good to see as part of an environmental impact for noise and construction here. And anything we can do around further noise blocking -- I know that there are lots of rules around the type of equipment that has to be used and all of that.

But I think, if there's anything we can do around further noise shielding, I think that those could definitely be mitigations that could be pointed out in the EIR for this project.

COMMISSION CHAIR WU: Commissioner Richards.

COMMISSIONER RICHARDS: It's interesting, I'm sitting here, and I kind of -- here we go again, it's Eastern Neighborhoods Plan yet one more time we're talking about and what the effect has been.

I'm a neighborhood plan guy. I grew up in Market-Octavia Plan. Yet I sit here each week, and none of this stuff comes up under anything in Market-Octavia Plan. So I'm kind of wondering, well, what's the difference here?

I do agree with -- and I'll come to that hopefully in a minute and maybe you can agree or disagree. But I agree with the Potrero Hill Boosters gentleman about, you know, we've got -- in some of the statistics that I saw when I was actually eating lunch in the back -- because when I was gone, I was actually

A-CPC Johnson NO-1

watching this while I was eating.

But you know, we -- it's almost like we've realized the entire 25-year objective in the plan in the first five years. And honestly -- and I saw Director Rahaim actually quoted in the article on Twitter somewhere. And I forget what -- the article, where it came from. But, you know, the community benefits do not appear to have caught up here. And the difference between Market-Octavia and here is Market-Octavia pretty much sits on a major transit hub spine, Market Street.

Here you have all these clashes around putting all this development in, and you don't have infrastructure to support it yet. And that's a real concern to me.

You know, interestingly, I went to 100 Hooper Street two days ago to visit the site with the project sponsor. I actually drove my car because there wasn't a lot of transportation where I live to get there. So I drove my car. And I drove around and around and around. And there was a lot of vacant buildings and vacant lots there. And I found myself not finding a parking spot.

And I ended up -- and I opened my eyes, and I was already at Lincoln square. So it's fully -- you

A-CPC Richards ES-3

know, I've already driven three or four blocks away from the project site at Hooper to try to find one single parking space, and here I am already almost at 1601 Mariposa.

So there's a real issue around transportation. I'm concerned about it. I think this is going to add more to it. And I think 3300 car trips a day is certainly going to add to it as well. I don't think there's much alternative for people because you don't have an infrastructure yet to support a lot of the growth in moving people around.

A-CPC Richards MR-3

I am worried about the impact on the school. I agree with the Commissioner Moore and others. We're trying to encourage families here, and here we are affecting a school. And there's two parts to the impact on the school; there's also the clubhouse across the street.

A-CPC Richards GC-1

The construction piece, you have to have scheduling; you have to have the noise, which actually does affect learning, which reminds me of 1333 Post Street Draft EIR, where we said that the construction impacts actually affected people at the seniors next door that were trying to regain memory as a result of issues that they had healthwise.

A-CPC Richards NO-1

Here, we have young students trying to learn,

A-CPC Richards NO-1, AQ-1 HZ-1

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and we have impacts from noise, dust and toxins.

I think post construction for the schools and for the clubhouse, the shadow -- the shadows, definitely the passageway would alleviate that as well as some kind of buffer.

A-CPC Richards NO-1, AQ-1 HZ-1 cont.

A-CPC Richards AL-2

And the age of the data in question that was used for the EIR was brought up several times. And I really would like to understand what all that is about. I heard the year 2000; I heard the year 2007 or 2010. Are we using old data to make new models?

A-CPC Richards MR-1

I do agree and hope that former Commissioner Miguel is right, that we're going to see a changed project and hopefully we'll move more towards the more environmentally superior alternative.

A-CPC Richards AL-1

COMMISSION CHAIR WU: Commissioner Moore?

COMMISSIONER MOORE: I'd like to ask one more question. And that is Jackson Park, we have acreage in Jackson Park. Does an EIR evaluate the adequacy of activity in the park. Traditionally citywide baseball programs occur in the park; however, the park itself, at least to my eye -- and I apologize if I offend anybody -- does not look particularly inviting because it is surrounding by a chain-link fenced based on the need for tennis and baseball. However, an occasional stroll seems to be somewhat difficult.

A-CPC Moore RE-2

My question is, as the population increases, the amount of Park and Rec open space is static. Is a program change or refinement of how the park is laid out, part of it in order stay adequate to all the needs of the varied population in the surrounding area.

Again, I don't play baseball. I used to play tennis, but I don't do that anymore either because it's difficult to get there. So having said that, there is no stroll, there is no ride through the park. Dogs, I don't think, are and issue either because of the fence.

So I am just wondering if we are still effectively using the park relative to changing needs.

COMMISSION CHAIR WU: Commissioner Richards.

COMMISSIONER RICHARDS: One other thing I forgot to mention was, I know it's on our action item list, but I would hope that we'd have an informational from the Eastern Neighborhood CAC on the monitoring and implementation report as soon as we possibly can because these seem to be coming very frequently, these issues.

COMMISSION CHAIR WU: Okay. Thank you. So the Department will continue to take written comment until February 17th. With that, the Commission will take a 20-minute break.

(The proceedings concluded at 3:50 p.m.)

A-CPC Moore RE-2-cont.

STATE OF CALIFORNIA)
) ss.
COUNTY OF MARIN)

I, DEBORAH FUQUA, a Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing proceedings were reported by me, a disinterested person, and thereafter transcribed under my direction into typewriting and is a true and correct transcription of said proceedings.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing proceeding and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 15th day of February, 2015.

DEBORAH FUQUA

CSR NO. 12948