

## Planning Commission Motion No. 18629

### Environmental Impact Report Certification

*Hearing Date:* May 5, 2011  
*Case No.:* 2006.0422E  
*Project Address:* Executive Park Amended Subarea Plan and The Yerby Company and Universal Paragon Corporation Development Projects  
*Block/Lots:* 4991/65, 74, 75, 85, 86, 239, 240, 241, 278, 279, 282, 346, and 418  
*Zoning:* C-2 (Community Business)  
Various Height and Bulk Districts  
*Project Sponsor:* The Yerby Company  
5 Thomas Mellon Circle, Suite 104  
San Francisco, CA 94134  
Universal Paragon Corporation  
150 Executive Park Blvd., Suite 1180  
San Francisco, CA 9413  
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#### **ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED EXECUTIVE PARK AMENDED SUBAREA PLAN AND THE YERBY COMPANY AND UNIVERSAL PARAGON CORPORATION DEVELOPMENT PROJECTS**

MOVED, that the San Francisco Planning Commission (“Commission”) hereby CERTIFIES the Final Subsequent Environmental Impact Report identified as Case No. 2006.0422E, Executive Park Amended Subarea Plan and The Yerby Company and Universal Paragon Corporation Development Projects (“Project”), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (“Department”) fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, “CEQA”), the State CEQA Guidelines (Cal. Code of Regulations Title 14, Section 15000 *et seq.*, “CEQA Guidelines”) and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”).
  - A. The Department determined that an Environmental Impact Report (“EIR”) was required and provided public notice of that determination by publication in a newspaper of general circulation on October 28, 2006.
  - B. On February 10, 2009 the Department published the Initial Study and provided public notice in a newspaper of general circulation of the availability of the Initial Study for

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public review and comment; this notice was mailed to the Department's list of persons requesting such notice.

- C. On October 13, 2010, the Department published the Draft Environmental Impact Report ("DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.
  - 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 October 13, 2010.
  - E. On October 13, 2010, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
  - F. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on October 13, 2010.
2. The Commission held a duly noticed public hearing on the DEIR on November 18, 2010, and received public comment. The period for acceptance of written comments ended on November 29, 2010.
  3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 47-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received and based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on April 21, 2011, distributed to the Commission and all parties who commented on the DEIR, and made available to the public at the Department at 1650 Mission Street.
  4. The Department has prepared a Final Environmental Impact Report (FEIR), consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document, all as required by law.
  5. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, and are part of the record before the Commission.
  6. On April 21, 2011 the Commission reviewed and considered the FEIR and finds that the contents of the FEIR and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31.

7. The Planning Commission finds that the FEIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby CERTIFIES THE COMPLETION of the FEIR in compliance with CEQA and the CEQA Guidelines.
8. The Commission, in certifying the completion of the FEIR, finds that the project described in it will result in the following significant and unavoidable project-specific and cumulative environmental impacts:

#### **TRANSPORTATION**

- Deterioration in the Level of Service at U.S.101 mainline north of Alanna Way / Harney Way (southbound) under the proposed project.
- Cumulative impact of the proposed project at the Bayshore Boulevard / Tunnel Avenue intersection.
- Cumulative impact of the proposed project at the Bayshore Boulevard / Blanken Avenue intersection.
- Cumulative impact of the proposed project at the Alanna Way / Beatty Road intersection.
- Cumulative impact of the proposed project at the Harney Way / Alanna Way / Thomas Mellon Drive intersection.
- Cumulative impact of the proposed project at the U.S. 101 mainline north of Alanna Way / Harney Way (northbound) segment.
- Cumulative impact of the proposed project at the U.S. 101 mainline south of Alanna Way / Harney Way (northbound) segment.
- Cumulative impact of the proposed project at the U.S. 101 Northbound On-Ramp at Harney Way.
- Cumulative impact of the proposed project at the U.S. 101 Southbound On-Ramp at Alanna Way.
- Cumulative impact of the proposed project at the Bayshore Boulevard / Tunnel Avenue intersection.
- Cumulative impact of the proposed project at the Bayshore Boulevard / Blanken Avenue intersection.
- Cumulative impact of the proposed project at the Geneva Avenue / U.S. 101 SB Ramps intersection.
- Cumulative impact of the proposed project at the Geneva Avenue / U.S. 101 SB Ramps intersection.
- Cumulative impact of the proposed project at the U.S. 101 mainline north of Alanna Way / Harney Way (northbound) segment.
- Cumulative impact of the proposed project at the U.S. 101 Northbound On-Ramp at Harney Way.

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- Cumulative impact of the proposed project at the U.S. 101 Southbound On-Ramp at Alanna Way.
- Cumulative impact of the proposed Yerby project at the U.S.101 mainline north of Alanna Way / Harney Way (southbound).
- UPC project impact on Level of Service at U.S.101 mainline north of Alanna Way /Harney Way (southbound).

**NOISE**

- Cumulative traffic noise impacts on ambient noise levels along project access routes.

**AIR QUALITY**

- Construction emissions of toxic air contaminants and PM 2.5.
- Project operational emissions of mass criteria pollutants.
- Exposure of sensitive receptors to toxic air contaminants.
- Cumulative air quality impacts.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of May 5, 2011.

Linda Avery  
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**EXECUTIVE PARK AMENDED SUBAREA PLAN  
AND  
THE YERBY COMPANY AND  
UNIVERSAL PARAGON CORPORATION  
DEVELOPMENT PROJECTS**

**Environmental Impact Report  
Comments and Responses**

**CITY AND COUNTY OF SAN FRANCISCO  
PLANNING DEPARTMENT: CASE NO. 2006.0422E**

**STATE CLEARINGHOUSE NO. 2006102123**

**DRAFT EIR PUBLICATION DATE: OCTOBER 13, 2010**

**DRAFT EIR PUBLIC HEARING DATE: NOVEMBER 18, 2010**

**DRAFT EIR PUBLIC COMMENT PERIOD:  
OCTOBER 13, 2010 TO NOVEMBER 29, 2010**

**FINAL EIR CERTIFICATION HEARING DATE: MAY 5, 2011**



# SAN FRANCISCO PLANNING DEPARTMENT

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April 21, 2011

**To: Members of the Planning Commission and Interested Parties**  
**From: Bill Wycko, Environmental Review Officer**  
**Re: Attached Comments and Responses on Draft Environmental Impact Report  
Case No. 2006.0422E: Executive Park Amended Subarea Plan and the Yerby  
Company and Universal Paragon Corporation Development Projects**

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The attached Comments and Responses document, responding to comments made on the Draft Environmental Impact Report (Draft EIR) for the above referenced project, is presented for your information. This document has been provided in PDF format on the Planning Department website, on a CD or as a hard copy. This document, along with the Draft EIR, will be considered by the Planning Commission in an advertised public meeting on May 5, 2011, at which time the Planning Commission will determine whether to certify the EIR as complete and adequate.

We are sending this to you so that you will have time to review the documents. The Planning Commission does not conduct a hearing to receive comments on the Comments and Responses document, and no such hearing is required by the California Environmental Quality Act. Interested parties may, however, write to the Commission members or to the President of the Commission at 1650 Mission Street, Suite 400, San Francisco, CA, 94103, and express an opinion about the Comments and Responses document, or the Commission's decision to certify the completion of the Final EIR for this project. Letters should be sent in time to be received at 1650 Mission Street, Suite 400 on the Wednesday (i.e. by May 4, 2011) before the Planning Commission meeting for which the EIR approval is calendared on May 5, 2011. The certification of the EIR does not indicate a decision by the City to approve or disapprove the proposed project. The approval hearing would occur after the EIR certification.

You should note that if you receive a copy of the Comments and Responses document in addition to the Draft EIR published on October 13, 2010, you will technically have a copy of the Final EIR. Thank you for your interest in this project.

If you have questions about the attached Comments and Responses document, or about this process, please call the EIR Coordinator, Joy Navarrete at (415) 575-9040 or Joy.Navarrete@sfgov.org.

**EXECUTIVE PARK AMENDED SUBAREA PLAN  
AND THE YERBY COMPANY AND UNIVERSAL PARAGON  
CORPORATION DEVELOPMENT PROJECTS  
ENVIRONMENTAL IMPACT REPORT**

**COMMENTS AND RESPONSES**

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## **I. INTRODUCTION**

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### **A. PURPOSE OF THIS COMMENTS AND RESPONSES DOCUMENT**

The purpose of this Comments and Responses (C&R) document is to present comments submitted on the Draft Environmental Impact Report (Draft EIR) for the proposed Executive Park Amended Subarea Plan and The Yerby Company and Universal Paragon Corporation Development Projects, to respond in writing to comments on environmental issues, and to revise the Draft EIR as necessary to provide additional clarity. Pursuant to the California Environmental Quality Act (CEQA) Public Resources Code Section 21091 (d)(2)(A) and (B), the City has considered the comments received, evaluated the issues raised, and herein provides written responses that describe the disposition of each environmental issue that has been raised by the commentors. Comments were made in written form during the public comment period from October 13, 2010 to November 29, 2010, and as oral testimony received before the Planning Commission at the public hearing on the Draft EIR held on November 18, 2010. A complete transcript of proceedings from the public hearing on the Draft EIR and all written comments are included in their entirety.

### **B. ENVIRONMENTAL REVIEW PROCESS**

The San Francisco Planning Department prepared the Draft EIR for the Executive Park Amended Subarea Plan and The Yerby Company and Universal Paragon Corporation Development Projects in accordance with CEQA and the CEQA Guidelines in Title 14 of the California Code of Regulations. The Draft EIR was published on October 13, 2010. A public review and comment period was then held from October 13 to November 29, 2010, which exceeds the minimum requirements of CEQA for a 45-day review period, to solicit public comment on the adequacy and accuracy of information presented in the Draft EIR. The comments received during the public review period are the subject of this C&R document, which addresses all substantive written and oral comments on the Draft EIR.

The Draft EIR, together with this C&R document, will be presented to the Planning Commission in an advertised public hearing for certification as a Final Environmental Impact Report if deemed adequate with respect to accuracy, objectiveness, and completeness. The Final EIR will consist of the Draft EIR, the comments received during the public review period, responses to the comments, and any revisions to the Draft EIR that result from public agency and public comments and from staff-initiated text changes. The City decision-makers will consider the certified Final EIR, along with other information and the public process, to determine whether to approve, modify, or disapprove the proposed project, and to specify any applicable environmental conditions as part of project approvals in a Mitigation Monitoring and Reporting Program.



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

### C. DOCUMENT ORGANIZATION

Following this Introduction Chapter, Chapter II presents the List of Persons Commenting. The names of persons who spoke at the public hearing are presented first, in the order of the speakers at the hearing.

Chapter III, Comments and Responses, presents the substantive comments excerpted verbatim from the public hearing transcript and comment letters. Similar comments are grouped together by topic area. The complete transcript of the public hearing comments on the Draft EIR is presented in Appendix A to this EIR document, Public Hearing Transcript Comments. Each substantive hearing comment from the transcript is bracketed and identified by “TR” (for transcript), a number assigned to that commentor based on order of presentation at the hearing (for example, the first speaker is numbered as 1), and a sequential comment number. Copies of the written comment letters are presented in Appendix B. Each letter is ordered alphabetically and identified with a number denoting the comment letter. Each individual comment within each letter is bracketed and numbered sequentially.

Following each comment or group of comments on a topic are the City’s responses. Comments may be addressed by a single response, or may be addressed by a specific targeted response to a particular comment where noted. The responses generally provide clarification of the EIR text. The responses may also include revisions or additions to the EIR. Revisions or additions to EIR text show as indented text. New or revised text is underlined; deleted material is shown as ~~strikethrough~~ text.

Chapter IV, Draft EIR Revisions presents text changes to the Draft EIR that may reflect text changes made as a result of a response to comments and/or staff-initiated text changes identified by San Francisco Planning Department staff to update, correct, or clarify the EIR text. The changes have not resulted in significant new information with respect to the proposed project, including any new significant environmental impacts or new mitigation measures. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines* Section 15088.5 is not required.

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

## II. LIST OF PERSONS COMMENTING

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### PUBLIC HEARING COMMENTS

The following individuals made oral comments about the Draft EIR at the public hearing on November 18, 2010.

Transcript  
Comment

Designation      Individuals and Organizations

TR.1:            Denise Fansler, Representing Owner of the Ashton Property  
TR.2:            Tim Cullen, San Francisco Housing Coalition  
TR.3:            Kathrin Moore, Commissioner, San Francisco Planning Commission  
TR.4:            Michael Antonini, Commissioner, San Francisco Planning Commission  
TR.5:            Ron Miguel, President, San Francisco Planning Commission  
TR.6:            Hisashi Sugaya, Commissioner, San Francisco Planning Commission

### WRITTEN COMMENTS

The following individuals provided written comments on the Draft EIR.

#### Agencies

Letter

<u>Designation</u>	<u>Agency</u>	<u>Date</u>
Letter 1:	Department of Transportation, Lisa Carboni, District Branch Chief, Local Development – Intergovernmental Review	November 29, 2010
Letter 2:	City of Brisbane, John A. Swiecki, AICP, Community Development Director	December 1, 2010
Letter 3:	San Francisco Recreation and Parks, Karen Mauney-Brodek, Deputy Director of Park Planning	November 29, 2010

#### Individuals

Letter

<u>Designation</u>	<u>Individuals</u>	
Letter 4:	Jacob Abusharkh	November 27, 2010
Letter 5:	Julie Abusharkh	November 26, 2010
Letter 6:	Fran Martin	Undated
Letter 7:	John M. Sant	November 26, 2010
Letter 8:	Jenette Santos	November 26, 2010
Letter 9:	Toshimitsu Tabata	November 8, 2010

### III. COMMENTS AND RESPONSES

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Comments on the DEIR are excerpted and grouped by topic under their respective headings. Each comment, or group of comments, is followed by a response to the comment or group of comments.

The complete transcript of the public hearing comments on the Draft EIR is presented in Appendix A to this Comments and Responses document. Copies of the written comment letters are presented in Appendix B.

#### A. COMMENTS ON THE MERITS OF THE PROPOSED PROJECT

##### Comments

I live in Little Hollywood, the neighborhood next to Executive Park, where there is a proposed redevelopment of the existing office buildings to a residential and commercial high-rise. The thought of high-rise buildings on that site is very troubling to me and I want to let you know that my neighbors and my family strongly oppose the project.

One of the main concerns is that this sort of development will ruin the peace and calm of our little neighborhood. We know that the area just cannot handle this traffic that would come from a huge influx of people in the area. The streets are small and quiet and have a lot of wear and tear as it is. Our other concern is that the development will turn into a slum similar to what was formerly on the other side of our neighborhood, down Bayshore in Sunnydale, the Geneva Towers. This is said to not be a likely scenario with this property but I think the concern is realistic and perhaps inevitable.

The area already has an inaccurate reputation and I think it will be very hard to sell this as a luxury high-end development. There is a real stigma about the area surrounding Candlestick and that just might be the biggest challenge for the project and the main reason why this project will fail. Should it fail, what will happen? I haven't heard any back-up plans. (*Jacob Abusharkh*) [4.1]

This letter is regarding the proposed construction of high-rise towers at the site of the current office buildings at Executive Park in San Francisco. I am a local resident, state employee and mother. I am opposed to this project. This will be a negative addition to our neighborhood.

I grew up in this neighborhood and saw it evolve over the years. It is a special area, a hidden treasure in San Francisco. However, we are in very close proximity to some historically high crime areas including the Bay View and Sunnydale. When my children were born I was nervous because of our proximity to the notorious Geneva Towers. And I was happy to see them demolished years ago. I feel like this is a case of history repeating itself. I think that if this project fails to perform the way it is proposed (which often happens in large real estate deals) then we will have another high crime high-rise on our hands.

We were nearly driven out the city to live in the suburbs of the peninsula years ago. But this is our city and our neighborhood and we should have the right to preserve our hidden jewel that is Little Hollywood. (*Julie Abusharkh*) [5.1]

The area where Schlage Lock was is now being prepared for housing and hopefully, a shopping area. I think it would be wise for Yerby Company and Universal Paragon Corporation to wait and see the end results of the Schiage Lock area project before taking further action. They say no way will the Executive Park Towers become a "Geneva Towers" but if the project fails, then what? (*John M. Sant*) [7.3]

I am a resident in the neighborhood of Little Hollywood, which is adjacent to Executive Park, which is a proposed development site for high-rise towers with residential housing and commercial spaces. I fervently oppose this project. My neighbors and I, are concerned that this will ruin our neighborhood. (*Jeanette Santos*) [8.1]

Also, I have noticed that there are so many distressed properties in the new buildings South of Market.

I really don't think this project will be as successful as the developers are assuming. And we will end up with a lot of excess, empty real estate, which will be a detriment. I think it will end up like the Geneva Towers in Sunnydale, riddled with low-income housing, drugs and crime, which will completely spoil the area. (*Jeanette Santos*) [8.4]

### **Responses**

A number of comments concern the merits of the proposed project, expressing support or opposition to the proposed project. Comments expressing support or opposition to the proposed project do not raise any specific environmental issues about the adequacy or accuracy of the EIR's coverage of environmental impacts that require a response in this Comments and Responses document under CEQA Guidelines 15088. Comments on the merits of the proposed project will be considered by the decision-makers as part of their decision to approve, modify, or disapprove the proposed project.

A number of Comments express concern that the project would fail, resulting in degradation of the Little Hollywood neighborhood's character and in increased crime. The proposed residential and commercial land uses, design guidelines, and pedestrian streetscape improvements under the proposed Amended Subarea Plan are intended to improve the liveability of Executive Park and its vicinity. The potential for neighborhood degradation and increased crime resulting from the proposed project would be speculative to analyze in this EIR. Under CEQA Guidelines Section 15131, economic and social effects are not considered significant effects on the environment. The focus of an EIR analysis is on physical environmental changes. Therefore, such comments do not raise any environmental issues that require a response in this Comments and Responses document under CEQA Guidelines 15088.

## B. EXECUTIVE PARK PLANNING ISSUES

### Comments

MR. CULLEN: Good evening, Commissioners. I'm Tim Cullen on behalf of the San Francisco Housing Action Coalition. I want to bring to your attention that yesterday our endorsement committee met and we devoted the entire meeting to this Executive Project Park. We were fortunate to have David Alumbaugh and Mat Snyder from planning staff to present the City's perspective on it, and then we had representatives from both the UPC and the Yerby project. The entire hour and a half was spent looking at this project.

Of course, it's early now, but I think it's very exciting. I think the reaction of the committee members is this is a terrific opportunity to increase intensity of land use, bring housing and mixed use to an area that had a pretty sad and confused office park there that wasn't working.

But there's some loose threads right now. Obvious questions come to mind: What is the relationship to Candlestick Point? Or alternatively what are the destination retail opportunities going to be there?

A question that keeps coming up and we're looking to see refinement is Harney Way. What is the build line going to be on Harney Way? How wide is it going to be? What are the uses going to be for Harney Way? We understand that BRT will be incorporated there which is a terrific idea. But obviously how this is chosen will affect how the property is built along Harney Way, and we would love to see an active use on the South Basin taking advantage of the terrific views there.

Finally, another concern is what is the relationship to Little Hollywood and Vis Valley through that tunnel? We would like to see more guidance given to that so that folks that need the community amenities that will be in Little Hollywood, Vis Valley and what have you, that it's easy access, and there's a lot of movement of people through there. And ultimately what is its orientation (INAUDIBLE) for transit for the City? But we're excited. Thank you. *(Tim Cullen, San Francisco Housing Coalition)* [TR.2.1]

COMMISSIONER MOORE: I think there is nobody in this room who probably wouldn't like to see a more graceful solution for what has been really a not-so-impressive project for many years. The question is how do you do that and how do you gracefully combine the attempt with smaller homes at the top of the hill near 101 to transforming into something which is denser. The relentlessness of what is currently happening further to the east is a little bit of a concern to me, and I think there would have to be really a well worked-out three-dimensional plan which puts all of it into context, and that is the approvals for Bayview Hunters Point and beyond. Because I think there's a continuity of developing a new neighborhood connecting it back to the City, not only for transportation improvements, but also physically raising the Bay is important.

One of the things which I have not seen in this work is the full integration with the effort currently being undertaken by Aecom on designs at Candlestick Point State Recreation Area which I looked at two weeks ago or three weeks ago, and I realized that there's no common ground in using the same mapping on some of the beginning points which make it a unified project.

I strongly urge the Department, and I strongly urge Executive Park designers to start having that dialogue and work with the same set of assumptions, not only about where the park is or the idea of the park, which are quite well-developed relative to access to Harney Way, but also where MTA is with a presentation they made to us relative to the specific width of Harney Way, the phase implementation of rapid rail in the center line and outstanding questions about what is now probably a venue which will develop Candlestick Park into something else than a 49ers stadium. That is at least what I hear being the fallout of what happened just in the recent election.

Having said that, I think there is support from me for this project, but there are a number of questions which I hope can be done and that is comprehensiveness. (*Kathrin Moore, Commissioner, San Francisco Planning Commission*) [TR.3.1]

COMMISSIONER ANTONINI: Well, one thing I noticed through the presentation is I don't know where that slide came with the rendering of some of the future buildings, but that was very well done. I'd like to see more of that because I thought it was a very tasteful looking rendering of some of the projects and just the architectural feel for it. And I know pretty much where it is because I'm familiar with the area.

I often will get off the light rail at the Arleta Station and walk into Candlestick through the area. And I think that Signature's done a really good job, and has also top vision with some of the things that are being built back there, and unless you happen to walk back there on your way to a game, you don't know about the development that's gone in there. It's been quite well done. And some of the homes along the hill are very attractive.

And I think it's really important that we have this little dovetail together as Commissioner Moore was saying. And that is, we need some sort of a timetable on the Harney Way improvements, the widening, the light rail, which it should be more than even bus rapid transit. It should be at least light rail going all the way through to service Hunters Point and eventually India Basin and coming around and connecting. That makes perfect sense.

And also the interchange of 101, that's really important too. And all these things work, and it also gives definition to the developers who are -- Yerby and United Paragon -- they know exactly where things are going to be and when it's going to happen.

So I think we're moving in the right direction, but this is a very important subject. I'm hoping that we will be calendaring more in the near future, which I expect we will because our next item deals with the Draft Environmental. So then there will be the projects coming forward.

I did hear concerns of the one speaker in making sure that the heights are appropriate and that things fit together well. It's important, but height is important too. So we've got to figure out how to make it work. (*Michael Antonini, Commissioner, San Francisco Planning Commission*) [TR.4.1]

COMMISSIONER MOORE: Perhaps the planning department could give some form of preliminary design presentation to the Commission. I think that would be very helpful that we don't have to wait until the last day and we're all saying, "Oh, we didn't know anything about this project." So as you are moving along with it, perhaps an update to us, which the public also started to appreciate, would be very helpful. (*Kathrin Moore, Commissioner, San Francisco Planning Commission*) [TR.3.2]



COMMISSIONER SUGAYA: Yes. I think it's already been mentioned, but this is an extremely difficult site to work with given the freeway on one side and given the hill situation and the unknowns, I guess, with the stadium rearing its continuing head so to speak. Commissioner Antonini would, of course, love to have it there.

But anyway, it is a difficult site. I guess to echo what Commissioner Moore and others have said, for me too it seems that given that kind of isolation, we shouldn't try to isolate it even more. And so some additional consideration of connections, I guess, and how it relates, especially to the east, since that seems to be the most direct connection at the moment away from the freeway. And to encourage, I think, some additional information, as Commissioner Moore has suggested, back to the Commission would be great. (*Hisashi Sugaya, Commissioner, San Francisco Planning Commission*) [TR.6.1]

COMMISSIONER MOORE: While we have on the east side a project which is guided by a development agreement and pretty much sets in stone the obligations which will have to be realized over a specific time frame, what I would be interested in is to see a very strong attention how these two new communities really interact. It's not just two lines drawn in the sand, but if 8,000 or 10,000 new residents in this particular area have any chance of becoming a neighborhood, what is it we are encouraging or asking by Code which appears in terms of commercial support, where it would be; not just the obligatory small neighborhood shop which hardly ever happens, but also what do we need in terms of kindergartens, child care, elementary school, et cetera. And if these people are supposed to live here and those things are not provided, where would they find them with enough room for them to be accommodated in a reasonable distance? This somehow tags onto President Miguel's comment. But I think to plan this -- based on its size and intended density as a full neighborhood requires, I think, a lot of push from the planning department in order to not have this look like a 1950s high-density something else residential development. (*Kathrin Moore, Commissioner, San Francisco Planning Commission*) [TR.3.4]

COMMISSIONER SUGAYA: Thank you for that comment. I think that's the direction I was aiming at and Commissioner Moore and others too.

I'm just reminded that earlier in the day we had a discussion about fees and that kind of thing, and whether or not this community center that's supposedly in the middle of this thing is going to be there or not be there. Maybe it doesn't need to be there. Maybe it can be provided further to the east, or maybe not. If that development -- as that goes forward, maybe this community center could supply facilities for the development further to the east. I don't know. But I think you got the jist of it. (*Hisashi Sugaya, Commissioner, San Francisco Planning Commission*) [TR.6.2]

COMMISSIONER MOORE: I'd just like to put the Department on notice something which I wasn't aware of. The Candlestick Point State Recreation area, at least on its furthest western part, stretching probably for two or three blocks in length, is about ten feet above Harney Way. There's actually no physical grade connection between the neighborhood and this park. I think the state parks themselves is very much puzzled about what to do, but that is the existing physical condition. And they're trying to design with it, with not really knowing how to do it either. So there has to be, as I said earlier, an incredibly integrated effort from all parties, from all departments, from anybody with any creative ideas in their head to figure out how to tie this together in order to make it work for the different demands being put onto this particular area to work. (*Kathrin Moore, Commissioner, San Francisco Planning Commission*) [TR.3.4]



COMMISSIONER ANTONINI: Well, it's been played out, I guess, the biggest thing we have to have is to put all the pieces together and make it all work. There is the waste facility and recycling facilities that are in very, very close proximity, and so we have to figure out how that fits, along with the transportation piece, and hopefully the light rail and others coming from, as was purported, Geneva BART and eventually coming all the way through. Little Hollywood is a distinct little neighborhood there with a park with I think two schools if I'm not mistaken and a church. And then you've got the Brisbane Baylands there, and I know United Paragon also has interests in that too. So I think it could all work together. It's involving two counties also. So I think there's a lot of potential there, and the more we can get a cooperative effort going and have hearings that include all these things at one time would be really good. (*Michael Antonini, Commissioner, San Francisco Planning Commission*) [TR.4.2]

I am not satisfied with the transportation options on this. I am looking at a massive number of parking spaces for the project, and yet theoretically we are trying to go to mass transit. I'm not satisfied the mass transit that's proposed at the moment is anywhere near sufficient. They're talking perhaps 8,000 residents, let alone the commercial and the office in the space. (*Ron Miguel, President, San Francisco Planning Commission*) [TR.5.2]

I would not like to see an isolated community, and at the moment I have great fears in that regard. We've gotten away from that, hopefully. We've had examples of that going back to the projects we're doing now with San Francisco of taking what were isolated communities and bringing them back into the City per se. Whatever one thinks about Parkmerced, it was an autocratic isolated community and not as much as this, physically. But are we creating another autocratic isolated situation here? And that bothers me. I am not satisfied that the solutions have been presented at this point. (*Ron Miguel, President, San Francisco Planning Commission*) [TR.5.3]

I would ask the secretary if a transcript of the Commissioner's comments on Item 19 be submitted in regards to Item 20. (*Ron Miguel, President, San Francisco Planning Commission*) [TR.5.4]

### **Planning Process**

Historically, the planning process for Executive Park has been hindered by a lack of adequate community planning and involvement. Compared to the planning process at Schlage Lock the efforts have been stunningly insufficient. There needs to be more proactive participation by the planning department in conducting community planning, rather than leaving it up to the developer to oversee the process. Although deeply flawed, at least BVHP had the participation of city government in the community planning process for the Lennar development. As a result of the lack of overview for the entire Executive Park area and its several developers, the developments have resulted in a hodgepodge of styles with no unifying vision and dearth of public amenities. Going forward, I would hope that there would be a better planning process that would be more inclusive of the Visitacion Valley community.

Personally, I look forward to development at the site, but it needs to be neighborhood friendly. We need to take into account the bigger picture and help build a healthy community, not only in Executive Park, but also in the greater Visitacion Valley neighborhood. I look forward to all the new developments that are slated for our community at Executive Park, Schlage Lock, Sunnysdale and the Baylands. (*Fran Martin, Visitacion Valley Planning Alliance*) [6.6]

- **Lack of supporting study.** In the draft SEIR, one of the objectives of The Yerby Company and the Universal Paragon Corporation is to reduce dependency on the automobile. I would like to know whether people will change their driving behavior by just providing residents with pedestrian oriented urban environment. Also, the Candlestick Point is not like an urban neighborhood like Russian Hill, Nob Hill, or even SOMA. I would like to know what kind of study they base their theory on as to why residents will use bicycles as a means of transportation if they are given this kind of environment. The companies should make the supporting study available for review. (*Toshimitsu Tabata*) [9.8]

### **Responses**

A number of comments raise issues related to the planning for Executive Park. Such comments do not raise any specific environmental issues about the adequacy or accuracy of the EIR's coverage of environmental impacts that require a response in this Comments and Responses document under CEQA Guidelines 15088. However, a brief response is provided for information where called for. Comments on the merits of the proposed project will be considered by the decision-makers as part of their decision to approve, modify, or disapprove the proposed project.

Several comments raise questions regarding the relationship of the proposed project to nearby existing and proposed development and infrastructure improvements. Existing nearby and adjacent uses such as Candlestick Point State Recreation Area (CPSRA), the Little Hollywood neighborhood and the Visitacion Valley neighborhood are discussed on EIR pp. V.A.1-V.A.4. As discussed on EIR pp. V.A.5-V.A.7, Executive Park is in the vicinity of a number of large-scale proposed and approved development projects including the Candlestick Point-Hunters Point Shipyard project, the Visitacion Valley Redevelopment Plan, and the Brisbane Baylands project in the City of Brisbane. Anticipated actions along Harney Way are discussed on EIR pp. III.10-III.12. As discussed on EIR p. III.10,

As development occurs in the Bayview Hunters Point/Candlestick Point area east of Executive Park, it is anticipated that Harney Way would be widened and modified to accommodate transit service and capacity enhancements within an expanded roadway right-of-way. The provision of future transit service and expansion of the roadway right-of-way are addressed as part of the proposals for the Bayview Hunters Point/Candlestick Point development to the east of Executive Park, and are not part of the project analyzed in this SEIR. Similarly, the potential construction of a new interchange at U.S. 101 and Harney Way and the extension of Geneva Avenue from Bayshore Boulevard to this new intersection to serve future development, as identified in the *Brisbane General Plan* and the *Bi-County Transportation Plan*, is not part of the proposed project. The proposed Yerby and UPC development projects described in this chapter have been designed to generally accommodate currently anticipated right-of-way requirements (based on the locations and designs under consideration) for a widened Harney Way and future interchange improvements to accommodate anticipated cumulative development in 2030, including full buildout of the Bayview Hunters Point/Candlestick Point development to the east.

Although this comment does not raise environmental issues on the adequacy and accuracy of the EIR that require a response in this Comments and Responses document under CEQA Guidelines 15088, a brief response addresses the issue of project connectivity and integration with nearby areas.

The Executive Park Subarea Plan Area has unique geographic challenges that limit its connectivity with surrounding areas. As discussed on EIR p. III.2, and as shown in EIR Figure III-2, EIR p. III.5, it is bounded on its west side by U.S. Highway 101, by the steep rise of Bayview Hill to its north, and by Harney Way and San Francisco Bay to its south. Previous development at the Top Vision site at the eastern end of the Executive Park Subarea Plan Area has precluded the ability to extend internal streets eastward to the Candlestick Point-Hunters Point Shipyard project area, leaving Harney Way and the Bay Trail the remaining connections eastward. Similarly, connections west under U.S. Highway 101 are also limited as shown in EIR Figure III-1, EIR p. III.3.

Planning Department staff recognize the need to integrate Executive Park into surrounding areas. Planning Department staff have worked with the project sponsors to change the Subarea Plan Area's proposed street network in anticipation of widening Harney Way. The proposed Amended Subarea Plan calls for active uses at street level along Harney Way. As discussed on EIR p. III.12, as part of the Candlestick Point Hunters Point Shipyard Project, Harney Way will be widened and improved with sidewalks on both sides, Class II bike lanes, and BRT. The Candlestick Park Retail Center is proposed for the west side of the Candlestick Point Hunters Point Shipyard development, which would encourage trips along Harney Way between Executive Park and the proposed retail center.

The exact configuration and alignment of the proposed U.S. Highway 101/Harney Way interchange and the future BRT line are uncertain at this time. Given this, the role of Blanken Avenue and its existing tunnel connection under the U.S. Highway 101 will most likely be the best pedestrian and bike connection between Little Hollywood/Visitation Valley and the Schlage Lock development to the west, and Executive Park and Candlestick Point State Recreation Area to the east. Planning Department staff recognize the need to integrate Executive Park into surrounding areas. The goal of the Planning Department in preparing the amendments to the Executive Park Subarea Plan is to set up a framework that promotes enhanced connectivity with surrounding areas while allowing for future flexibility.

Improving Blanken Avenue and its tunnel connection under Highway 101 is a key future project to which funds from the Visitation Valley Community Facilities Infrastructure Fee and Fund could be directed. In a related effort to promote connectivity via Blanken Avenue, Planning Department staff have worked with the project sponsors in designing the proposed internal street grid and open space network within the development project site to allow for, and encourage,

connectivity with the Blanken Avenue tunnel and neighborhoods west of U.S. Highway 101. The proposed project envisions a network of publicly accessible open spaces and pedestrian-oriented streets that is intended to encourage pedestrian movement to and from the Blanken Avenue tunnel through the project site to Harney Way and crossings to the CPSRA at Thomas Mellon Drive and at Executive Park Boulevard East. See Figure III-5 on EIR p. III.17. Planning staff have also coordinated with the State's consultants for the CPSRA General Plan effort, to ensure that the City and State are sharing the same information. Enhancing connections of the CPSRA with nearby areas is likewise a concern for the CPSRA Planning effort, and Planning Department Staff will continue to coordinate with the State to that end.

Comment TR.3.3 requests that the Planning Department give a design presentation to the Commission. The Planning Department will make presentations to the Planning Commission on the proposed Urban Design Element at the Planning Commission meetings on the proposed Executive Park Amended Subarea Plan before final approvals.

Comment TR.3.4 notes the need for supporting retail and community facilities in the proposed new development or nearby to serve the neighborhood. Executive Park is now envisioned as a predominately high-density residential neighborhood, with supporting retail and community uses. As described on EIR pp. III.1-III.-16, the proposed Amended Executive Park Subarea Plan envisions a locally serving retail hub located at the Thomas Mellon Drive and Executive Park Boulevard intersection and on other small locations adjacent to the urban plazas. See also EIR p. III.41 and EIR p. III.28. The project also includes the possibility of a larger scale retail or personal service use along Harney Way, although final decisions about appropriate form and uses along Harney Way would be decided at a later time and would depend largely on market conditions. Planning staff anticipate that community and institutional uses can also be met in the general vicinity. As discussed on EIR p. III.28, the proposed project would include a 6,020-gross-square-foot community space. It could also accommodate other community-related facilities such as daycare. As discussed in the Notice of Preparation/Initial Study (EIR Appendix A, pp. 62-64) the Subarea Plan Area is served by schools and libraries in the vicinity. The proposed project would be required to contribute to the Visitacion Valley Community Facilities and Infrastructure Fee and Fund. See Section II.C. Recreation in this Comments and Responses Document for a discussion of recently introduced amendments to the Visitacion Valley Community Facilities and Infrastructure Fee and Fund ordinance.

Comment TR.5.2 and Comment TR.5.3 express concern for the number of parking spaces provided under the proposed project and concern about the creation of an autocentric development. As discussed on EIR p. III.18, the proposed Yerby and UPC development projects would provide a total of 2,427 off-street parking spaces at 1:1.5 parking spaces per dwelling unit. As discussed on EIR p. III.12, among the objectives one of the proposed Amended Subarea Plan objectives is to reduce dependency on the automobile. As discussed on EIR p. V.E.7-V.E.14, the

Subarea Plan Area is currently served by several transit options. As discussed on EIR p. V.E.14-V.E.17, the Subarea Plan Area is currently served by a number of bicycle and pedestrian facilities that connect Executive Park to surrounding areas. As discussed in Chapter VII, Alternatives to the Proposed Project, Section D, Alternatives Considered but Rejected, on EIR p. VII.15, a 1:1 residential parking ratio was considered but rejected from full analysis as an EIR alternative:

Under this scenario, the parking supply would not meet the estimated parking demand, with a shortfall of 308 spaces during the weekday midday and 727 spaces during the weekday evening. Given that on-street parking would be provided along some streets within the project site, some of the short-term parking shortfall could be alleviated, but the parking shortfall under such a scenario would cause spillover into adjacent neighborhoods with limited additional parking supply, such as Little Hollywood.

Comment TR.5.4 requests that Commissioner's comments on Item 19 on the Commission agenda (Informational Hearing on the Executive Park Amended Subarea Plan) be submitted in regards to Item 20 (Public Hearing on the Draft Environmental impact Report). Public and Commissioner comments on Item 19 are transcribed and presented above and a response to these comments is provided in these responses to comments.

Comment 6.6 concerns the planning process for the proposed project. It also expresses general support for developing the site. It does not raise issues about the adequacy or accuracy of the EIR's coverage of environmental impacts that require a response in this Comments and Responses document under CEQA Guidelines 15088. Comments on the merits of the proposed project will be considered by the decision-makers as part of their decision to approve, modify, or disapprove the proposed project.

Comment 9.8 inquires whether proposed project features intended to reduce automobile dependency are likely to induce people to change their driving behavior. As discussed on EIR p. III.12, one of the stated objectives of the proposed amended Executive Park Subarea Plan is to reduce dependence on the automobile. By the proposed improvements to the pedestrian realm and to bicycle facilities within the Subarea Plan Area under the proposed project the Planning Department intends to encourage more persons to choose bicycles, walking, and transit over automobile use. However, even if this objective is not achieved, the conclusions of the EIR transportation analysis do not rely on an assumption that behavior would be modified through provision of these amenities. As discussed on EIR p. V.E.20 and shown in Table V.E-5: Net Project Person-Trips by Mode – Weekday AM and PM Peak Hours, on EIR p. V.E.21, the proposed project is expected to generate 28 “walk/bike/other” trips in the AM peak hour and 37 “walk/bike/other” trips in the PM peak hour (about 1.5 percent of total person trips).



## C. PROJECT DESCRIPTION

### Comments

COMMISSIONER MOORE: I would like to hear a little bit more disclosure of what happens to some of the existing buildings, one which really at this moment dominates the impression of the entire setting. Those are the office buildings which at this moment I see only indicated in the EIR diagram on Figure 2 labeled "Existing B1" and the Yerby site. (*Kathrin Moore, Commissioner, San Francisco Planning Commission*) [TR.3.2]

COMMISSIONER MOORE: I would just like to add a generic comment, and perhaps it is saying in so many words. It is the unspecific nature on which this entire EIR is based by which I don't feel it fully grasps the way one would traditionally look at impacts. (*Kathrin Moore, Commissioner, San Francisco Planning Commission*) [TR.3.6]

PRESIDENT MIGUEL: I have some basic problems with some of the material. I'm looking at statistics, and I find some in gross square feet for residential. I find others in number of residential units. There is no consistency in the information that I see supplied. That disturbs me. (*Ron Miguel, President, San Francisco Planning Commission*) [TR.5.1]

PRESIDENT MIGUEL: I absolutely agree with you. It's floating out there so nebulous, it's hard to actually get a handle on everything. Yeah. (*Ron Miguel, President, San Francisco Planning Commission*) [TR.5.5]

COMMISSIONER ANTONINI: Well, the EIR itself I think does what it has to do based upon what we have available. And I think what the other Commissioners have said I agree is that some of it is nebulous because we're not exactly sure how the pieces are fitting together. But I think what was done here is about the best you can do based upon what we have at this point in time.

I certainly would also -- we did mention earlier in testimony the fact that both Yerby and UBC have been very patient during this process, because part of it was held up for a while because of the approval processes owing to the access issues around Harney Way and other considerations as part of the Hunters Point and Candlestick Point approvals we had last year. So I think this is the time to dovetail everything together and then we can really move forward. (*Michael Antonini, Commissioner, San Francisco Planning Commission*) [TR.4.3]

### Responses

Comment TR.3.2 inquires about the existing office buildings on the project site. As discussed on EIR p. III.16, under the proposed project, all existing buildings on the development project site, Office Building 1 on the Yerby development project site, and Office Buildings 2 and 3 on the Universal Paragon development project site would be demolished and replaced by the proposed buildings.

Comments express general concern for the specificity presented in the EIR. The EIR presents specific detail about the proposed project regarding its land use program and specific quantities

for each use (EIR pp. III.16-III.44, EIR pp. \_\_), proposed street layouts (Figure III-5 on EIR p. III.17), building locations (Figure III-5 on EIR p. III.17), open space (EIR p. III.30 and EIR III.43), building configuration, heights and massing (EIR pp. III.23-III.28 and EIR pp. III 33-III.40), for the purposes of projecting and evaluating the anticipated environmental impacts of the proposed project under CEQA Guidelines Section 15146, “Degree of Specificity,” and Section 15151, “Standards for Adequacy of an EIR.” Specific architectural designs for the proposed buildings and site are not yet available. As discussed on EIR p. V.B.23,

If the proposed amended Subarea Plan is adopted, it would reflect the City’s long-term vision for the Subarea Plan Area. The proposed amended Subarea Plan includes Urban Design Guidelines intended to enhance the visual quality of the Subarea Plan Area that would inform the design and review of specific development projects within the Subarea Plan Area. The Yerby and UPC development projects and variants would be subject to design review by Planning Department staff for conformity with the proposed Urban Design Guidelines. The Planning Commission would approve a new development under the proposed amended Subarea Plan if it finds the development consistent with the Plan on balance. Implementation of the Urban Design Guidelines would thereby ensure that the impacts on visual quality resulting from the buildout of the Subarea Plan Area under the Plan would be less than significant, and no mitigation would be necessary.

Comment TR.5.1 expresses concern for the EIR’s use of both gross square feet and in number of dwelling units to express the residential component of the proposed project. Table III-2: Summary, Yerby and UPC Development Projects, on EIR p. III.18, provides both the gross square footage and number of residential units for the combined Yerby and UPC projects. Table III-3: Proposed Space by Building and Type of Use, Yerby Project, on EIR p. III.27, provides both the gross square footage and number of residential units for the Yerby development project alone, and Table III-6: Proposed Space by Building and Type of Use, UPC Project, on EIR p. III.39 provides both the gross square footage and number of residential units for the UPC development project alone. Providing both the residential gross square footage and the number of dwelling units is necessary project information for presentation in the project description to communicate the size and intensity of the proposed development. For residential uses, both square footage and dwelling unit counts are provided because, unlike retail and commercial uses, the number of proposed dwelling units (rather than residential gross square footage) is generally the relevant factor used to project the environmental impacts of the residential project component under transportation and many other topics.

## D. AESTHETICS

### Comments

MEMBER OF THE PUBLIC: My name is Denise Fansler. I represent the owner of the (INAUDIBLE) San Francisco, which is the existing complex that was built in the last couple of years.

The area definitely needs some development. Our biggest concern is height. The current proposal that's out there is going to cut probably 30 percent of our building use of the (INAUDIBLE). It significantly reduces the value of our project which ultimately means tax dollars to everyone. Over a seven- to ten-year whole term, we estimate cash flow loss of at least a million and a half, probably somewhere around four and a half million dollars in value. And that significantly concerns us. It's been a tough deal to get loans, to get leased. There's not a lot of amenities over there. (INAUDIBLE) concerns to some height restrictions to the existing buildings that are there and homeowners in the area that will also be affected. (*Denise Fansler, Representing Owner of the Ashton Property*) [TR.1.1]

It will also visually blight the view of the residents in my neighborhood as well as people coming into the city from the airport or the peninsula. The towers will stick out like a sore thumb and take away the suburban feel of our area. (*Jacob Abusharkh*) [4.2]

### **Aesthetics**

Figure V.B.2 on page V.B.6 shows the view of the proposed site from Highway 101. The overall outline for the lower buildings flanking the towers is in great need of rooftop articulation. Varying heights ascending to the towers is desirable to create a more interesting and aesthetically pleasing skyline.

Street level heights would be better, if they were lower. i.e. only 2-3 stories to make the streets seem less cavernous. (*Fran Martin, Visitacion Valley Planning Alliance*) [6.5]

I have lived in Little Hollywood for over 50 years and have always enjoyed the area and views of the Bay and sail boats, and the peace and quiet of the area. Building these towers will completely block my view as well as the views of my neighbors. The traffic is now at capacity on Blanken Avenue during morning and afternoon periods. The employees from Executive Park and the people living in the Executive Park area use Blanken Avenue to enter and leave the area, which causes heavy traffic. And the shuttle bus that operates does not relieve traffic significantly. I have children who also live in Little Hollywood who have their own homes and raising their families here. (*John M. Sant*) [7.1]

Please scale the project down to the height of the present office space buildings. (*John M. Sant*) [7.4]

Throughout the years we have always had to venture away a bit for groceries and other services because there aren't many stores close by. But that is part of what keeps the area quiet. If the project is built, there will be a lot more traffic of people coming and going in and out of the area to do their shopping, etc. The area just can't sustain more traffic, more cars, and more residents. Parking is already very scarce.

In all reality, this project will be an eyesore from Highway 101. (*Jeanette Santos*) [8.3]



After reading the developers' responses in the SEIR, although I understand that they provided further information on the projects, I am still seriously concerned about the drastic and critical impact on traffic and the scenic views and resources of the rustically beautiful Candlestick Point area. (*Toshimitsu Tabata*) [9.1]

In addition, given the approved development projects of the Visitacion Valley Redevelopment Plan and the Candlestick Point-Hunters Point Shipyard Phase II Development Plan Project in immediate proximity, I feel that the scale of these development projects will have very negative consequences on the above mentioned issues. Therefore, I strongly request that San Francisco Planning Department as lead agency evaluate the environmental consequences of the Yerby Company and Universal Paragon Corporation Development projects, looking at a big picture of the overall Visitacion Valley/Candlestick Point/Hunters Point neighborhood development plans, and make responsible and sensible decisions for the Candlestick Point residents. (*Toshimitsu Tabata*) [9.2]

- **Destruction of the scenic views and resources of the Bayview Hill/San Francisco Bay.** In the SEIR, although the developers emphasized on the urban design element of these projects with a distinctive skyline that complements the surrounding neighborhoods, as a resident's point of view, who has lived in this neighborhood for the last three years and appreciated the beauty of the nature here, I believe the scale of these projects will destroy its rustically beautiful scenery. (*Toshimitsu Tabata*) [9.3]
- **Revocation of the Candlestick Point the Cove Phase III approval.** I was told by the Candlestick Point the Cove realtors that the building of the Phase III is 10-story, not 16-story. In Figure V.13-2 Viewpoint Looking a north from US 101 Northbound, it looks like a misleading illustration. Furthermore, it doesn't represent the realistic heights of each building. Why is there not a distinctive height difference between Top Vision's 16-story building and Universal Paragon Corporation's 24-story building? Anyhow, if San Francisco Planning Department decides to disapprove the proposed amended height allowance of the Yerby Company and Universal Paragon Corporation development projects, the agency should also consider revoking the approval of the Candlestick Point the Cove Phase III development project for the same reasons. (*Toshimitsu Tabata*) [9.9]

### Responses

Comment TR.1.1 is from a representative of the adjacent Ashton property at 301 Executive Park Boulevard North (once part of the neighboring Signature Properties site within the Subarea Plan Area, shown in Figure III-2 on EIR p. III.5). It expresses concern about the height of the proposed buildings and its effect on the leasing of units within the Ashton property. The EIR analyzes the environmental effects of the proposed project's height by considering whether the project would damage scenic resources or significantly obstruct or detract from scenic views from important public vantage points. On EIR p. V.B.3-V.B.4, the EIR identifies Bayview Hill and San Francisco Bay as scenic resources in the vicinity of the proposed project. On EIR pp. V.B.4-V.B.12, the EIR presents and describes a range of existing views of the project site in the context of Bayview Hill and San Francisco Bay (looking north from U.S. 101 Northbound; looking west from Candlestick Point; looking east along Blanken Avenue from Tunnel Avenue;

looking southeast from Hester Avenue; and looking southeast from John McLaren Park). As discussed on EIR p. V.B.20, views of the Bay from the network of streets within adjacent development sites of Executive Park (Signature Properties and Top Vision) will be largely obstructed by approved new development (now in progress). To the extent that limited views of the Bay would be available from the public streets within these areas after completion of nearby development projects, they would serve residents of the adjacent development, rather than the public generally and would not be considered significant scenic vistas.

As discussed on EIR p. V.B.20, the proposed development within Executive Park under the proposed amended Subarea Plan would increase the scale and prominence of development at the base of Bayview Hill at the edge of San Francisco Bay. Such development would not damage Bayview Hill as a scenic resource, nor obscure or detract from scenic views of Bayview Hill as seen from important public vantage points. The EIR concludes that the buildout of Executive Park under the proposed amended Subarea Plan Amendments and the proposed Yerby/UPC development projects and their design variants would not rise to the level of a substantial adverse impact on a scenic resource or scenic vista, and no mitigation would be necessary.

Development of the proposed project could interrupt or alter some existing private views to the extent that such views are now available over the Yerby and UPC development project sites. The alteration or interruption of private residential views for some nearby residents would be an unavoidable consequence of the proposed project and may be an undesirable change for some individuals. However, a project would only be considered to have a significant impact on scenic vistas if it were to substantially degrade or obstruct public scenic vistas observed from public areas. Therefore, the changes to private views resulting from the proposed project would not be considered a potentially significant impact under CEQA.

Comment TR.1.1 also expresses concern for the effect of the proposed project on the leasing of units in the Ashton property. Under CEQA Guidelines 15131, economic and social effects are not significant effects on the environment. The focus of an EIR analysis is on physical changes. Therefore, this comment does not raise any environmental issues that require a response in this Comments and Responses document under CEQA Guidelines 15088. Comments on the merits of the proposed project will be considered by the decision-makers as part of their decision to approve, modify, or disapprove the proposed project.

Comment 4.2 expresses concern for the impact of the proposed project on the visual quality of the area. Project impacts related to scenic views are discussed and assessed on EIR pp. V.B.18-V.B.21. Project impacts related to visual quality are discussed and assessed on EIR pp. V.B.21-V.B.23. As shown in Figure V.A-1: Existing Land Uses in the Subarea Plan Area and Vicinity, on EIR p. V.A.2, the Little Hollywood neighborhood is west across Highway 101 from the Subarea Plan Area. A representative view from this area is shown in Figure V.B-4: Viewpoint

C – Looking East Along Blanken Avenue, on EIR p. V.B.9. As discussed on EIR p. V.B.7, the Subarea Plan Area is not highly visible from Blanken Avenue. The approved Top Vision Phase III tower and proposed project towers would be visible to the east, rising beyond Highway 101.

Comment 6.5 expresses concern for the lack of articulation shown in the EIR figures. As discussed on EIR pp. V.B.17-V.B.18, the figures presented in Section V.B, Aesthetics, show massing-level simulations of proposed buildings. Massing simulations represent the general location and maximum allowable height and bulk of proposed buildings, calling for varied heights within the Subarea Plan Area. They do not represent specific building designs, which are to be determined in the future. As discussed on EIR pp. V.B.21-V.B.23, the actual building designs would be shaped, articulated, and detailed pursuant to the building design standards described in the proposed Executive Park Urban Design Guidelines. As discussed on EIR p. V.B.21-23, the Urban Design Guidelines include specific design guidelines for podium buildings (at 85 feet or lower) calling for articulation of facades to express a rhythm along the street; building to the front property lines to define a consistent streetwall, provision of stoops, porches and landscaped areas; use of architectural detail, ornamentation, and projections to create visual interest and depth; vertically oriented windows; provision of a high, pedestrian-oriented, transparent, retail ground floor; and definition of a base, middle, and top. Consistent with the proposed bulk restrictions, the Urban Design Guidelines for towers (greater than 85 feet) specify maximum floorplates, maximum horizontal and diagonal dimensions of floorplates, and a minimum distance between towers. Implementation of the Urban Design Guidelines would thereby ensure that the impacts on visual quality resulting from the buildout of the Subarea Plan Area under the Plan would be less than significant, and no mitigation would be necessary.

Comment 7.1 expresses concern about the proposed project's impacts on private views. Construction of the proposed project could interrupt or alter some existing private views to the extent that such views are now available over the Yerby and UPC development project sites. The alteration or interruption of private residential views for some nearby residents would be an unavoidable consequence of the proposed project and may be an undesirable change for some individuals. However, a project would only be considered to have a significant impact on scenic vistas if it were to substantially degrade or obstruct public scenic vistas observed from public areas. Therefore, the changes to private views resulting from the proposed project would not be considered a potentially significant impact under CEQA.

Comment 7.4 recommends that the proposed project be scaled down to the height of the existing office buildings on the development project sites. This comment does not raise any environmental issues that require a response in this Comments and Responses document under CEQA Guidelines 15088. Comments on the merits of the proposed project will be considered by the decision-makers as part of their decision to approve, modify, or disapprove the proposed project.

Comment 8.3 expresses concern for the impact of the proposed project on views from Highway 101. As discussed on EIR p. V.B.13, views of and over the project site for southbound travelers on U.S. Highway 101 are sustained over a short distance and time until the subarea plan is passed on the travelers left. For this reason, this view is not considered a significant scenic resource or scenic vista. Project impacts on views from northbound U.S. Highway 101 are discussed on EIR p. V.B.20.

Existing, approved, and proposed development within Executive Park under the proposed amended Subarea Plan would increase the scale and prominence of development at the base of Bayview Hill at the edge of San Francisco Bay. Such development would not damage Bayview Hill as a scenic resource, nor obscure or detract from scenic views of Bayview Hill as seen from important public vantage points. The Hill would continue to serve as the visual backdrop of Executive Park at buildout. The distinctive profile and form of Bayview Hill would remain intact and would continue to be seen as a prominent and recognizable geographic feature rising to the north of the Subarea Plan Area.

The EIR concludes that the proposed project would not result in a substantial adverse impact on a scenic resource or scenic vista, and no mitigation would be necessary.

Comment 9.2 recommends that the Planning Department take neighboring development plans into consideration when evaluating the impacts of the proposed project related to aesthetics. Nearby proposed development projects are considered in the EIR's analysis of cumulative impacts on visual quality, presented in Impact AE-3 on p. V.B.23. Also, see Figure V.B-2: Viewpoint A – Looking North from U.S. 101 Northbound (Proposed), on EIR p. V.B.6, which shows the approved Candlestick Point/Hunters Point Shipyard project and existing and approved projects in the Executive Park Subarea Plan Area in relation to the proposed project.

Comment 9.9 concerns the approved Top Vision (Candlestick Point the Cove) Phase III project. As discussed on EIR p. V.B.3, the Top Vision Phase III project consists of four residential buildings ranging from 6 to 16 stories. The comment inquires why the 16-story Top Vision Phase III building, as shown in EIR Figure V.B.2: Viewpoint A – Looking North from U.S. 101 Northbound, appears similar in height to the proposed project buildings. The Top Vision project is located up the slope of Bayview Hill at a substantially higher elevation than the proposed project buildings. For this reason, it appears similar in height to the proposed 24-story building when viewed from the south. The elevated position of the 16-story Top Vision Phase III building is more clearly shown when viewed from the west in Figure V.B-5: Viewpoint D – Looking Southeast from Hester Avenue (Proposed), on EIR p. V.B.11, and in Figure V.B-6: Viewpoint E – Looking Southeast from John McLaren Park (Proposed), on EIR p. V.B.12.

## E. TRANSPORTATION

### TRANSPORTATION STUDY

#### Comments

##### ***Forecasting***

On page 43, Table 10 of the Study, from our calculations, it appears that the Study uses a vehicle occupancy rate of 1.49 (i.e.=400/268 or 914/615). This rate is significantly higher than the 1.017 home-based *work rate* assumed in the Bay Area Metropolitan Transportation Commission model. Please explain how the 1.5 vehicle occupancy rate was derived. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.1]

##### ***Highway Operations***

On page 12 of the Study, under 2030 Cumulative Conditions with improvements – Alternative B (Option 1), this is not what is proposed for the US 101/Candlestick interchange modification project. This should be removed throughout the document. The Alternative B proposal for the US 101/Candlestick interchange will provide three eastbound lanes. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.2]

On page 22, Table 1, the intersection Alanna Way/Beatty Road should have a level of service (LOS) B and a delay of 10.4 seconds in the AM peak hour and a delay of 9.6 seconds in the PM peak hour. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.3]

On page 38, Table 6 and page 54, Table 14, please explain how the density is decreasing for the Baseline Conditions compared to the Existing Conditions for the southbound on-ramp AM peak hour and northbound on-ramp PM peak hour. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.4]

On page 70, the Geneva Avenue/Harney Way underpass Option 2 Loop interchange is not proposed for the US 101/Candlestick interchange modification. This should be removed throughout the documents. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.5]

On pages 73-74, Figures V.E-16 and V.E-17, please explain why the project volumes at intersections #8 and #9 are less than the project volumes in the Base Conditions. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.6]

On pages 81 and 151-153, please explain the geometric constraints that are preventing mitigations. There is a project to modify the US 101/Candlestick interchange; therefore, it appears that geometrics would not constrain mitigation of these intersections. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.7]

On pages 82-83, although the Study states that the proposed project would contribute less than five percent of the growth in volumes at the mainline, please be advised that any additional traffic generated from the proposed development that exacerbates delays on the freeway mainlines is considered an impact. This project should be contributing to the mitigation measures or contribute fair share fees to this mitigation. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.8]



On pages 87-88, Figures V.E-19 and V.E-20, please explain why the project volumes at intersections #9, #12 and #13 are less than the project volumes in the Base Conditions. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.9]

On page 90, 3<sup>rd</sup> paragraph, this is not a feasible mitigation because the project cannot provide a right turn arrow for a shared through-right lane. A right turn pocket would be feasible. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.10]

On page 96, Table 25, please explain how the growth percentages would change between Cumulative Conditions without Improvements (Table 19) and Cumulative Conditions Alternative 1A (Option 1) (Table 25). The growth volume percentage should be the same. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.11]

On page 118, the Study states, 'The UPC Project would increase mainline volumes by less than five (5) percent. Therefore, these impacts would be considered less than significant.' As previously stated, any additional traffic generated from the proposed development that exacerbates delays on the freeway mainlines is considered an impact. This project should be contributing to the mitigation measures or contribute fair share fees to this mitigation. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.12]

On pages 143 and 152, other feasible mitigation measures should be considered, such as ramp metering, to mitigate this impact (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.13].

The following comments are based on the Traffic Study Technical Appendix.

Traffic Intersection Analyses output sheets: Is the HCM2kAvgQ the average queue length or the 95<sup>th</sup> percentile queue length? (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.14]

Appendix F, Existing Conditions Weekday AM peak hour, Intersections #7 and #9: The intersection lane configurations are incorrect and the volumes do not match what is shown on Figure V.E-6. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.15]

Appendix F, Existing Conditions Weekday AM peak hour, Intersections #7 and #9: The intersection lane configurations are incorrect. For intersection #9, Traffix cannot be used to replicate this intersection configuration. Therefore, the conflicting movements may not be incorrect. This intersection should be analyzed with intersection analysis software that can correctly replicate the intersection lane configuration. This should be used to analyze all of the alternatives. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.16]

Appendix F, Baseline plus Project Variant Conditions Weekday AM peak hour, Intersection #12: Explain why the volumes for this intersection are lower than the volumes used in the Baseline plus Project Conditions (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.17].

2030 Cumulative Conditions Alternative A (Option 1) with New Mitigation Measures, Intersection #12, AM and PM peak hour: The volume for the southbound right turn is missing from this analysis. In addition, the westbound movement should be 3 left-turn lanes and 2 through lanes. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.18]

2030 Cumulative Conditions Alternative A (Option 1) with New Mitigation Measures, Intersection #13, AM peak hour: The northbound lane configuration is not the mitigation that is being proposed in the Executive Park Transportation Study on page 94. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.19]

Appendix J: Harney Way Lane Reduction Alternatives, City Alternative 3 Variant and City Alternative 3 Modified: Two westbound lanes would cause queues to extend back into the proposed interchange intersections and possibly onto the freeway. (*Lisa Carboni, District Branch Chief, Department of Transportation*) [1.20]

### **Responses**

Comment 1.1 states that the vehicle occupancy rate used in the calculations of the number of vehicle trips in the Traffic Study is different from the rate used by the Bay Area Metropolitan Transportation Commission and asks how the rate used in the Transportation Study was derived. The Executive Park Subarea Plan Amendment Transportation Study of May 21, 2010 (Transportation Study, or TS) is the basis for the transportation analysis in the EIR, and is cited on EIR p. V.E.1, with a footnote informing the reader that the Transportation Study is on file and available for public review at the Planning Department.

As discussed in the Methodology subsection of the EIR Transportation section, on p. V.E.20, the method of the transportation analysis relied on the Transportation Impact Analysis Guidelines for Environmental Review, October 2002 (SF Guidelines) and the San Francisco County Transportation Authority travel demand model. The average vehicle occupancy used in the transportation analysis was derived from the forecasted auto person-trips and vehicle-trips contained in the San Francisco County Transportation Authority (SFCTA) travel demand model for Transportation Analysis Zone (TAZ) 880, which contains the Executive Park neighborhood and the proposed project site. The average vehicle occupancy as presented in Table 10 of the Transportation Study is an average for all trip purposes (home-based work trips, home-based non-work trips, and non home-based trips) and all land use types (residential and commercial spaces), whereas the 1.017 average vehicle occupancy quoted from the Bay Area Metropolitan Transportation Commission model represents home-based work trips from residential uses only. Typically, trips that are not home-based work trips for residential uses have higher vehicle occupancies; as such, the SFCTA model results that are used in the EIR analysis are appropriate for the aggregate vehicle trips generated by the project during the weekday AM and PM peak hours.

Comment 1.2 notes that Alternative B (Option 1) is not what is currently proposed for the proposed U.S. 101 interchange at Harney Way and the extension of Geneva Avenue, and that discussion of this alternative should be removed from the EIR. The EIR sought to assess the full range of impacts associated with the project; thus, two versions of the proposed interchange on U.S. 101 were considered: Alternative A (Option 1) and Alternative B (Option 1). These two

versions and options are discussed on EIR pp. V.E.33-V.E.34. They are further defined in the Transportation Study, on TS p. 12. Option 1 refers to the proposed new diamond interchange with the Geneva Avenue / Harney Way underpass, whereas Alternative A and Alternative B refer to the two potential configurations of Harney Way. Alternative A would have three travel lanes in each direction and no westbound right-turn pockets at Executive Park Boulevard East and Thomas Mellon Drive. Alternative B would have two eastbound travel lanes and three westbound travel lanes and a westbound right-turn pocket at Executive Park Boulevard East. The Alternative A and Alternative B designations do not refer to the design options under consideration for the actual interchange; they only refer to the potential configuration of Harney Way. The Alternative B scenario with only two eastbound lanes needed to be assessed in order to consider the provision of a westbound right-turn pocket into Executive Park.

The Alternative A analysis showed that the right-turn pocket is necessary to prevent potential queuing and roadway impacts due to right-turning vehicles waiting to cross the bus rapid transit (BRT) line proposed on the north side of Harney Way, which prevents through drivers from reaching the intersection. In addition, the configuration of two-lanes with a right-turn pocket also reduces roadway width (and associated pedestrian crossing times) at the Harney Way / Thomas Mellon Drive intersection, improving pedestrian access to the east side of Harney Way and the San Francisco Bay shoreline.

Comment 1.3 states that the data in the Transportation Study in Table 1: Intersection Level of Service – Existing Conditions, TS p. 22, for Alanna Way / Beatty Road (intersection 7) is incorrect. This information is also included in the EIR as Table V.E-3: Intersection Level of Service – Existing Conditions, on EIR p. V.E.10. The comment states that the intersection should have a level of service (LOS) B and a delay of 10.4 seconds in the AM peak hour, and a LOS B with a delay of 9.6 seconds in the PM peak hour.

The intersection of Alanna Way / Beatty Road is under all-way stop control, thus intersection delay and LOS are reported as the average across all approaches, consistent with the 2000 Highway Capacity Manual methodology. The commenter would use the worst approach delay and LOS, which are only reported when the intersection is under one- or two-way stop control.

Therefore, the LOS and delay for the Alanna Way / Beatty Road intersection, as transcribed from the Traffix analysis output sheets provided in the appendix to the Transportation Study and presented in the EIR in Table V.E-3 on EIR p. V.E.10, are correct: Under Existing Conditions this intersection operates at LOS A (9.6 seconds of average delay) during the weekday AM peak hour and LOS A (9.3 seconds of average delay) during the weekday PM peak hour.



Comment 1.4 asks for an explanation of how density (of passenger cars per mile per lane) is decreasing from Baseline conditions to Existing conditions for the southbound on-ramp for the AM peak hour, and the northbound off-ramp for the PM peak hour.

The ramp junction analysis as conducted for the Transportation Study was based on the 2000 *Highway Capacity Manual* methodology. This methodology determines the operating conditions for on-ramp vehicles merging with the freeway mainline traffic flow, and the level of service for the junction is based on the concentration of vehicles (density, in terms of passenger cars per mile per lane) in the area of the freeway directly downstream of the analysis ramp. Two volumes are included in the assessment: the volume of the on-ramp and the volume of the adjacent mainline travel lane. As the on-ramp volume increases, the *Highway Capacity Manual* methodology assigns fewer vehicles to the adjacent mainline travel lane (assuming that the overall freeway mainline is not at capacity) to account for final total volume in the lane after the merge, thereby making it easier for vehicles to merge. Therefore, in some instances, the reported density of the ramp junction decreases with the addition of high volumes of on-ramp vehicles.

Comment 1.5 asks for the references to the Geneva Avenue / Harney Way underpass Option 2 Loop interchange to be removed from all the documents because it is not proposed for the U.S. 101 / Candlestick interchange modification.

The Geneva Avenue / Harney Way underpass Option 2 Loop interchange is not part of the proposed project, but is discussed on EIR pp. V.E.33-V.E.34 and p. V.E.45. At the time the Transportation Study was being prepared, the loop interchange was included, among several other designs, as one alternative for the new U.S. 101 interchange at Geneva Avenue/Harney Way. A discussion of the design of this alternative was therefore included in the EIR, and was discussed further in Section 5.4.1 (Transportation Improvements) of the Transportation Study. However, this discussion is only informative in nature, and no further analysis was conducted on the loop interchange. The loop interchange is not presented as the preferred or final option in the EIR or the Transportation Study. As such, it will not be necessary to remove this discussion from the final Transportation Study document.

The Comment 1.6 asks for an explanation of why the project traffic volumes are lower at intersections 8 and 9 in TS Figures V.E-16 and V.E-17 (2030 Cumulative Conditions Without Improvements, AM and PM), compared to project volumes in the TS Figures V.E-10 and V.E-11 (Baseline Traffic Volumes, AM and PM). The traffic volumes in these figures form the basis for the intersection delay and LOS rating in EIR Table V.E-10, on p. V.E.36 of the EIR.

As discussed in the Transportation Study, Chapter 3 (Baseline Conditions), p. 34, the Baseline Conditions scenario represents Existing Conditions with the addition of traffic generated by projects already completed or in construction after the collection of intersection turning movement counts—namely, St. Francis Bay Phase II and Phase III and Candlestick Cove. The

numbers in parentheses in TS Figure IV.E-10 (Baseline Traffic Volumes – Weekday AM Peak Hour) and TS Figure IV.E-11 (Baseline Traffic Volumes – Weekday PM Peak Hour) on Transportation Study pp. 35-36 represent the additional traffic at the study intersections attributable to these developments. This is noted on both figures in the legend on the lower left portion of each figure, where (xx) is defined as “Growth from Existing.”

On the other hand, the numbers in parentheses in TS Figure IV.E-16 (2030 Cumulative Conditions without Improvements Traffic Volumes – Weekday AM Peak Hour) and TS Figure IV.E-17 (2030 Cumulative Conditions without Improvements Traffic Volumes – Weekday PM Peak Hour) on Transportation Study pp. 73-74 are project-generated trips which are evaluated in the EIR (i.e., the Executive Park Subarea Plan Amendment and The Yerby Company and Universal Paragon Corporation development projects). This is noted on both figures in the legend on the lower left portion of each figure, where (xx) is defined as “Project Volume.” As such, a comparison of numbers in parentheses between the TS Figures V.E-10 and V.E-11 and TS Figures V.E-16 and V.E-17 is not appropriate.

Comment 1.7 asks for an explanation as to the source of the geometric constraints referred to in the Transportation Study on TS pp. 81 and 151-153.

Geometric considerations in the design of the interchange necessary to mitigate impacts are discussed in the EIR at EIR p. V.E.46. Design requirements and constraints on achieving such design at other locations are discussed in the EIR at pp. V.E.27, V.E.41, V.E.48, V.E.55 and V.E.63. The Transportation Study, pp. 80-81, considers potential mitigation measures at five local intersections that are projected to operate with unacceptable operations under future 2030 Cumulative conditions. At the Bayshore Boulevard / Tunnel Avenue, Bayshore Boulevard / Blanken Avenue, Tunnel Avenue / Blanken Avenue, and Harney Way / Alanna Way / Thomas Mellon Drive intersections, there is not sufficient right-of-way currently available to widen the intersections to provide the needed capacity. In addition, there are upstream and downstream right-of-way constraints that preclude the establishment of additional through travel lanes that would be necessary to accommodate any potential intersection reconfigurations. In order to provide capacity to improve operations to acceptable conditions, additional right-of-way would need to be acquired, which cannot be assumed in the Transportation Study, as it requires approvals and actions outside the project’s control. As such, these geometric constraints prevent additional capacity, thereby preventing effective mitigation of the traffic impacts, which must therefore be considered unavoidable.

A redesign of the U.S. 101 Interchange at Harney Way would mitigate project impacts at interchange intersections such as Alanna Way / Beatty Road to less-than-significant levels, but these impacts have been identified as significant and unavoidable because the City cannot assure the construction of the interchange, which is under the jurisdiction of Caltrans.

Comment 1.8 acknowledges that although the analysis shows project contributions to mainline freeway traffic would be low, any additional traffic generated from the proposed development that exacerbates delays on the mainline freeway should be considered an impact that would require contribution to mitigation measures or fair share fees.

The EIR sets forth the thresholds for a significant impact on traffic and freeway mainline and on-ramps in the Transportation section on EIR p. V.E.18. The same thresholds appear in the Transportation Study on pp. 47-49. These thresholds are the San Francisco Planning Department's significance criteria that apply to the transportation evaluation of the project. For freeway mainlines, the criteria state that the operational impact on freeway mainline is considered significant when project-related traffic causes the level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. In addition, a project would have a significant effect on the environment if it would contribute substantially to congestion already at unacceptable levels, such that the period of peak congestion would be substantially lengthened.

For the assessment of freeway mainline impacts, four locations along U.S. 101 were assessed for both the weekday AM and PM peak hours: the segment north of Harney / Alanna in both the northbound and southbound direction, and the segment south of Harney / Alanna in both the northbound and southbound directions. Under the 2030 Cumulative without Improvements scenario, three of the four analysis segments would operate at LOS E or LOS F during the weekday AM peak hour, and all four segments would operate at LOS E or LOS F during the weekday PM peak hour. Based on a review of the project volumes and the growth in traffic at the analysis locations, it was determined that the project would have a cumulatively considerable contribution to the adverse cumulative conditions at all LOS E or LOS F locations, with the exception of the U.S. 101 southbound south of Harney / Alanna segment. At this location, since the project's contribution would be relatively low (2.9 percent), it would not be expected to noticeably increase congestion. As such, the project was not considered to have a significant impact at this one segment.

In addition, the proposed project would contribute its fair share to improvements and mitigations including the signalization of intersections, the new U.S. 101 interchange, and additional improvements as discussed in impacts on EIR pp. V.E.35, V.E.45, V.E.46, and V.E.48. These contributions are also discussed in the Mitigation Measures subsection on EIR pp. V.E.73-V.E.74, V.E.75, V.E.76, and V.E.77.

Comment 1.9 asks for an explanation of why the project traffic volumes are lower at intersections 8 and 9 in TS Figures V.E-19 and V.E-20 (2030 Cumulative Conditions With Improvements, AM and PM), compared to project volumes in the TS Figures V.E-10 and V.E-11 (Baseline Traffic Volumes, AM and PM). The traffic volumes in these figures form the basis for the intersection delay and LOS rating in EIR Table V.E-12, on p. V.E.43 of the EIR.

As discussed in response to comment 1.6 above, the numbers in parentheses in TS Figure IV.E-10 and TS Figure IV.E-11 for Baseline Conditions do not represent project-generated trips at the study intersections, but rather indicate the additional growth included in the Baseline from Existing Conditions. This is noted on both figures in the legend on the lower left portion of each figure, where (xx) is defined as “Growth from Existing.”

Thus, the numbers in parentheses in TS Figure IV.E-10 and TS Figure IV.E-11 should not be compared to the numbers in parentheses in TS Figure IV.E-19 (2030 Cumulative Conditions with Improvements Traffic Volumes – Weekday AM Peak Hour) and TS Figure IV.E-20 (2030 Cumulative Conditions with Improvements Traffic Volumes – Weekday PM Peak Hour). In those two TS Figures, found in the Transportation Study on pp. 87-88, the parenthetical numbers represent project-generated trips.

Comment 1.10 states that a right turn arrow at the intersections of Harney Way / Thomas Mellon Drive and Harney Way / Executive Park Boulevard East would not be feasible, but that a right turn pocket would be feasible.

Comment acknowledged. The discussion presented in the third full paragraph on Transportation Study p. 90 is not intended as a mitigation measure of a project impact, but was only intended to illustrate that solutions to the issues presented in the second full paragraph on Transportation Study p. 90 may not be feasible or desirable, because vehicles making a westbound right turn at the Harney Way / Thomas Mellon Drive and Harney Way / Executive Park Boulevard East intersections would conflict with westbound through traffic at these intersections.

This discussion also provides background context for the analysis of 2030 Cumulative Conditions with Improvements – Alternative B (Option 1), which provides an exclusive westbound right-turn pocket at the Harney Way / Executive Park Boulevard East intersection, as presented in Section 5.4.5 beginning on Transportation Study p. 97. The provision of a westbound right-turn pocket at Thomas Mellon Drive would not be possible given the right-of-way constraints along Harney Way.

Comment 1.11 asks how growth percentages would change between two tables with information about cumulative conditions—TS Table 25: Project Contribution to Mainline and Ramp Volumes – 2030 Cumulative Conditions Alternative 1A (Option 1) on TS p. 96 and TS Table 19: Project Contribution to Mainline and Ramp Volumes – 2030 Cumulative Conditions without Improvements, on TS p. 83. The information in these tables is reflected in the EIR in Table V.E-11: Freeway Level of Service — 2030 Cumulative Conditions without Improvements, EIR p. V.E.40, and Table V.E-13: Freeway level of Service — 2030 Cumulative Conditions Alternative A (Option 1), EIR p. V.E.47.

The growth percentages differ because the 2030 Cumulative Conditions without Improvements scenario and the 2030 Cumulative Conditions with Improvements scenario have different assumed roadway networks. In particular, the latter assumes the extension of Geneva Avenue to the new U.S. 101 interchange at Harney Way, which is expected to dramatically change traffic patterns at some of the study intersections, since this is an entirely new, high-capacity east-west connection. The 2030 Conditions without Improvements scenario assumes the existing roadway network, which only offers the east-west connections via Blanken Avenue / Executive Park Boulevard and via Beatty Road / Alanna Way. Overall, there would be the same volume of traffic in the area; however, the volumes on individual streets would differ with the changes in the roadway network.

For example, the proposed project is expected to contribute 28.4 percent of the expected growth in traffic volumes during the weekday AM peak hour at the U.S. 101 Northbound On-Ramp at Harney Way under 2030 Cumulative Conditions without Improvements, as shown in TS Table 19 (Project Contribution to Mainline and Ramp Volumes – 2030 Cumulative Conditions without Improvements) on TS p. 83. Under 2030 Cumulative Conditions with Improvements, this contribution drops to 23.2 percent, as shown in TS Table 25 (Project Contribution to Mainline and Ramp Volumes – 2030 Cumulative Conditions Alternative 1A (Option 1) on TS p. 96, due to an increase in background traffic using this on-ramp due to the improved access from Geneva Avenue to the interchange.

Comment 1.12 reasserts that any additional traffic generated from the proposed development that exacerbates delays on the mainline freeway is considered an impact and requires contribution to mitigation measures or fair share fees.

As discussed above, the San Francisco Planning Department significance criteria for freeway mainlines states that the operational impact on freeway mainline is considered significant if (a) project-related traffic causes the level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F, or (b) a project would have a significant effect on the environment if it would contribute substantially to congestion already at unacceptable levels, such that the period of peak congestion would be substantially lengthened.

Under the Baseline plus UPC Project scenario, there would be four instances of LOS E conditions (two during the weekday AM peak hour and two during the weekday PM peak hour). At each location and time period, the UPC Project would have a minimal contribution to the traffic volumes (less than 1 percent at three locations, and 2.5 percent at the fourth location). Based on this minor increase in traffic volumes due to the project, the UPC Project would not be expected to noticeable increase congestion. Therefore, traffic generated by the UPC Project would not represent a cumulatively considerable contribution to the adverse cumulative conditions at this location.

Comment 1.13 states that other mitigation such as ramp metering should be considered for freeway mainline impacts for scenarios in which non-project transportation improvements are not assumed. Mitigation Measures are discussed throughout the Transportation Section of the EIR, with the conclusions on EIR pp. V.E.73-77. In particular, the following impacts to freeway mainlines would fall under this category:

- Baseline plus Project Conditions
  - U.S. 101 Mainline north of Alanna Way / Harney Way (southbound PM)
- 2030 Cumulative Conditions without Improvements
  - U.S. 101 Mainline north of Alanna Way / Harney Way (northbound)
  - U.S. 101 Mainline north of Alanna Way / Harney Way (southbound)
  - U.S. 101 Mainline south of Alanna Way / Harney Way (northbound)

The freeway network in the vicinity of the project site (namely U.S. 101) is currently built-out, with insufficient right-of-way to expand the freeway for additional mainline capacity without requiring an extensive reconfiguration of several freeway overpass, underpass, and ramp structures. Furthermore, additional mainline capacity in the immediate vicinity of the project may not substantially improve traffic flow, as bottlenecks would occur to the north and south of the segment. Although it may be possible to provide auxiliary lanes between sets of on- and off-ramps, these facilities tend to just serve to improve the ramp merges and do not increase mainline capacity.

In general, ramp metering would have the potential to ensure smoother traffic flow along the freeway mainline segment by constraining the number of vehicles that enter the freeway. This helps operations by minimizing the merge conflicts at the on-ramp/mainline junction, and reducing the total traffic volumes on the freeway. However, to be effective, ramp metering needs to be implemented along an entire corridor (including the upstream and downstream interchanges)—a single metered location typically just diverts vehicles to uncontrolled locations. If installed at the new U.S. 101 interchange, in conjunction with the other interchanges along the corridor, a ramp metering system could help mitigate the future cumulative conditions at the study freeway mainline segments.

At this time, it is not known if Caltrans would require the installation of ramp metering at the on-ramps for the new U.S. 101 interchange. If installed, it is likely that the metering would not be operational until all upstream and downstream intersections also have metering. In addition, prior to implementation, Caltrans (as lead agency and with jurisdiction over U.S. 101) would need to conduct a study to determine its potential impacts to operations of the freeway mainlines, ramps, local intersections, and local streets. For instance, on-ramps would need to provide sufficient queuing space to accommodate vehicles waiting to enter the freeway. As the City cannot



guarantee the commencement of these studies or the final implementation of any ramp metering, these impacts to freeway facilities have been identified as significant and unavoidable.

In addition, it is likely that improvements to regional transit service (such as Caltrain, SamTrans and BART) would help to accommodate some of the future growth in travel demand along the corridor. These could be further served by improved access to stations (such as the potential reconfiguration of the Caltrain Bayshore Station to provide a direct connection to the Muni T-Third light rail line, or improved feeder bus service to the Balboa Park BART station). However, due to the current and projected future transit mode share, an appreciable increase in transit service would not substantially reduce the overall vehicular use in the area.

Overall, without substantial improvements to freeway facilities such as additional lanes, ramp metering, etc., there are no feasible mitigation measures to bring operations at the specified freeway locations to less-than-significant levels.

Comment 1.14 asks if HCM2kAvgQ, an abbreviation used in the Traffix analysis output sheets, which is an appendix to The Executive Park Subarea Plan Amendment Transportation Study of May 21, 2010, is the average queue length or the 95th percentile queue length. The “HCM2kAvgQ” in the Traffix analysis output sheets is reported by default in the outputs sheets and refers to the average queue length.

Comment 1.15 states that the Traffix reports (Appendix F) have the incorrect configuration for intersections 7 and 9, and the volumes do not match TS Figure V.E-6: Existing Traffic Volumes – Weekday AM Peak Hour). This information is incorporated in the EIR in EIR Table V.E-3, EIR p. V.E.10.

For Intersection 7 (Alanna Way / Beatty Road), the volumes as indicated in the Traffix analysis output sheets in the Transportation Study Appendix for the weekday AM peak hour under Existing Conditions match what is shown in TS Figure IV.E-6 (Existing Traffic Volumes – Weekday AM Peak Hour) on TS p. 19. The lane configuration used in the analysis also matches the current configuration at this intersection, although one change was made on the southbound Alanna Way approach in order to more accurately reflect actual operations. Although the roadway surface on this approach is stenciled with three “STOP” signs, with the intention of providing three lanes on the approach, the limited storage capacity and width of the middle lane means the approach mostly operates as if it had two lanes. As a result, this approach was analyzed with two lanes.

For Intersection 9 (Harney Way / Alanna Way / Thomas Mellon Drive), a modified configuration was assumed in order to analyze the operations. Due to the unusual configuration and control at this intersection, which features two stop-controlled minor street approaches (eastbound Alanna Way and southbound Thomas Mellon Drive) on the north side of the intersection, as well as a

“cut-through” that allows traffic moving between the freeway ramps and Alanna Way to bypass the main conflict points, this intersection cannot be easily evaluated. For ease of analysis, the Thomas Mellon Drive was oriented to enter the intersection from the south, and all lane configurations, controls, and volumes in the actual configuration were transposed to match this analysis configuration.

Comment 1.16 reasserts that the Traffix reports (Appendix F) have the incorrect configuration for intersections 7 and 9, and further asserts that Traffix was the wrong analysis tool to use due to its inability to replicate the lane configuration for intersection 9.

As stated above, the configuration of Intersection 9 (Harney Way / Alanna Way/Thomas Mellon Drive) was modified in the analysis to allow for its level of service to be determined using the 2000 *Highway Capacity Manual* methodology.

During the process of conducting the analysis, multiple software packages were reviewed to determine the most appropriate assessment approach for this non-standard intersection, including both standard 2000 *Highway Capacity Manual* -based (Traffix and Synchro) and microsimulation tools (such as SimTraffic and Vissim). Due to the complexity of the intersection, no analysis tool was able to correctly replicate existing intersection operations without substantial assumptions and adjustments. As such, for consistency of approach, ease of analysis, and consistency with the San Francisco Planning Department standards, it was determined that Traffix would be the best tool to assess intersection operations, given the previously mentioned modifications to the intersection configuration.

It should also be noted that this modified analysis configuration is only in effect when the existing configuration is considered to be in effect—namely, Existing Conditions, Baseline Conditions, Baseline plus Project Conditions, and 2030 Cumulative Conditions without Improvements. It is not assumed under Baseline plus Project Variant Conditions or 2030 Cumulative Conditions with Improvements, which both eliminate the unusual configuration at the intersection, allowing for easy analysis using the 2000 *Highway Capacity Manual* methodology. However, even for the four scenarios where this modified analysis configuration was used—for Baseline Conditions (weekday PM peak hour), Baseline plus Project Conditions (weekday AM / PM peak hours), and 2030 Cumulative Conditions without Improvements (weekday AM / PM peak hours)—the intersection was already assumed to be signalized, which substantially reduces any potential for discrepancies in using the modified analysis configuration, with its transposed movements, instead of the existing configuration.

Comment 1.17 asks why the traffic volumes as listed for intersection 12 in Appendix F, the Traffix report, are lower in the Baseline Plus Project Variant conditions than in Baseline Plus Project conditions. This information is reflected in EIR Table V.E-8: Intersection Level of Service — Baseline Plus Project Conditions, EIR p. V.E.26, and in EIR Table V.E-12: Intersection



Level of Service — 2030 Cumulative Conditions Alternative A (Option 1), EIR p. V.E.43. As discussed in Section 5.3 of the Transportation Study, beginning on TS p. 64, the Project Variant would convert the Harney Way / Alanna Way / Thomas Mellon Drive intersection into two split T-intersections: Harney Way / Alanna Way and Harney Way / Thomas Mellon Drive. As a result, the new Harney Way/Thomas Mellon Drive intersection would have less total traffic under Baseline plus Project Variant Conditions than the Harney Way / Alanna Way / Thomas Mellon Drive intersection would under Baseline plus Project Conditions. In particular, traffic bound to or from U.S. 101 and Alanna Way would no longer pass through the Harney Way / Thomas Mellon Drive intersection. As such, differences in volumes at the intersection between scenarios are appropriate.

Comment 1.18 states that the southbound (SB) turn is missing for the proposed intersection 12 (Geneva Avenue / U.S. 101 SB Ramps) under 2030 Cumulative Conditions Alternative A (Option 1) with New Mitigation Measures in the Traffic analysis, Appendix F to the Transportation Study. The commenter also notes that the westbound movement should be 3 left turn lanes and 2 through lanes.

This comment is related to the transportation improvements proposed in the immediate vicinity of Executive Park, but that are not part of the proposed project. These improvements, described on EIR pp. V.E.33-V.E.34, would include an extension of Geneva Avenue to Harney Way, with a new U.S. 101 interchange where Geneva Avenue, Harney Way, and U.S. 101 meet. Since this intersection design is not part of the proposed project, mitigations that could reduce impacts would be deemed not feasible, and the EIR Table V.E-12: Intersection Level of Service – 2030 Cumulative Conditions Alternative A (Option 1), reflects the unmitigated condition on EIR p. V.E.43.

The proposed Intersection 12 could be mitigated, however, and the proposed mitigation measure for Intersection 12 (Geneva Avenue / U.S. 101 SB Ramps) calls for the redesign of the proposed southbound off-ramp to conform to the design proposed under the loop interchange alternative. Under this alternative for the new interchange, off-ramp traffic would cross over Geneva Avenue and loop back around to connect with eastbound Geneva Avenue east of the Geneva Avenue / U.S. 101 SB Ramps intersection. As this traffic would be under yield control and not subject to the signal delay at the main intersection, the off-ramp traffic was excluded from the LOS analysis of the mitigated intersection.

Regarding the number of lanes on the westbound approach at this intersection, the proposed configuration of the Geneva Avenue extension and the new U.S. 101 interchange has been modified (particularly the configuration of the Geneva Avenue / U.S. 101 SB Ramps intersection) by Caltrans and the interchange project sponsor (City of Brisbane) since conducting the technical analysis for the Transportation Study. At this location, the proposed design of the westbound

approach has been modified by Caltrans and the City of Brisbane to provide two through lanes instead of three, a modification that was not assumed in the EIR as it was a change made after completing the technical analysis for the Transportation Study. To account for this proposed change in configuration, a supplementary analysis of intersection operating conditions was conducted by AECOM for both the weekday AM and weekday PM peak hours for informational purposes. The following table presents a comparison of the results of the intersection operating conditions, in terms of level of service and average delay per vehicle.

**Table C&R-1: Intersection Level of Service – 2030 Cumulative Conditions  
Alternative A (Option 1)**

Intersection	2030 Cumulative Conditions Alternative A (Option 1)			
	3 WB Through Lanes		2 WB Through Lanes	
	LOS	Delay	LOS	Delay
<i>AM Peak Hour</i>				
12 Geneva Avenue / U.S. 101 SB Ramps	F	>80.0	F	>80.0
<i>PM Peak Hour</i>				
12 Geneva Avenue / U.S. 101 SB Ramps	F	>80.0	F	>80.0

*Notes:*

Delay in seconds per vehicle.

**Bold** indicates unacceptable conditions.

*Source:* AECOM, 2010.

The “3 WB Through Lanes” scenario assumes three westbound through lanes at the Geneva Avenue / U.S. 101 SB Ramps intersection, as assessed in the Transportation Study. The LOS and delay for this scenario are as presented in Table 22 (Intersection Level of Service – 2030 Cumulative Conditions Alternative A (Option 1)) on Transportation Study p. 89. The “2 WB Through Lanes” scenario assumes the most up-to-date configuration for westbound Geneva Avenue / Harney Way at the intersection, which only features two through lanes.

As the table indicates, the changes to the westbound approach would not affect the overall intersection operating conditions (the intersection would continue to operate at LOS F), but would result in minor increases in delay to the westbound approach and to the intersection as a whole. Since the intersection would have the same operating conditions, the overall findings and conclusions of the Transportation Study would remain appropriate. With the reduction to two westbound through lanes, the project would still result in a significant cumulative impact at this intersection and the mitigation proposed for the “3 WB Through Lanes” scenario would still mitigate the impact in the “2 WB Through Lanes” scenario to less-than-significant conditions.

Comment 1.19 states that the mitigated northbound (NB) lane configuration for proposed intersection 13 (Harney Way / U.S. 101 NB Ramps) in the non-project transportation

improvements is inconsistent between the weekday AM and PM peak hours in the Traffix analysis, Appendix F to the Transportation Study.

This intersection was projected to operate at LOS F under 2030 Cumulative Conditions Alternative A (Option 1), as shown in the EIR Table V.E-12: Intersection Level of Service – 2030 Cumulative Conditions Alternative A (Option 1) on EIR p. V.E.43.

Under this scenario, the northbound approach was assessed with two travel lanes, consistent with the current U.S. 101 interchange plans. In order to improve the future LOS F conditions at the intersection, a mitigation measure was proposed to provide additional capacity at the northbound approach. During the weekday AM peak hour, the approach would need to be widened to three lanes; during the weekday PM peak hour, the approach would need to be widened to four lanes. As discussed on EIR p. V.E.46, the ultimate mitigation measure, therefore, would be to provide four lanes at the northbound approach.

In the Appendix F to the Transportation Study, under the 2030 Cumulative Conditions Alternative A (Option 1) with New Mitigation Measures section, only three northbound lanes were assessed for the weekday AM peak hour conditions, as this is the minimum number of lanes needed to improve operations to acceptable levels. However, if the weekday AM peak hour conditions were assessed with the complete mitigation measure as proposed (including the fourth lane on the northbound approach), intersection operating conditions would remain at LOS D but intersection average delay would improve to 37.8 seconds.

As an additional northbound lane in the weekday AM peak hour would only represent an improvement to an intersection that would already be fully mitigated with only three lanes, only the three-lane configuration was presented in the Traffix analysis under 2030 Cumulative Conditions Alternative A (Option 1) with New Mitigation Measures in Appendix F to the Transportation Study. Therefore, although the configurations shown for the weekday AM and PM peak hours is different for the mitigated condition, it does not affect the analysis or conclusions in the EIR analysis.

Comment 1.20 states that two of the Harney Way Lane reduction alternatives discussed in Appendix J to the Transportation Study, City Alternative 3 Variant and Alternative 3 Modified, would have two westbound lanes and would result in queues extending back into the proposed interchange intersections. The configuration of Harney Way is discussed in the EIR on EIR pp. V.E.35, V.E.42, V.E.45, V.E.49 -V.E.50, and V.E.76.

As discussed in response to Comment 1.10 above, to avoid queues and congestion along westbound Harney Way, it is necessary to provide right-turn pocket for vehicles turning from westbound Harney Way to Executive Park Boulevard East. Otherwise, vehicles waiting for clearance from the BRT line proposed along the north side of Harney Way could block the right-

hand lane and cause unsafe conditions for drivers. Due to right-of-way constraints, it would not be possible to further widen Harney Way to provide sufficient width for this additional pocket.

Based on the results of the intersection level of service analysis, the provision of only two eastbound through lanes at the intersections of Harney Way / Thomas Mellon Drive and Harney Way / Executive Park Boulevard East would be possible without substantial impact to overall intersection LOS and delay. This is discussed in the EIR at EIR pp. V.E.49 - V.E.50. As indicated in TS Table 26 (Intersection Level of Service – 2030 Cumulative Conditions Alternative B (Option 1)) on TS p. 98, the intersection of Harney Way/Thomas Mellon Drive would show overall improvement under 2030 Cumulative Conditions Alternative B (Option 1), from LOS D / 45.4 seconds of delay to LOS C / 28.9 seconds of delay in the weekday AM peak hour and from LOS D / 43.0 seconds of delay to LOS C / 24.8 seconds of delay in the weekday PM peak hour. In addition, the Harney Way / Executive Park Boulevard East intersection would also show overall improvement from LOS C / 27.5 seconds of delay to LOS C / 23.5 seconds of delay in the weekday AM peak hour and from LOS E / 67.2 seconds of delay to LOS D / 43.0 seconds of delay in the weekday PM peak hour. These improvements in LOS and delay are a direct result of the removal of the third eastbound travel lane along Harney Way, which allows for creation of a westbound right-turn pocket at the Harney Way / Executive Park Boulevard East intersection (and the subsequent removal of the westbound right turn movements at the Harney Way / Thomas Mellon Drive intersection) and improves overall signal efficiencies at both intersections.

When considering the level of service and delay for only the eastbound Harney Way approach at the Harney Way / Thomas Mellon Drive intersection, under 2030 Cumulative Conditions Alternative B (Option 1) this approach would operate at LOS B / 13.8 seconds of delay during the weekday AM peak hour and LOS B / 11.1 seconds of delay during the weekday PM peak hour, based on the average delays for the eastbound left and through movements as reported in the Traffic analysis output sheets provided in the Transportation Study, Appendix F.

Based on the latest designs for the Geneva Avenue / Harney Way Interchange, there is proposed to be approximately 600 feet of storage capacity between the Harney Way / Alanna Way and Harney Way / U.S. 101 NB Ramps intersections. Based on the *Highway Capacity Manual* average queue lengths for 2030 Cumulative Conditions Alternative B (Option 1), as calculated in the Traffic analysis output sheets in the Transportation Study, Appendix F, the average queue on the eastbound movements would be 10 vehicles (approximately 250 feet) during the weekday AM peak hour and 19 vehicles (approximately 475 feet) during the weekday PM peak hour. Although the 95th percentile queue lengths would be larger than these values, signal coordination along Harney Way and at the interchange would reduce these queue lengths further and could be designed to limit spillback onto the off-ramps to preserve the integrity of freeway mainline traffic flow.

## TRANSPORTATION IMPACTS

### Comments

One of the main concerns is that this sort of development will ruin the peace and calm of our little neighborhood. We know that the area just cannot handle this traffic that would come from a huge influx of people in the area. The streets are small and quiet and have a lot of wear and tear as it is. Our other concern is that the development will turn into a slum similar to what was formerly on the other side of our neighborhood, down Bayshore in Sunnydale, the Geneva Towers. This is said to not be a likely scenario with this property but I think the concern is realistic and perhaps inevitable. (*Jacob Abusharkh*) [4.1]

Further, this is a small quiet area with quiet streets. I just don't think the area can support an extraordinary amount of people and traffic. It is gridlock for a few Sundays during football season when the 49ers are playing, which is bearable, but that sort of gridlock on a daily basis will be a nightmare. (*Julie Abusharkh*) [5.2]

### **Transportation and Circulation**

Personally, I have no issues with the building heights (nor do many of our board members), but I am very concerned about the impact the projected population increase will have on traffic and circulation. It is clear from the LOS findings for many intersections, that the Visitacion Valley community is being asked to shoulder a great burden in order to fulfill the needs of the city in terms of housing quotas. (particularly in Little Hollywood and along Bayshore Boulevard/Tunnel and Blanken Avenues' intersections and for the Highway 101 exchanges). Over and over the impacts are found to be *Significant and Unavoidable* with many intersections and exchanges being reduced to LOS F. The proposed Executive Park developments will create enormous traffic congestion along the Valley's critical main traffic and public transportation arteries with no hope of effective mitigation. This is unacceptable, yet standard procedure in how Visitacion Valley has been treated historically. This sort of proposal would never have traction in more affluent and powerful neighborhoods in the city. (*Fran Martin, Visitacion Valley Planning Alliance*) [6.1]

I have heard that there are plans to improve Blanken Avenue, by this is meant that additional lights will be installed in the tunnel underneath the freeway. This is not going to help reduce the amount of traffic on Blanken Avenue. (*John M. Sant*) [7.2]

I have raised my kids here and have been proud of our tranquil neighborhood. It is quiet, safe, and neighborly. (*Jeanette Santos*) [8.2]

After reading the developers' responses in the SEIR, although I understand that they provided further information on the projects, I am still seriously concerned about the drastic and critical impact on traffic and the scenic views and resources of the rustically beautiful Candlestick Point area. (*Toshimitsu Tabata*) [9.1]

In addition, given the approved development projects of the Visitacion Valley Redevelopment Plan and the Candlestick Point-Hunters Point Shipyard Phase II Development Plan Project in immediate proximity, I feel that the scale of these development projects will have very negative consequences on the above mentioned issues. Therefore, I strongly request that San Francisco Planning Department as lead agency evaluate the environmental consequences of the Yerby Company and Universal Paragon Corporation Development projects, looking at a big picture of

the overall Visitacion Valley/Candlestick Point/Hunters Point neighborhood development plans, and make responsible and sensible decisions for the Candlestick Point residents. (*Toshimitsu Tabata*) [9.2]

- **Traffic congestion.** In fact, these projects will bring more than 1,600 cars driven by residents and commuters in this tiny area. Also, the Candlestick Point/Hunters Point Shipyard development project will potentially add more than 10,500 cars in this neighborhood. Consequently, the traffic condition around here will be significantly congested. (*Toshimitsu Tabata*) [9.6]

### **Responses**

Comments express general concern for traffic and noise impacts resulting from the proposed project, in combination with other development in the area. As discussed in the EIR, the proposed project would increase traffic volumes on nearby roadways and would increase ambient noise levels along nearby roadways.

Project impacts related to traffic are discussed and assessed on EIR pp. V.E.17-V.E.77. Combined (Yerby and Universal Paragon Corporation) project impacts on the Little Hollywood study intersections along Blanken Avenue under Baseline plus Project Conditions are discussed under Impact TR-1 on EIR pp. V.E.25-V.E.26. As shown on Table V.E-8: Intersection Level of Service – Baseline plus Project Conditions, on EIR p. V.E.26, the proposed project would increase delays along Blanken Avenue at the Bayshore Boulevard, Tunnel Avenue, and Gillette Avenue intersections. The EIR identifies an unacceptable and significant deterioration in level of service at the Tunnel/Blanken intersection. Implementation of Mitigation Measure M-TR-1 would allow this intersection to operate at an acceptable level of service.

The EIR also considers the proposed project's contribution to cumulative traffic conditions caused by the proposed project and other foreseeable proposed and approved projects in the vicinity of the project site on EIR pp. V.E.33-V.E.50 (including the proposed Candlestick Point/Hunters Point Shipyard, Visitacion Valley, Brisbane Baylands, India Basin, and Cow Palace developments). Under future 2030 Cumulative conditions, several of the study intersections and freeway mainline/ramp locations are projected to operate with unacceptable conditions, to which the proposed project would contribute. To address some of these congestion issues, a secondary scenario was assessed that included extensive regional roadway and transportation improvements, including the extension of Geneva Avenue to U.S. 101, a new U.S. 101 interchange with Geneva Avenue and Harney Way, a widening of Harney Way, and implementation of new bus rapid transit service. As discussed on EIR p. V.E.42, the inclusion of these regional transportation projects would improve circulation conditions throughout the study area. At locations where the proposed project was considered to have a cumulatively considerable contribution to future cumulative conditions, it would be responsible for paying its fair-share to the costs of the required mitigation measures.



In addition, while mitigation is possible from an engineering standpoint to improve transportation operations at several study intersections or freeway facilities to completely mitigate the project's impacts, the actual implementation of such mitigation measures may not necessarily be within the control of this project. In the event that these measures are implemented, however, the project developer could be required to make a fair-share contribution towards implementation of such mitigation measures. Because implementation of these mitigation measures cannot be assumed, however, the EIR conservatively identifies the associated impacts as significant and unavoidable. In particular, this affects the intersection of Alanna Way / Beatty Road (under City of Brisbane jurisdiction) and U.S. 101 mainline and on-ramp facilities (under Caltrans jurisdiction).

Project impacts related to traffic noise are discussed and assessed on EIR pp. V.F.9–V.F.10. Under Impact NO-2 on EIR p. V.F.9, the EIR identifies a significant unavoidable cumulative impact on noise levels resulting from project-generated traffic combined with that of other approved and proposed development projects in nearby areas. The decision-makers will weigh the proposed project's significant adverse impacts against its benefits as part of their decision to approve, modify, or disapprove the proposed project. If the decision-makers find that the benefits of the proposed project outweigh the unavoidable adverse environmental effect, the adverse environmental effects may be considered "acceptable" (CEQA Guidelines Section 15093). The decision-makers must disclose their reasons to support their actions in a "Statement of Overriding Considerations."

Comment 6.1 notes that the EIR identifies a number of transportation impacts as "Significant and Unavoidable." Among the stated purposes of an EIR (CEQA Guidelines Section 15002) is that of informing government decision-makers and the public about the potential, significant environmental effects of proposed activities. The decision-makers will weigh the proposed project's significant adverse impacts against its benefits as part of their decision to approve, modify, or disapprove the proposed project. If the decision-makers find that the benefits of the proposed project outweigh the unavoidable adverse environmental effect, the adverse environmental effects may be considered "acceptable" (CEQA Guidelines Section 15093). The decision-makers must disclose their reasons to support their actions in a "Statement of Overriding Considerations."

Comment 9.2 recommends that the Planning Department take neighboring development plans into consideration when evaluating the impacts of the proposed project related to transportation. As discussed on p. V.E.33, the travel demand model includes recently proposed development projects in southeastern San Francisco: Candlestick Point/Hunters Point Shipyard, India Basin, Visitacion Valley, Brisbane Baylands, and the Cow Palace. The trips generated by these projects were added to future baseline volumes analyzed in the EIR.

## TRANSPORTATION MITIGATION

### Comments

**Impact TR-13** The “previously-approved mitigation measures” referenced on Pages V.E.38/39 are noted as “described earlier.” Please reference where those measures can be found in this EIR. If the reference is to a separate document please restate in this EIR what the approved mitigation measures are, who is responsible for their implementation, and the timing for completion. The City is further concerned about the conclusion that adequate mitigation is infeasible and that the project is therefore not obligated to participate in a mitigation program. Should the City of Brisbane determine that a mitigation program is feasible, the project should be obligated to participate in funding on a fair share basis, similar as described in Mitigation Measures TR 23 and 24. It is recommended that a new mitigation measure be added to this effect. (*John A. Swiecki, AICP, Community Development Director, City of Brisbane*) [2.2]

**Mitigation Measures TR-23 and TR-24** The City supports the concept of fair share funding for regional improvements and the use of the Bi-County Study as a means to precisely identify mitigations and apportion fair share funding obligations. However, there should be another way to determine fair share funding obligations in the event the Bi-County study is not completed or otherwise does not achieve this task. It is recommended that Mitigation Measures TR-23 and TR-24 both be modified to include a provision that if the Bi-County Transportation Study is, for any reason, discontinued or otherwise does not identify required mitigations and fair share funding obligations, the agencies responsible for contributions toward the required improvements shall meet and confer to establish an alternative method for determination of their respective fair shares of the project cost. (*John A. Swiecki, AICP, Community Development Director, City of Brisbane*) [2.3]

### Responses

Comment 2.2 requests a list of the previously approved mitigation measures, and further asserts that, if the City of Brisbane determines that mitigation is feasible, that the project would be obligated to participate in funding those mitigations on a fair share basis. The comment requests that this obligation be added as a mitigation measure to the proposed project.

The Transportation Study<sup>1</sup> and its Appendix A include measures that were included in the earlier environmental documents for the entire Executive Park Subarea Plan Area. These include the roadway improvement measures set forth on EIR p. V.E.35. The EIR further states that these measures “were previously identified in earlier conditions of approval.” The previously approved

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<sup>1</sup> AECOM, *Executive Park Subarea Plan Amendment Transportation Study*, May 21, 2010. This report is on file and available for public review at the San Francisco Planning Department, in Case File Number 2006.0422E.

transportation mitigation measures that continue to apply to the proposed project, as presented in Transportation Study Appendix A and, are reproduced below:<sup>2</sup>

*Existing-Plus-Project:* The Project Sponsor shall pay all direct costs to convert the intersection of Harney Way / Alan[n]a Way / Thomas Mellon Drive into a fully signalized intersection, including the redesign of the intersection to accommodate traffic signals, including reconfiguration of the eastbound and northbound approaches, and possible changes to the pedestrian facilities on the south side of Harney Way. Subsequent to its payment of all direct costs for this mitigation measure and in accordance with a reimbursement agreement with the City, the Project Sponsor shall be entitled to reimbursement from the sponsors of other projects determined to have cumulative effects on this intersection. Each sponsor's fair share of such costs shall be determined based on its project's proportionate share of growth in traffic volume through the intersection as calculated by the lead agency for the purposes of environmental review.

*Cumulative Scenarios:* The following mitigation measures are not required by the Project alone, and would be triggered only with the addition of other projects in cumulative scenarios. When and if such mitigation measures become necessary, the Project Sponsor shall pay its fair-share of the direct costs for each [of] the following measures pursuant to reimbursement agreements with the City. Each sponsor's fair share of such costs shall be determined based on its project's proportionate share of growth in traffic volume through the intersection as calculated by the lead agency for the purposes of environmental review.

- (A) Conversion of the intersection of Alana Way / Executive Park West Boulevard into a fully signalized intersection;
- (B) Conversion of the intersection of Alana Way and Beatty Avenue into a fully signalized intersection;
- (C) Conversion of the intersection of Harney Way and Executive Park East Boulevard into a fully signalized intersection;
- (D) Addition of one eastbound lane to Alana Way between Beatty Avenue and Thomas Mellon Drive, widening Alana Way from three lanes to four lanes; and
- (E) Re-striping the southbound approach to the intersection of Alana Way and Executive Park West, effectively widening Executive Park West from one to two lanes.

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<sup>2</sup> Transportation Study Appendix A incorporates previously approved mitigation measures from *Case No. 1990.299E: Executive Park Development Plan Addendum to 1999 Final Supplemental EIR* (approved June 8, 2005). That project included amendments to the Executive Park Subarea Plan to allow high-density residential use and eliminate the previously approved office use as part of the Candlestick Cove project, located north of Executive Park Boulevard North. Previously approved transportation mitigation measures identified in the 2005 Addendum for the Candlestick Cove project likewise apply to the proposed project.

*Existing-Plus-Project:* To reduce the effect of events on access to and from Executive Park, the Project Sponsor shall implement an education/disclosure program to reduce the potential for disruption in access for residents of, employees at and visitors to the Project Site. The program should inform Project residents of the schedule of events at Candlestick Park, via annual mailing of the schedule of events (including start times) to residential tenants and owners, and via postings in the residential buildings and retail/restaurant establishment when information is available from event sponsor(s). In addition, the program should recommend alternate access routes to and from U.S. 101 and the local roadway network on event days. For example, northbound traffic on U.S. 101 could be recommended to use the off-ramp at Sierra Point, travel north on Bayshore Boulevard and enter the site via Blanken Avenue (since access to Executive Park via the Third Street exit would be extremely difficult after events). Southbound traffic on U.S. 101 could be recommended to use the Third/Bayshore off-ramp, travel south on Bayshore Boulevard, and enter the site via Blanken Avenue.

*Cumulative Scenarios:* To reduce expected Project-related traffic effects under Year 2025 Cumulative Conditions on operations at the intersection of Bayshore Boulevard/Blanken Avenue, the Project Sponsor shall contribute funding, not to exceed \$50,000, for enhancements to the Third Street Light Rail operational controls.

#### Transit

The Project Sponsor along with the other owners of property at Executive Park shall develop a Transportation Demand Management Program (“TMP”) that would seek to maximize the number of people who arrive at the Project Site by public transit, by Executive Park shuttle service, or carpools and vanpools. Throughout the normal life of the Project, the Project Sponsor shall provide a transportation broker on-site who would actively and aggressively seek to divert people from use of single-occupancy vehicles to other modes of transportation. The broker shall manage the daily operations of the TMP.

- (A) As part of the TMP, the Project Sponsor would be required to pay its fair share of the costs to operate and maintain an expanded shuttle service between Executive Park and the Balboa Park BART station.
- (B) The expansion to be paid for by the Project Sponsor shall revise the existing Executive Park shuttle service to allow for both directions of travel (i.e., pick-up and drop-off passengers in both the inbound and outbound directions during the morning and evening).
- (C) The expansion to be paid for by the Project Sponsor shall include up to four additional shuttle round-trips during the weekday PM peak hour (for a total of up to six shuttle round trips) to accommodate the new transit trips generated by the Project. Similar increases in shuttle service would be implemented and paid for by other sponsors as needed, based on the build out of the rest of Executive Park.

At this time, adequate mitigations cannot be developed for several locations under the 2030 Cumulative scenario. Primarily, this is due to constrained or limited available right-of-way, which makes widening of intersections and streets infeasible.

The Executive Park property owners are already required to contribute to a mitigation program for multiple local intersections and streets, and will be responsible for paying their fair-share to identified future mitigation measures. In addition, the Executive Park property owners are subject to a series of previously approved transportation mitigations from earlier environmental documents. These mitigation measures to which the proposed project would contribute its fair share include the signalization of intersections, the new U.S. 101 interchange, and additional improvements as discussed on EIR pp. V.E.35, V.E.45, V.E.46, V.E.48, V.E.73-V.E.74, V.E.75, V.E.76, and V.E.77.

The comment states that different mitigation measures may be developed by the City of Brisbane in the future to address local and regional cumulative impacts. If this occurs, the currently identified fair-share contributions of the Executive Park property owners could be reassigned to help fund these new measures.

Comment 2.3 expresses concern that the mitigation measure would not require fair share funding in the event the Bi-County Study fails to identify mitigations or apportion fair share obligations.

Comment acknowledged. If the Bi-County Study is not completed or otherwise does not adequately address the fair share funding obligations of the project, it would be appropriate if the agencies responsible for contributions recommend an alternative method for determining fair share percentages.

Mitigation Measure M-TR-23 on EIR p. V.E.76 and Mitigation Measure M-TR-24 on EIR p. V.E.77 are revised as set forth below (new text is underlined):

**Mitigation Measure M-TR-23: Geneva Avenue / U.S. 101 SB Ramps**

The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the proposed project. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure project-generated vehicle trips are accounted for in the Harney Interchange analyses and design. Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA, or through an equivalent process developed by SFCTA in coordination with the City of Brisbane and Caltrans. The project applicant shall contribute its fair share to the Harney Interchange Project.

**Mitigation Measure M-TR-24: Geneva Avenue / U.S. 101 NB Ramps**

The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the proposed project. The San Francisco County

Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure project-generated vehicle trips are accounted for in the Harney Interchange analyses and design. Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA, or through an equivalent process developed by SFCTA in coordination with the City of Brisbane and Caltrans. The project applicant shall contribute its fair share to the Harney Interchange Project.

## **BAY TRAIL**

### **Comments**

**Figure V.E-3** indicates the proposed Bay Trail extension running southerly into the City of Brisbane easterly of Hwy 101. There are currently no plans to extend the Bay Trail in the alignment as shown. One potential alignment for the extension of the Bay Trail under consideration follows the alignment of Alanna Way under Hwy 101. This potential alignment should be reflected in the EIR, and roadway designs for Alanna and Harney Way should take this into consideration as well. (*John A. Swiecki, AICP, Community Development Director, City of Brisbane*) [2.1]

### **Responses**

Comment 2.1 notes that the alignment of the Bay Trail is not correct on Figure V.E-3 of the EIR, EIR p. V.E.16.

The San Francisco Bay Trail alignment south of Alanna Way as depicted in Figure V.E-3 (San Francisco Bay Trail and Existing Bicycle Facilities) on EIR p. IV.E.16 has been modified to follow Alanna Way and continue south past Beatty Road, paralleling U.S. 101. The revised figure is shown on the following page.

Although detailed design of Harney Way and Alanna Way is not part of the project, the latest designs for Harney Way and Alanna Way propose Class II bikeways along Harney Way and a Class I bikeway along Alanna Way.

Any changes to the routing and configuration of the Bay Trail would not affect any analysis and conclusions.





SOURCE: AECOM

**EXECUTIVE PARK**

2006.0422E

(REVISED) FIGURE V.E-3: SAN FRANCISCO BAY TRAIL AND EXISTING BICYCLE FACILITIES

## F. AIR QUALITY

### Comments

#### **Air Pollution**

With increased traffic comes a rise in air pollution that will affect the surrounding neighborhood. There needs to be a study done on the increase in auto pollution around the intersections that will be at levels E and F, as well as an overall pollution study about all the intersections and the diversion of traffic to side streets. What about the increased pollution from Highway 101 on Little Hollywood, Schlage Lock and Executive Park, to say nothing about the normal existing pollution from auto emissions? (*Fran Martin, Visitacion Valley Planning Alliance*) [6.2]

### Responses

This comment expresses concern for increased air quality impacts on the surrounding neighborhood resulting from increased traffic volumes under the proposed project. As discussed in EIR Section V.G. Air Quality, on pp. V.G.27-V.G.28, operation of the proposed project would result in increased criteria pollutant emissions from project-generated vehicle trips as well as area sources (including on-site natural gas use, landscaping equipment, consumer products, and architectural coatings), resulting in significant and unavoidable impacts under both project conditions (Impact AQ-3 on EIR p. V.G.27) and cumulative conditions (Impact AQ-12 on EIR p. V.G.38). The discussion under Impact AQ-13 indicates that for side streets, the traffic volumes from the project in combination with other traffic would not be sufficiently high (would not be over 24,000 vehicles per hour) to be likely to cause localized carbon monoxide concentrations in excess of the ambient air quality standards for carbon monoxide. No additional study is therefore required.

As discussed on EIR p. V.G.30, operation of the proposed development projects would not cause increases in traffic that would substantially increase pollutant concentrations of toxic air contaminants (TACs) or fine particulate matter (PM<sub>2.5</sub>) from traffic on U.S. 101, although traffic from U.S. 101 would expose residents of the proposed project located nearest to U.S. 101 to substantial pollutant concentrations. Mitigation would reduce this impact to less than significant.

## G. SHADOW

### Comments

- **Shadow.** I have seen new developments around here in the last three years, specifically Signature Properties townhouses and Ashton Apartments. This area has become a more and more residential area with low rise buildings. In this sense, the proposed five up to 16- story buildings and eight up to 24-story buildings will cast shadow over the neighboring townhouses and buildings. It will have a negative impact on our property values. As a San Francisco property tax payer, I would not like to experience it under the circumstances of this persistent housing crisis. In addition, considering the fact that this area has been established

as a residential area over the years, the proposed height allowance should not be approved. (*Toshimitsu Tabata*) [9.5]

### **Responses**

This comment expresses concern for project shadows on nearby residential buildings. San Francisco has developed shadow regulations for public parks and considers shadow effects on public parks and publicly accessible open space in its CEQA analysis of potentially significant environmental impacts. However, San Francisco does not consider shadow effects on private residential properties as an impact that could result in a potentially significant impact for the purposes of CEQA.

## **H. RECREATION**

### **Comments**

We understand that the San Francisco General Plan does not identify this area as a high need area for parks and open spaces. However, given the future population increase, topographic challenges, and State land use restrictions on State Park Land, we believe the Executive Park project could benefit from a children's play area on site.

While there are parks in the area of the Executive Park project (Bayview Park, Gilman Playground and Little Hollywood Park), the topography of this area provided by Bayview Hill and the 101 Freeway represent barriers to access. Additionally, in order to access Little Hollywood Park, residents need to cross the freeway on either Alana Way or Blanken Ave, both of which lack pedestrian amenities.

Lastly, the Visitacion Valley Community Facilities and Infrastructure Fee and Fund (the Impact Fee) dedicates \$1.38 million to recreation and parks improvement in the Visitacion Valley area. However, as mentioned in the Planning Code Amendments (2010.0863T), (the Ordinance), this fund is described for capital improvements to existing parks, and not on new open space acquisitions. Furthermore, in terms of parks serving the Executive Park area, only Little Hollywood Park falls under the Fee Area of the Ordinance. The Report's recommendation to amend the Ordinance due to increased population is very well advised.

While the Executive Park plan and the Report propose passive open space and pedestrian walkways for the area, we encourage the project sponsor to explore a new neighborhood park within the project area with a children's play area. (*Karen Mauney-Brodek, Deputy Director for Park Planning, San Francisco Recreation and Parks*) [3.1]

### **Open Space**

Given the proposed number of 1,600 housing units and the projected population increase of 3,630 people, there needs to be a greater commitment to creating more viable public open space, not just private balconies, terraces and walkways. The hillside behind Signature Properties is cited as open space, but it is not ADA accessible and poorly landscaped to say nothing of not being a very attractive place to explore. It does not connect to Bayview Hill Park and is not user friendly for either adults or children. It is space that could not be built on by developers due to its steepness and is used to give an illusion that there is sufficient open space available to the proposed influx of new residents. At the steep Native Plant Garden on the Visitacion Valley Greenway, there are

switchback ADA accessible pathways and lush landscaping that the developers at Executive Park have not yet been able to achieve. Where is the real commitment to open space and beautification?

Equally, access to the Bay and Candlestick State Park is problematic due to the width of Harney Way, which will become equivalent to a freeway, once it is expanded. Although Executive Park is surrounded by natural areas, they are not easily accessible. Consequently, there needs to be more park space within the new developments. There is less open space allotted for 1,600 units of housing proposed for these developments than there is proposed for Schlage Lock with 1,250 units of new housing. Throughout the entire greater Executive Park Area, there are no recreational spaces or community gardens equal to those being proposed for Schlage Lock. Given the proposed buildings' heights and the narrow alleyways and courtyards, (which are actually light wells for the inner units) the proposed open space will become shadowy canyons. The open space component issue needs to be explored further.

Rooftop open space needs to be required, not only for recreation, passive and active, and contemplative spaces, but also for aesthetic reasons. Those on the upper floors should look down on beautifully landscaped rooftops, not unsightly areas with mechanicals and roofing materials showing. Overall, there is an enormous need for community gardens in San Francisco and the new residents at Executive Park, without adequate open space would be able to garden in their own plots atop the roofs. Also, rooftop rain collection for irrigation will help reduce overflow and demand on fresh water supply for irrigation and landscaping will help alleviate greenhouse effect. (*Fran Martin, Visitacion Valley Planning Alliance*) [6.4]

### **Responses**

Comment 3.1 recommends that the project sponsors provide a children's play area within Executive Park and states that access to parks in the area is hindered by topography and the lack of pedestrian amenities. The comment also expresses support for amending the Visitacion Valley Community Facilities Infrastructure Fee and Fund Ordinance.

The EIR, on pp. V.K.1-V.K.4, describes the existing recreational facilities within the Subarea Plan Area. As discussed on V.K.1, the adjacent Candlestick Cove development within the Subarea Plan Area includes a small neighborhood park at the northwest portion of its site. That neighborhood park includes a children's play area. In addition, the proposed project would include two new children's plan areas: one within the proposed publicly accessible open space at the intersection Alanna Way and Thomas Mellon Drive; and another within the proposed publicly accessible open space along A Alley near Executive Park Boulevard East.

See the response to comments in Section III.B. Executive Park Planning Issues for a discussion about existing limitations on access to and through the Executive Park Subarea Plan Area from surrounding areas and access to surrounding areas to and through the Subarea Plan Area.

The 2005 Visitation Valley Community Facilities Infrastructure Fee and Fund (VVCFFIF) is discussed on EIR pp. V.K.6-V.K.7. As discussed in the EIR, no residential development was proposed for the UPC development site at that time. Improvements to recreational facilities funded by the 2005 VVCFFIF were limited to those called out in the ordinance. The Board has amended the VVCFFIF by Ordinance 3-11, signed by the Mayor on January 7, 2011. The amended ordinance reflects the most up-to-date data and projections for demand for recreational facilities, and builds upon the City's existing plans and programs created since the establishment of the VVCFFIF. These proposed amendments coordinate the VVCFFIF with other fee programs in the City; expand the opportunity for developers to provide in-kind improvements in the area, rather than limiting improvements to those described in the original ordinance; and enable the community and the Planning Commission to have more oversight to better respond to community priorities. Further, it provides that the Recreation and Park Commission, after public hearing, may recommend to the Board the appropriation of money from the VVCFFIF for acquisition of park property.

Comment 6.4 expresses the view that the proposed project should provide more viable public open space. It expresses the view that surrounding existing open space is not readily accessible. The proposed project would provide a network of privately owned, publicly-accessible landscaped open spaces including courtyards, pedestrian paths, and plazas throughout the Yerby and UPC development project sites, as well as pedestrian improvements and linkages that would enhance connectivity with Candlestick Point State Recreation Area. The EIR concludes that the proposed project would not result in the physical degradation of any recreational resource and would therefore not have a significant effect on the environment under CEQA. As discussed in the Notice of Preparation/Initial Study (p. 101, Appendix A to the EIR) the proposed project would implement design features and stormwater control techniques to achieve no net increase in stormwater runoff from the project site. Potential stormwater control techniques would include, but would not be limited to, vegetated swales, porous pavement, green roofs, and catch basins. The measures implemented would be consistent with the San Francisco Green Building Ordinance (Chapter 13C of the San Francisco Building Code). The sponsors would work with SFPUC staff to explore and implement feasible techniques prior to detailed project design.

These comments do not raise issues about the adequacy or accuracy of the EIR's coverage of environmental impacts that require a response in this Comments and Responses document under CEQA Guidelines 15088. Comments on the merits of the proposed project (including the amount and character of proposed public open spaces) will be considered by the decision-makers as part of their decision to approve, modify, or disapprove the proposed project.

## I. WATER QUALITY

### Comments

- Additionally, I am very concerned about the environmental damage to the San Francisco Bay caused by mud and dirt from the construction. Once the nature is damaged and ruined, it will take years to be restored. (*Toshimitsu Tabata*) [9.4]

### Responses

This comment expresses concerns that dirt and mud from construction of the proposed project would have an adverse impact on San Francisco Bay. As discussed on Notice of Preparation/Initial Study pp. 44-46 (included in the EIR as Appendix A), implementation of regulations and procedures set forth in the San Francisco Building Code to control dust during construction would ensure that the impact of construction dust on air quality would be less than significant. As discussed on Notice of Preparation/Initial Study p. 85, implementation of regulations and procedures set forth in Article 4.1 of the San Francisco Public Works Code, require that construction contractors implement an erosion control plan to contain runoff and erosion. Because mud from the construction site would not be allowed to enter the Bay with implementation of these requirements governing construction activities, the Notice of Preparation/Initial Study determined that the construction impacts related to dust, soil erosion, and water quality would be less than significant.

## J. ALTERNATIVES

### Comments

#### **Alternate B**

It clearly states on page VII:15 that “Alternate B: Development Under existing Zoning and Height and Bulk Controls would be the environmentally superior alternative due to its reduced development program and building heights”. If this is the case, then why would there be any consideration of any new proposal that would create the gridlock anticipated by the Yerby and UPC developments’ proposals and be environmentally harmful?

*As stated in “The Precautionary Principle and the City and County of San Francisco March 2003: When an activity raises threats of harm to human health or the environment, precautionary measures should be taken even if some cause and effect relationships are not fully established scientifically. In this context the proponent of an activity, rather than the public, should bear the burden of proof. The process of applying the Precautionary Principle must be open, informed and democratic and must include potentially affected parties. It must also involve an examination of the full range of alternatives, including no action.—1998 Wingspread Statement on the Precautionary Principle”*

Alternate B is more amenable to our neighborhood in terms of traffic impacts. There should be further traffic studies done showing the correlation between the various LOS categories and population increases. At what point does population increase tip the scale towards LOS E or F at



various intersections? The major impacts will not be on Executive Park itself, but on the outlying streets and Highway 101. We should seek a better housing unit balance to alleviate traffic congestion. It is not necessary that Visitacion Valley absorb the lion's share of housing for the rest of the city. It is just easy given the city's perception of our neighborhood.

There might be a compromise between the new developers' proposal as seen in this EIR and more housing and taller heights than allowed in Alternate B, which would be determined by a better evaluation of the correlation between LOS, traffic impacts and housing. (*Fran Martin, Visitacion Valley Planning Alliance*) [6.3]

### **Responses**

Comment 6.3 expresses a preference for Alternative B: Development under Existing Zoning and Height and Bulk Controls (EIR pp. VII.2-VII.9) because of its reduced transportation impacts on surrounding areas (including Visitacion Valley and Little Hollywood). As discussed on EIR p. VII.6, impacts under this alternative would be generally similar to those described for the proposed project, but would be reduced given the reduced amount of residential units and commercial space under this alternative (roughly half of the 1,600 residential units, 73,200 gsf of retail space, and 2,427 parking spaces under the proposed project).

The EIR studies this alternative to allow the decision-makers to evaluate the comparative merits and adverse impacts of the proposed project against those of a substantially reduced development scenario. With project trip generation rates reduced proportionally by roughly half under this alternative, the EIR projects that this alternative would result in one fewer freeway mainline impact (at U.S. 101 Southbound, north of Alanna Way / Harney Way). Alternative B would still result in an impact at the intersection of Executive Park Boulevard West / Alanna Way, but this could be mitigated with signalization only (mitigation of the proposed project would require both signalization and restriping the southbound approach). Under the 2030 Cumulative Conditions without Improvements scenario, this alternative would result in one fewer intersection impact (at the intersection of Alanna Way / Beatty Road, assuming the implementation of previously-approved mitigation measures, which require a fair-share contribution from the project toward their implementation). This alternative would also result in one fewer freeway mainline impact and one fewer freeway on-ramp impact (at U.S. 101 Northbound, south of Alanna Way / Harney Way and at U.S. 101 Southbound On-Ramp at Alanna Way, respectively). Under 2030 Cumulative Conditions with Improvements (Alternative A – Option 1), this alternative would not result in fewer intersection impacts, but would result in one less freeway on-ramp impact (at U.S. 101 Southbound On-Ramp at Alanna Way).

Although CEQA requires that an EIR identify an Environmentally Superior Alternative, it does not require that the decision-makers select the Environmentally Superior Alternative for approval. As called for under CEQA Guidelines Section 15091, in order to approve the proposed project, the decision-makers must make written findings for each significant effect accompanied by an explanation of the rationale for rejecting an alternative. Additionally, if the decision-makers find

that the benefits of the proposed project (such as meeting needs for new housing units) outweigh the unavoidable adverse environmental effects, the adverse environmental effects of the proposed project may be considered “acceptable” (CEQA Guidelines Section 15093).

Likewise, the *Precautionary Principle* (adopted by the Board of Supervisors in 2003 as City policy) does not require that the decision-maker select for approval the alternative with the least harmful impacts. Like CEQA, the *Precautionary Principle* encourages public participation and informed decision making, calling for consideration of environmental consequences of a proposed course of action, consideration of ways to avoid or lessen environmental consequences, and consideration of alternatives with the less harmful impacts. A reduced development alternative like Alternative B may only externalize impacts, if the remaining need for a project must still be met elsewhere.

## K. MITIGATION MEASURES

### Comments

- **No mitigation measures provided on many issues.** The Yerby Company and the Universal Paragon Corporation have failed to provide feasible mitigation measures to many of the issues and concerns. If they cannot provide mitigation measures and they think the consequences of the impact by the projects are significant and unavoidable, their projects should not be approved. (*Toshimitsu Tabata*) [9.7]

### Responses

This comment notes that no feasible and effective mitigation is available for a number of impacts identified in the EIR, and on this basis, the project should not be approved. As discussed on EIR pp. VI.4-VI.5, the proposed project would have significant unavoidable impacts related to transportation, noise, and air quality. Each significant and unavoidable impact identified in the EIR provides an explanation as to why mitigation is infeasible (Transportation and Circulation: Impact TR-2 on EIR pp. V.E.27-V.E.28; Impact TR-10 on EIR p. V.E.37; Impact TR-11 on EIR pp. V.E.37-V.E.38; Impact TR-13 on EIR pp. V.E.38-V.E.39; Impact TR-14 on EIR p. V.E.39; Impact TR-15 on EIR p. V.E.41; Impact TR-16 on EIR p. V.E.41; Impact TR-17 on EIR p. V.E.41; Impact TR-18 on EIR p. V.E.41; Impact TR-19 on EIR p. V.E.44; Impact TR-20 on EIR p. V.E.44; Impact TR-23 on EIR p. V.E.45; Impact TR-24 on EIR pp. V.E.45-V.E.46; Impact TR-25 on EIR p. V.E.48; Impact TR-26 on EIR p. V.E.48; Impact TR-27 on EIR p. V.E.48; Impact TR-29 on EIR p. V.E.55; and Impact TR-37 on EIR p. V.E.63. Noise: Impact NO-2 on EIR p. V.F.10. Air Quality: Impact AQ-3 on EIR pp. V.G.27-V.G.28; Impact AQ-10 on EIR p. V.G.39; Impact AQ-11 on EIR p. V.G.37; Impact AQ-12 on EIR p. V.G.38; Impact AQ-17 on EIR p. V.G.40; and Impact AQ-18 on EIR p. V.G.41.

As discussed above, if the decision-makers find that the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects of the proposed project may be considered “acceptable,” and the project may be approved (CEQA Guidelines Section 15093).

To the extent planned roadway improvements that are not part of this project would mitigate any transportation effects, these are identified and the project would be required to contribute a fair share toward their implementation. Such roadway improvements include the new U.S. 101 interchange at Harney Way, the new Geneva Extension, and improvements identified as part of previously-approved mitigation measures for the intersections of Harney Way / Executive Park Boulevard East, Harney Way / Alanna Way / Thomas Mellon Drive, Executive Park Boulevard West / Alanna Way, and Alanna Way / Beatty Road and for sections of Alanna Way and Harney Way. In cases where mitigation is outside the control of the project, however, implementation of the mitigation measure cannot be assumed, so these impacts remain significant and unavoidable in this EIR.

## IV. DRAFT EIR REVISIONS

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This section presents text changes for the *Executive Park Amended Subarea Plan and the Yerby Company and Universal Paragon Corporation Development Projects Draft Environmental Impact Report* initiated by Planning Department staff. Deleted text is ~~struck through~~ and new text is underlined. The text revisions presented below clarify, expand or update the information presented in the Draft EIR. The revised text does not provide new information that would call for changes to any of the conclusions of the EIR, or result in any new significant impact not already identified in the EIR or any substantial increase in the severity of an impact identified in the EIR.

### EIR CHAPTER V.E. TRANSPORTATION AND CIRCULATION

Since publication of the DEIR, the City of Brisbane has updated the proposed land use program for the planned Brisbane Baylands project. In response, the following staff-initiated text change has been added as a new footnote on p. V.E.33, within the second full paragraph, after the words “Brisbane Baylands:”

Since publication of the DEIR, the City of Brisbane has updated the proposed land use program for the planned Brisbane Baylands project (see City of Brisbane Revised Notice of Preparation, dated December 10, 2010). In general, this new project description introduces a new residential use, increases the amount of R&D space, and decreases the amount of retail, office, hotel, and cultural/institutional/educational space at the site.

To determine if this change in the land use program at the Brisbane Baylands site would change any of the results of the 2030 Cumulative Conditions analysis of the DEIR, a supplemental technical evaluation was conducted. This new analysis, Executive Park GPA DEIR – Brisbane Baylands Supplemental Analysis, dated December 30, 2010, is available for public review in the San Francisco Planning Department in Case File No. 2006.0422E.

With this new Baylands project description, there would be an approximate 10 percent increase in the number of person-trips and auto-trips during the weekday AM peak hour, but a 30 percent decrease in activity during the weekday PM peak hour. The revised volumes were then added to the network and new 2030 Cumulative Conditions were developed.

Overall, the results of the 2030 Cumulative Conditions for all assessed scenarios would be similar with the new Baylands project description, and no new significant impact over and above those identified in the DEIR would result. As a result, the findings and conclusions of the previous analysis would still be valid.

The heading for Mitigation Measure M-TR-12 on EIR p. V.E.75 is corrected and revised as set forth below:

**Mitigation Measure M-TR-12: Tunnel Avenue/ Blanken Avenue ~~Bayshore~~  
Boulevard**

Mitigation Measure M-TR-21 on EIR p. V.E.76 is corrected and revised as set forth below:

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

The intersection would meet the MUTCD peak hour signal warrant in both the AM and PM peak hours. If the mitigation measure described in Mitigation Measure TR-~~12~~~~16~~ for 2030 Cumulative Conditions without Improvements...

Mitigation Measure M-TR-23 on EIR p. V.E.76, and Mitigation Measure M-TR-24 on EIR p. V.E.77 are revised as set forth below:

**Mitigation Measure M-TR-23: Geneva Avenue / U.S. 101 SB Ramps**

The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the proposed project. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure project-generated vehicle trips are accounted for in the Harney Interchange analyses and design. Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA, or through an equivalent process developed by SFCTA in coordination with the City of Brisbane and Caltrans. The project applicant shall contribute its fair share to the Harney Interchange Project.

**Mitigation Measure M-TR-24: Geneva Avenue / U.S. 101 NB Ramps**

The City of Brisbane and Caltrans, as part of the Harney Interchange Project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including the proposed project. The San Francisco County Transportation Authority (SFCTA) shall coordinate with the City of Brisbane and Caltrans to ensure project-generated vehicle trips are accounted for in the Harney Interchange analyses and design. Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, shall be formulated through the current interjurisdictional Bi-County Transportation Study effort being led by the SFCTA, or through an equivalent process developed by SFCTA in coordination with the City of Brisbane and Caltrans. The project applicant shall contribute its fair share to the Harney Interchange Project.

**EIR CHAPTER II. SUMMARY TABLE**

Table II-1: Summary of Potentially Significant Impacts and Mitigation Measures is revised to correct impact summaries consistent with the impact conclusions of the EIR.

The table is revised to correct the heading for Mitigation Measure M-TR-12 on EIR p. II-10:

<p><b>TR-12:</b> The proposed project would contribute to a cumulative impact at the Tunnel Avenue / Blanken Avenue intersection.</p>	<p><b>S</b></p>	<p><b>Mitigation Measure M-TR-12: Tunnel Avenue/ <del>Blanken Avenue Bayshore Boulevard</del></b>  The intersection would meet the ...</p>	<p><b>LS</b></p>
---	-----------------	--	------------------

The table is revised to insert a new row to summarize Impact TR-14 (discussed on EIR p. V.E.39) on EIR p. II-10:

<p><b>TR-14:</b> <u>The proposed project would contribute to a cumulative impact at the Harney Way / Alanna Way / Thomas Mellon Drive intersection.</u></p>	<p><b>S</b></p>	<p><b><u>No feasible mitigation is available.</u></b></p>	<p><b><u>SU</u></b></p>
---	-----------------	---	-------------------------

The table is revised to summarize Impact TR-18 (discussed on EIR p. V.E.41) on EIR p. II-11, and delete erroneous text:

<p><b>TR-18:</b> <u>The proposed project would contribute to a cumulative impact at the U.S. 101 Southbound On-Ramp at Alanna Way.</u></p> <p><del>TR-11: The proposed project would contribute to a cumulative impact at the Bayshore Boulevard / Blanken Avenue intersection.</del></p>	<p><b>S</b></p>	<p><b>No feasible mitigation is available.</b></p>	<p><b>SU</b></p>
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The table is revised to correct Mitigation Measure M-TR-21 on EIR p. II-11:

<p><b>TR-21:</b> The proposed project would contribute to a cumulative impact at the Tunnel Avenue / Blanken Avenue intersection.</p>	<p><b>S</b></p>	<p><b>Mitigation Measure M-TR-21: Tunnel Avenue/ Blanken Avenue</b>  The intersection would meet the MUTCD peak hour signal warrant in both the AM and PM peak hours. If the mitigation measure described in Mitigation Measure TR-<del>12</del> <u>16</u> for 2030 Cumulative Conditions without Improvements...</p>	<p><b>LS</b></p>
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**EIR CHAPTER VI. OTHER CEQA ISSUES, SECTION B. SIGNIFICANT UNAVOIDABLE IMPACTS**

The bulleted list summarizing significant unavoidable impacts, on EIR p. VI.5, is revised to summarize impacts related to the topic of Air Quality under both the *1999 BAAQMD CEQA Guidelines*, and the *2010 BAAQMD CEQA Guidelines*, as these impacts are discussed in EIR Section V.G. Air Quality.

**AIR QUALITY**

**Under 1999 BAAQMD CEQA Guidelines**

- Operational emissions affecting regional air quality.
- Cumulative operational emissions affecting regional air quality.

**Under 2010 BAAQMD CEQA Guidelines**

- Construction exhaust emissions affecting regional air quality.
- Construction exhaust emissions exposing sensitive receptors to pollutants.
- Operational emissions affecting regional air quality.
- Cumulative construction emissions.
- Cumulative operational emissions.
- ~~Construction emissions of toxic air contaminants and PM<sub>2.5</sub>.~~
- ~~Project operational emissions of mass criteria pollutants.~~
- ~~Exposure of sensitive receptors to toxic air contaminants.~~
- ~~Cumulative air quality impacts.~~

## **APPENDICES**

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**APPENDIX A:**  
**PUBLIC HEARING TRANSCRIPT COMMENTS**

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SAN FRANCISCO PLANNING COMMISSION

PUBLIC HEARING

Item No. 19

Commission Chambers - Room 400

City Hall, 1 Dr. Carlton B. Goodlett Place

San Francisco, CA

Thursday, November 18, 2010

6:00 p.m.

REPORTER'S TRANSCRIPT OF PROCEEDINGS  
BY: JUDITH LARRABEE, SHORTHAND REPORTER

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CLARK REPORTING AND VIDEOCONFERENCING

2140 SHATTUCK AVENUE, SUITE 405

BERKELEY, CALIFORNIA 94704

(510) 486-0700

1 PROCEEDINGS

2 COMMISSION SECRETARY: Commissioners, you  
3 are now ready to start Item No. 19. Staff, do  
4 you want 19? Oh no, 19 has to be called  
5 separate. Item 19, Case No. 2006.0422MTZE  
6 Executive Park Amended Subarea Plan and  
7 Informational Hearing.

8 MR. SNYDER: Commissioners, Mat Snyder  
9 for Department staff, citywide division.

10 Today you are having your public hearing  
11 on the Environment Impact Report for the  
12 Executive Park Development Projects. I am here  
13 to give an overview of the first component of  
14 that part that staff is involved in which is  
15 the General Plan and Zoning Amendments.

16 Executive Park, just very quickly, of  
17 course, is at the southeast-most end of San  
18 Francisco just on your right-hand side as  
19 you're driving into San Francisco on 101.

20 This is a closer vision of Executive Park  
21 as it exists today. Half of the site, roughly  
22 a 71-acre site, is under construction. The  
23 other half, the portion in the center portion,  
24 still needs approvals for its developments, and  
25 that is what the focus of the EIR is on.

1           Executive Park has existed in some form or  
2 another for quite some time. Initially  
3 proposed in the late 70s, it has gone through  
4 several iterations, initially largely  
5 envisioned as an office park in several  
6 configurations as the years progressed.

7           Here's another iteration of it. And then  
8 later with some additional proposals for a  
9 robust residential component.

10           The Executive Park Subarea Plan as it  
11 exists today or the last iteration as it exists  
12 still calls for largely office uses with a  
13 hotel component and some residential.

14           Listing map. There are four developers  
15 within Executive Park. Currently about seven  
16 years ago, two of the developers had  
17 applications to move forward on their  
18 respective components of the Executive Park  
19 Plan with its last phase of residential  
20 development. And then Signature Properties  
21 changing over from a previous office proposal  
22 to residential.

23           At about the same time, the other two  
24 developers, UPC and Yerby, approached the  
25 planning department with a proposal to re



1 envision the parcels sort of within the  
2 outskirts of Executive Park, and Harney  
3 concurrently developed his office to a new  
4 residential high-density use.

5         The planning department thought this was a  
6 worthwhile endeavor and embarked with them on  
7 coming up with a framework to allow such uses.  
8 At that time, the planning department prepared  
9 amendments to the Executive Park Subarea Plan,  
10 and we had been hoping to have approval shortly  
11 thereafter.

12         The ground changed kind of under Executive  
13 Park. There were new calls for an  
14 Environmental Impact Report due to changes in  
15 CEQA and some of the moving ground around the  
16 property.

17         Since that time, Executive Park -- again  
18 in the southeast context of San Francisco --  
19 since that time, as you know, several other  
20 developments have been approved. You approved  
21 Visitation Valley Schlage Lock in 2008, and  
22 then of course this last summer you approved  
23 the Hunters Point Shipyard and Candlestick  
24 Point Plan. Also in the immediate vicinity,  
25 India Basin is still under study and then the

1 Brisbane Bay Lands is also under study.

2 And with all these developments, we are  
3 anticipating transit improvements, the most  
4 notable a BRT line running through from Hunters  
5 Point Shipyard through to the Geneva extension  
6 onto BART station, and then also improvements  
7 to the Bayshore station with a multi-modal  
8 emphasis. Here's an up-closer view range.

9 It should be noted that Executive Park is  
10 unlike a lot of the nearby developments. This  
11 is not a public project. This is not public  
12 land. Also of note this is not within a  
13 redevelopment area. Our role here is not a  
14 partnership like you might have with these  
15 other developments. Rather, our role is  
16 enabling this division by providing the  
17 regulatory framework, the General Plan, the  
18 Executive Park Subarea Plan, and zoning shapes  
19 this development in meeting principles of good  
20 neighborhoods and livability.

21 One of the components that are going to be  
22 before you is approval of the General Plan  
23 amendments, specifically the Executive Park  
24 Subarea Plan amendments, and they will address  
25 land use, transportation and circulation, urban

1 design and community facilities.

2       The area plan also provides maps and other  
3 plans, again, the existing layout of Executive  
4 Park. We're looking to divide up the central  
5 blocks that's now under consideration to create  
6 a finer-grain development in keeping with the  
7 residential use to give the development a  
8 strong public presence. We also want to tie  
9 the previous Executive Park developments that  
10 have been developed or are being developed with  
11 existing neighborhoods and open space.

12       The Subarea Plan also provides this  
13 proposed circulation plan to make sure that  
14 streets and circulation have a hierarchy  
15 graciously accommodating all users and based on  
16 the Better Streets Plan.

17       The plan also emphasizes travel by  
18 non-auto means, particularly consideration for  
19 pedestrians as outlined in this Pedestrian  
20 Network and Open Space Plan. We're looking to  
21 ensure connectivity and permeability, to create  
22 a better framework for connecting existing open  
23 spaces in existing neighborhoods.

24       Also what will be before you are proposals  
25 for rezonings. Currently the entire site is

1 Zone C2, one of the older zoning designations.  
2 We're looking to rezone the now-subject parcels  
3 to an RC3 or similar high-density mixed  
4 residential districts to allow the higher  
5 densities, and then also to incorporate a  
6 special use district so that we can incorporate  
7 particular provisions that would be specific to  
8 this unique situation.

9 Similarly, we're looking to rezone the  
10 heights. Currently the subject area is Zone 40  
11 and 80X. We want to provide a more fine-grain  
12 high district, including provisions for taller  
13 buildings, particularly towers.

14 Here are some of the urban visual studies  
15 from the EIR that would be accommodated by --  
16 what we're thinking of in terms of the heights.

17 And then also we're looking to proposed  
18 design guidelines. The design guidelines would  
19 address streets, alleys and pedestrian ways,  
20 something the Planning Code does not do. Of  
21 course, it will address buildings. But  
22 probably most important is the relationship  
23 between the buildings and the street. Again  
24 consideration for particularly tall buildings  
25 and towers, and then also to incorporate

1 provisions for sustainable features that we've  
2 incorporated in other recently adopted plans  
3 such as Visitation Valley.

4 This concludes my presentation. The  
5 planning staff is looking to engage the  
6 community again before we finally come to you  
7 for a finalized Subarea Plan and Rezoning.  
8 This concludes my presentation. I'd be happy  
9 to answer any questions.

10 PRESIDENT MIGUEL: Thank you.

11 Do we have public comment?

12 MEMBER OF THE PUBLIC: My name is  
13 (INAUDIBLE). I represent the owner of the  
14 (INAUDIBLE) San Francisco, which is the  
15 existing complex that was built in the last  
16 couple of years.

17 The area definitely needs some  
18 development. Our biggest concern is height.  
19 The current proposal that's out there is going  
20 to cut probably 30 percent of our building use  
21 of the (INAUDIBLE). It significantly reduces  
22 the value of our project which ultimately means  
23 tax dollars to everyone. Over a seven- to  
24 ten-year whole term, we estimate cash flow loss  
25 of at least a million and a half, probably

TR 1.1



TR 1.1,  
cont'd

1 somewhere around four and a half million  
2 dollars in value. And that significantly  
3 concerns us. It's been a tough deal to get  
4 loans, to get leased. There's not a lot of  
5 amenities over there. (INAUDIBLE) concerns to  
6 some height restrictions to the existing  
7 buildings that are there and homeowners in the  
8 area that will also be affected.

9 PRESIDENT MIGUEL: Thank you.

TR 2.1

10 MR. CULLEN: Good evening, Commissioners.  
11 I'm Tim Cullen on behalf of the San Francisco  
12 Housing Action Coalition. I want to bring to  
13 your attention that yesterday our endorsement  
14 committee met and we devoted the entire meeting  
15 to this Executive Project Park. We were  
16 fortunate to have David Alombaugh and Mat  
17 Snyder from planning staff to present the  
18 City's perspective on it, and then we had  
19 representatives from both the UPC and the Yerby  
20 project. The entire hour and a half was spent  
21 looking at this project.

22 Of course, it's early now, but I think  
23 it's very exciting. I think the reaction of  
24 the committee members is this is a terrific  
25 opportunity to increase intensity of land use,



TR 2.1,  
cont'd

1 bring housing and mixed use to an area that had  
2 a pretty sad and confused office park there  
3 that wasn't working. But there's some loose  
4 threads right now. Obvious questions come to  
5 mind: What is the relationship to Candlestick  
6 Point? Or alternatively what are the  
7 destination retail opportunities going to be  
8 there?

9 A question that keeps coming up and we're  
10 looking to see refinement is Harney Way. What  
11 is the build line going to be on Harney Way?  
12 How wide is it going to be? What are the uses  
13 going to be for Harney Way? We understand that  
14 BRT will be incorporated there which is a  
15 terrific idea. But obviously how this is  
16 chosen will affect how the property is built  
17 along Harney Way, and we would love to see an  
18 active use on the South Basin taking advantage  
19 of the terrific views there.

20 Finally, another concern is what is the  
21 relationship to Little Hollywood and Vis Valley  
22 through that tunnel? We would like to see more  
23 guidance given to that so that folks that need  
24 the community amenities that will be in Little  
25 Hollywood, Vis Valley and what have you, that

TR 2.1,  
cont'd

1 it's easy access, and there's a lot of movement  
2 of people through there. And ultimately what  
3 is its orientation (INAUDIBLE) for transit for  
4 the City? But we're excited. Thank you.

5 PRESIDENT MIGUEL: Thank you.

6 Is there additional public comment? If  
7 not, public comment is closed. Commissioner  
8 Moore.

TR 3.1

9 COMMISSIONER MOORE: I think there is  
10 nobody in this room who probably wouldn't like  
11 to see a more graceful solution for what has  
12 been really a not-so-impressive project for  
13 many years. The question is how do you do that  
14 and how do you gracefully combine the attempt  
15 with smaller homes at the top of the hill near  
16 101 to transforming into something which is  
17 denser. The relentlessness of what is  
18 currently happening further to the east is a  
19 little bit of a concern to me, and I think  
20 there would have to be really a well worked-out  
21 three-dimensional plan which puts all of it  
22 into context, and that is the approvals for  
23 Bayview Hunters Point and beyond. Because I  
24 think there's a continuity of developing a new  
25 neighborhood connecting it back to the City,

1 not only for transportation improvements, but  
2 also physically raising the Bay is important.

3 One of the things which I have not seen in  
4 this work is the full integration with the  
5 effort currently being undertaken by Aecom on  
6 designs at Candlestick Point State Recreation  
7 Area which I looked at two weeks ago or three  
8 weeks ago, and I realized that there's no  
9 common ground in using the same mapping on some  
10 of the beginning points which make it a unified  
11 project.

12 I strongly urge the Department, and I  
13 strongly urge Executive Park designers to start  
14 having that dialogue and work with the same set  
15 of assumptions, not only about where the park  
16 is or the idea of the park, which are quite  
17 well-developed relative to access to Harney  
18 Way, but also where MTA is with a presentation  
19 they made to us relative to the specific width  
20 of Harney Way, the phase implementation of  
21 rapid rail in the center line and outstanding  
22 questions about what is now probably a venue  
23 which will develop Candlestick Park into  
24 something else than a 49ers stadium. That is  
25 at least what I hear being the fallout of what

TR 3.1,  
cont'd

TR 3.1,  
cont'd

1 happened just in the recent election.

2 Having said that, I think there is support  
3 from me for this project, but there are a  
4 number of questions which I hope can be done  
5 and that is comprehensiveness.

6 PRESIDENT MIGUEL: Commissioner Antonini.

TR 4.1

7 COMMISSIONER ANTONINI: Well, one thing I  
8 noticed through the presentation is I don't  
9 know where that slide came with the rendering  
10 of some of the future buildings, but that was  
11 very well done. I'd like to see more of that  
12 because I thought it was a very tasteful  
13 looking rendering of some of the projects and  
14 just the architectural feel for it. And I know  
15 pretty much where it is because I'm familiar  
16 with the area.

17 I often will get off the light rail at the  
18 Arleta Station and walk into Candlestick  
19 through the area. And I think that Signature's  
20 done a really good job, and has also top vision  
21 with some of the things that are being built  
22 back there, and unless you happen to walk back  
23 there on your way to a game, you don't know  
24 about the development that's gone in there.

25 It's been quite well done. And some of the

1 homes along the hill are very attractive.

2       And I think it's really important that we  
3 have this little dovetail together as  
4 Commissioner Moore was saying. And that is, we  
5 need some sort of a timetable on the Harney Way  
6 improvements, the widening, the light rail,  
7 which it should be more than even bus rapid  
8 transit. It should be at least light rail  
9 going all the way through to service Hunters  
10 Point and eventually India Basin and coming  
11 around and connecting. That makes perfect  
12 sense.

13       And also the interchange of 101, that's  
14 really important too. And all these things  
15 work, and it also gives definition to the  
16 developers who are -- Yerby and United Paragon  
17 -- they know exactly where things are going to  
18 be and when it's going to happen.

19       So I think we're moving in the right  
20 direction, but this is a very important  
21 subject. I'm hoping that we will be  
22 calendaring more in the near future, which I  
23 expect we will because our next item deals with  
24 the Draft Environmental. So then there will be  
25 the projects coming forward.

TR 4.1,  
cont'd

1 I did hear concerns of the one speaker in  
2 making sure that the heights are appropriate  
3 and that things fit together well. It's  
4 important, but height is important too. So  
5 we've got to figure out how to make it work.

6 PRESIDENT MIGUEL: Commissioner Moore.

TR 3.2

7 COMMISSIONER MOORE: I would like to hear  
8 a little bit more disclosure of what happens to  
9 some of the existing buildings, one which  
10 really at this moment dominates the impression  
11 of the entire setting. Those are the office  
12 buildings which at this moment I see only  
13 indicated in the EIR diagram on Figure 2  
14 labeled "Existing B1" and the Yerby site.

TR 3.3

15 Perhaps the planning department could give  
16 some form of preliminary design presentation to  
17 the Commission. I think that would be very  
18 helpful that we don't have to wait until the  
19 last day and we're all saying, "Oh, we didn't  
20 know anything about this project." So as you  
21 are moving along with it, perhaps an update to  
22 us, which the public also started to  
23 appreciate, would be very helpful.

TR 5.1

24 PRESIDENT MIGUEL: I have some basic  
25 problems with some of the material. I'm



TR 5.1,  
cont'd

1 looking at statistics, and I find some in gross  
2 square feet for residential. I find others in  
3 number of residential units. There is no  
4 consistency in the information that I see  
5 supplied. That disturbs me.

TR 5.2

6 I am not satisfied with the transportation  
7 options on this. I am looking at a massive  
8 number of parking spaces for the project, and  
9 yet theoretically we are trying to go to mass  
10 transit. I'm not satisfied the mass transit  
11 that's proposed at the moment is anywhere near  
12 sufficient. They're talking perhaps 8,000  
13 residents, let alone the commercial and the  
14 office in the space.

TR 5.3

15 I would not like to see an isolated  
16 community, and at the moment I have great fears  
17 in that regard. We've gotten away from that,  
18 hopefully. We've had examples of that going  
19 back to the projects we're doing now with San  
20 Francisco of taking what were isolated  
21 communities and bringing them back into the  
22 City per se. Whatever one thinks about  
23 Parkmerced, it was an autocentric isolated  
24 community and not as much as this, physically.  
25 But are we creating another autocentric

TR 5.3,  
cont'd

1 isolated situation here? And that bothers me.  
2 I am not satisfied that the solutions have been  
3 presented at this point.

4 Commissioner Sugaya.

TR 6.1

5 COMMISSIONER SUGAYA: Yes. I think it's  
6 already been mentioned, but this is an  
7 extremely difficult site to work with given the  
8 freeway on one side and given the hill  
9 situation and the unknowns, I guess, with the  
10 stadium rearing its continuing head so to  
11 speak. Commissioner Antonini would, of course,  
12 love to have it there.

13 But anyway, it is a difficult site. I  
14 guess to echo what Commissioner Moore and  
15 others have said, for me too it seems that  
16 given that kind of isolation, we shouldn't try  
17 to isolate it even more. And so some  
18 additional consideration of connections, I  
19 guess, and how it relates, especially to the  
20 east, since that seems to be the most direct  
21 connection at the moment away from the freeway.  
22 And to encourage, I think, some additional  
23 information, as Commissioner Moore has  
24 suggested, back to the Commission would be  
25 great.

1           PRESIDENT MIGUEL: Commissioner Moore.

TR 3.4 | 2           COMMISSIONER MOORE: While we have on the  
3 east side a project which is guided by a  
4 development agreement and pretty much sets in  
5 stone the obligations which will have to be  
6 realized over a specific time frame, what I  
7 would be interested in is to see a very strong  
8 attention how these two new communities really  
9 interact. It's not just two lines drawn in the  
10 sand, but if 8,000 or 10,000 new residents in  
11 this particular area have any chance of  
12 becoming a neighborhood, what is it we are  
13 encouraging or asking by Code which appears in  
14 terms of commercial support, where it would be;  
15 not just the obligatory small neighborhood shop  
16 which hardly ever happens, but also what do we  
17 need in terms of kindergartens, child care,  
18 elementary school, et cetera. And if these  
19 people are supposed to live here and those  
20 things are not provided, where would they find  
21 them with enough room for them to be  
22 accommodated in a reasonable distance? This  
23 somehow tags onto President Miguel's comment.  
24 But I think to plan this -- based on its size  
25 and intended density as a full neighborhood

TR 3.4,  
cont'd

1 requires, I think, a lot of push from the  
2 planning department in order to not have this  
3 look like a 1950s high-density something else  
4 residential development.

5 MR. RAHAIM: Commissioners, if I may, as  
6 you all point out, the topography and the  
7 highway make this extremely challenging. I  
8 think what I hear you saying about the  
9 connections, it's not just physical  
10 connections. Obviously to the east, there is  
11 only one road that connects. So obviously it's  
12 a question of making that a best possible  
13 connection it can be. But what I also hear you  
14 saying is that we should make sure that there  
15 are, for lack of a better term, institutional  
16 connections, public services. So maybe the  
17 thing that we can do is to map those out in a  
18 simple way to understand what's out there in  
19 the broader community, and certainly what's  
20 planned for the shipyard at the Candlestick  
21 Point site, to understand how these residents  
22 would be using the services that exist in that  
23 part of the City. So we can do that as part of  
24 the next step.

25 PRESIDENT MIGUEL: Commissioner Sugaya.

TR 6.2

1           COMMISSIONER SUGAYA: Thank you for that  
2 comment. I think that's the direction I was  
3 aiming at and Commissioner Moore and others  
4 too.

5           I'm just reminded that earlier in the day  
6 we had a discussion about fees and that kind of  
7 thing, and whether or not this community center  
8 that's supposedly in the middle of this thing  
9 is going to be there or not be there. Maybe it  
10 doesn't need to be there. Maybe it can be  
11 provided further to the east, or maybe not. If  
12 that development -- as that goes forward, maybe  
13 this community center could supply facilities  
14 for the development further to the east. I  
15 don't know. But I think you got the jist of  
16 it.

17           PRESIDENT MIGUEL: Commissioner Moore.

TR 3.5

18           COMMISSIONER MOORE: I'd just like to put  
19 the Department on notice something which I  
20 wasn't aware of. The Candlestick Point State  
21 Recreation area, at least on its furthest  
22 western part, stretching probably for two or  
23 three blocks in length, is about ten feet above  
24 Harney Way. There's actually no physical grade  
25 connection between the neighborhood and this

TR 3.5,  
cont'd

1 park. I think the state parks themselves is  
2 very much puzzled about what to do, but that is  
3 the existing physical condition. And they're  
4 trying to design with it, with not really  
5 knowing how to do it either. So there has to  
6 be, as I said earlier, an incredibly integrated  
7 effort from all parties, from all departments,  
8 from anybody with any creative ideas in their  
9 head to figure out how to tie this together in  
10 order to make it work for the different demands  
11 being put onto this particular area to work.

12 PRESIDENT MIGUEL: Commissioner Antonini.

TR 4.2

13 COMMISSIONER ANTONINI: Well, it's been  
14 played out, I guess, the biggest thing we have  
15 to have is to put all the pieces together and  
16 make it all work. There is the waste facility  
17 and recycling facilities that are in very, very  
18 close proximity, and so we have to figure out  
19 how that fits, along with the transportation  
20 piece, and hopefully the light rail and others  
21 coming from, as was purported, Geneva BART and  
22 eventually coming all the way through. Little  
23 Hollywood is a distinct little neighborhood  
24 there with a park with I think two schools if  
25 I'm not mistaken and a church. And then you've

TR 4.2,  
cont'd

1 got the Brisbane Baylands there, and I know  
2 United Paragon also has interests in that too.  
3 So I think it could all work together. It's  
4 involving two counties also. So I think  
5 there's a lot of potential there, and the more  
6 we can get a cooperative effort going and have  
7 hearings that include all these things at one  
8 time would be really good.

9 (Item No. 19 concluded)

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REPORTER'S CERTIFICATE

I, JUDITH L. LARRABEE, a Hearing Shorthand Reporter in the State of California duly authorized to administer oaths, hereby certify:

That the proceedings therein were taken down in shorthand by me, a disinterested person, at the time and place therein stated, that the proceedings were thereafter reduced to typewriting, by computer, under my direction and supervision, and that the foregoing is a full, true and correct transcript of the proceedings therein to the best of my ability.

IN WITNESS WHEREOF, I have hereunto set my hand on this 30th day of November, 2010.

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Judith Larrabee, Shorthand Reporter

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SAN FRANCISCO PLANNING COMMISSION

PUBLIC HEARING

Item No. 20

Commission Chambers - Room 400  
City Hall, 1 Dr. Carlton B. Goodlett Place

San Francisco, CA

Thursday, November 18, 2010

6:00 p.m.

REPORTER'S TRANSCRIPT OF PROCEEDINGS  
BY: JUDITH LARRABEE, SHORTHAND REPORTER

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CLARK REPORTING AND VIDEOCONFERENCING

2140 SHATTUCK AVENUE, SUITE 405

BERKELEY, CALIFORNIA 94704

(510) 486-0700

1 PROCEEDINGS

2 COMMISSION SECRETARY: Thank you,  
3 Commissioners. With that, we can move on to  
4 Item 20 on your calendar. It is Case No.  
5 2006.0422E, the Executive Park Amended Subarea  
6 Plan and the Yerby Company and Universal  
7 Paragon Corporation Development Project. This  
8 is the public hearing on the Draft  
9 Environmental Impact Report.

10 MS. NAVARRETE: Good evening, President  
11 Miguel, members of the Commission. I'm Joy  
12 Nevarrete from the Planning Department, Major  
13 Environmental Analysis.

14 This is a hearing to receive comments on  
15 the Draft EIR for the Enviromental Impact  
16 Report for Case No. 2006.0422E, the Executive  
17 Park Amended Subarea Plan and the Yerby Company  
18 and Universal Paragon Corporation Development  
19 Projects.

20 Staff is not here to answer comments  
21 today. Comments will be transcribed and  
22 responded to in writing in the comments and  
23 responses document which will respond to all  
24 verbal and written comments received and make  
25 revisions to the Draft EIR as appropriate.

1           This is not a hearing to consider approval  
2 or disapproval of the project, and that hearing  
3 will follow the Final EIR certification.

4           Comments today should be directed to the  
5 adequacy and accuracy of information contained  
6 in the Draft EIR. Commenters should speak  
7 slowly and clearly so that the court reporter  
8 can produce an accurate transcript. Also  
9 commenters should state their name and address  
10 so that they can be properly identified and so  
11 that they can be sent a copy of the comments  
12 and responses when completed.

13           After hearing comments from the general  
14 public, we will also take any comments from the  
15 Planning Commission on the Draft EIR. The  
16 public comment period for this project began on  
17 October 13th, 2010 and extends until 5:00 p.m.  
18 on November 29th, 2010.

19           This concludes my presentation on this  
20 matter, and unless the Commissioners have any  
21 questions, I would respectfully suggest that  
22 the public hearing be opened.

23           PRESIDENT MIGUEL: Is there any public  
24 comment on Item No. 20? Seeing none, public  
25 comment is closed.

TR 5.4

1 I would ask the secretary if a transcript  
2 of the Commissioner's comments on Item 19 be  
3 submitted in regards to Item 20.

4 COMMISSION SECRETARY: Commissioner, the  
5 court reporter did not record those comments.

6 PRESIDENT MIGUEL: No. Because I think  
7 they're quite pertinent to this item rather  
8 than have everything totally repeated.

9 THE REPORTER: I can transcribe those  
10 comments using the audio feed.

11 COMMISSION SECRETARY: Okay. She is  
12 saying that she has agreed to do that.

13 PRESIDENT MIGUEL: Oh, good. Thank you  
14 very much. Otherwise we're going to be  
15 repeating the same thing directly, and I think  
16 they're totally pertinent for Item No. 20.

17 Thank you. I really appreciate that.

18 Commissioner Sugaya.

19 COMMISSIONER SUGAYA: Are we done with  
20 this subject?

21 PRESIDENT MIGUEL: Unless there's more.

22 Commissioner Moore.

23 COMMISSIONER MOORE: I would just like to  
24 add a generic comment, and perhaps it is saying  
25 in so many words. It is the unspecific nature

TR 3.6

TR 3.6,  
cont'd

1 on which this entire EIR is based by which I  
2 don't feel it fully grasps the way one would  
3 traditionally look at impacts.

TR 5.5

4 PRESIDENT MIGUEL: I absolutely agree with  
5 you. It's floating out there so nebulous, it's  
6 hard to actually get a handle on everything.  
7 Yeah.

8 Commissioner Antonini.

TR 4.3

9 COMMISSIONER ANTONINI: Well, the EIR  
10 itself I think does what it has to do based  
11 upon what we have available. And I think what  
12 the other Commissioners have said I agree is  
13 that some of it is nebulous because we're not  
14 exactly sure how the pieces are fitting  
15 together. But I think what was done here is  
16 about the best you can do based upon what we  
17 have at this point in time.

18 I certainly would also -- we did mention  
19 earlier in testimony the fact that both Yerby  
20 and UBC have been very patient during this  
21 process, because part of it was held up for a  
22 while because of the approval processes owing  
23 to the access issues around Harney Way and  
24 other considerations as part of the Hunters  
25 Point and Candlestick Point approvals we had

TR 4.3,  
cont'd



1 last year. So I think this is the time to  
2 dovetail everything together and then we can  
3 really move forward.

4 COMMISSION SECRETARY: With that  
5 Commissioners, written comments will be  
6 accepted at the planning department's offices  
7 until the close of business on November 29th,  
8 2010. And that concludes the public hearing on  
9 the Draft Environmental Impact Report.

10 PRESIDENT MIGUEL: Thank you.

11 (Whereupon, the hearing concluded at 6:45  
12 p.m.)

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I, JUDITH L. LARRABEE, a Hearing Shorthand Reporter in the State of California duly authorized to administer oaths, hereby certify:

That the proceedings therein were taken down in shorthand by me, a disinterested person, at the time and place therein stated, that the proceedings were thereafter reduced to typewriting, by computer, under my direction and supervision, and that the foregoing is a full, true and correct transcript of the proceedings therein to the best of my ability.

IN WITNESS WHEREOF, I have hereunto set my hand on this 30th day of November, 2010.

---

Judith Larrabee, Shorthand Reporter

**APPENDIX B:**  
**COMMENT LETTERS**

---

Letter 1

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 622-5491  
FAX (510) 286-5559  
TTY 711



*Flex your power!  
Be energy efficient!*

November 29, 2010

SF101163  
SF-101-0  
SCH#2006102123

Ms. Joy Navarette  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103-2479

Dear Ms. Navarette:

**Executive Park Subarea Plan (Plan) and Yerby and UPC Development Projects – Draft Subsequent Environmental Impact Report and Traffic Study**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Executive Park Subarea Plan and Yerby and UPC Development Projects. The following comments are based on the Draft Subsequent Environmental Impact Report (SEIR) and Traffic Study (Study).

1.1

**Forecasting**

On page 43, Table 10 of the Study, from our calculations, it appears that the Study uses a vehicle occupancy rate of 1.49 (i.e. =400/268 or 914/615). This rate is significantly higher than the 1.017 home-based work rate assumed in the Bay Area Metropolitan Transportation Commission model. Please explain how the 1.5 vehicle occupancy rate was derived.

1.2

**Highway Operations**

On page 12 of the Study, under 2030 Cumulative Conditions with Improvements – Alternative B (Option 1), this is not what is proposed for the US 101/Candlestick interchange modification project. This should be removed throughout the document. The Alternative B proposal for the US 101/Candlestick interchange will provide three eastbound lanes.

1.3

On page 22, Table 1, the intersection Alanna Way/Beatty Road should have a level of service (LOS) B and a delay of 10.4 seconds in the AM peak hour and a delay of 9.6 seconds in the PM peak hour.

1.4

On page 38, Table 6 and page 54, Table 14, please explain how the density is decreasing for the Baseline Conditions compared to the Existing Conditions for the southbound on-ramp AM peak hour and northbound on-ramp PM peak hour.

Ms. Joy Navarette /City and County of San Francisco  
November 29, 2010  
Page 2

- 1.5 On page 70, the Geneva Avenue/Harney Way underpass Option 2 Loop interchange is not proposed for the US 101/Candlestick interchange modification. This should be removed throughout the documents.
- 1.6 On pages 73-74, Figures V.E-16 and V.E-17, please explain why the project volumes at intersections #8 and #9 are less than the project volumes in the Base Conditions.
- 1.7 On pages 81 and 151-153, please explain the geometric constraints that are preventing mitigations. There is a project to modify the US 101/Candlestick interchange; therefore, it appears that geometrics would not constrain mitigation of these intersections.
- 1.8 On pages 82-83, although the Study states that the proposed project would contribute less than five percent of the growth in volumes at the mainline, please be advised that any additional traffic generated from the proposed development that exacerbates delays on the freeway mainlines is considered an impact. This project should be contributing to the mitigation measures or contribute fair share fees to this mitigation.
- 1.9 On pages 87-88, Figures V.E-19 and V.E-20, please explain why the project volumes at intersections #9, #12 and #13 are less than the project volumes in the Base Conditions.
- 1.10 On page 90, 3<sup>rd</sup> paragraph, this is not a feasible mitigation because the project cannot provide a right turn arrow for a shared through-right lane. A right turn pocket would be feasible.
- 1.11 On page 96, Table 25, please explain how the growth percentages would change between Cumulative Conditions without Improvements (Table 19) and Cumulative Conditions Alternative 1A (Option 1) (Table 25). The growth volume percentage should be the same.
- 1.12 On page 118, the Study states, "The UPC Project would increase mainline volumes by less than five (5) percent. Therefore, these impacts would be considered less than significant." As previously stated, any additional traffic generated from the proposed development that exacerbates delays on the freeway mainlines is considered an impact. This project should be contributing to the mitigation measures or contribute fair share fees to this mitigation.
- 1.13 On pages 143 and 152, other feasible mitigation measures should be considered, such as ramp metering, to mitigate this impact.
- The following comments are based on the Traffic Study Technical Appendix.
- 1.14 Traffic Intersection Analyses output sheets: Is the HCM2kAvgQ the average queue length or the 95<sup>th</sup> percentile queue length?
- 1.15 Appendix F, Existing Conditions Weekday AM peak hour, Intersections #7 and #9: The intersection lane configurations are incorrect and the volumes do not match what is shown on Figure V.E-6.

Ms. Joy Navarette /City and County of San Francisco  
November 29, 2010  
Page 3

1.16 Appendix F, Existing Conditions Weekday AM peak hour, Intersections #7 and #9: The intersection lane configurations are incorrect. For intersection #9, Traffix cannot be used to replicate this intersection configuration. Therefore, the conflicting movements may not be correct. This intersection should be analyzed with intersection analysis software that can correctly replicate the intersection lane configuration. This should be used to analyze all of the alternatives.

1.17 Appendix F, Baseline plus Project Variant Conditions Weekday AM peak hour, Intersection #12: Explain why the volumes for this intersection are lower than the volumes used in the Baseline plus Project Conditions.

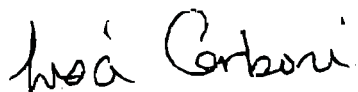
1.18 2030 Cumulative Conditions Alternative A (Option 1) with New Mitigation Measures, Intersection #12, AM and PM peak hour: The volume for the southbound right turn is missing from this analysis. In addition, the westbound movement should be 3 left-turn lanes and 2 through lanes.

1.19 2030 Cumulative Conditions Alternative A (Option 1) with New Mitigation Measures, Intersection #13, AM peak hour: The northbound lane configuration is not the mitigation that is being proposed in the Executive Park Transportation Study on page 94.

1.20 Appendix J: Harney Way Lane Reduction Alternatives, City Alternative 3 Variant and City Alternative 3 Modified: Two westbound lanes would cause queues to extend back into the proposed interchange intersections and possibly onto the freeway.

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,



LISA CARBONI  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse



# CITY OF BRISBANE

Letter 2

50 Park Place  
Brisbane, California 94005-1310  
(415) 508-2100  
Fax (415) 467-4989

December 1, 2010

Bill Wyko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St. Ste 400  
San Francisco, CA 94103

Re: Draft EIR-Executive Park (2006.0422E)

Dear Mr. Wyko:

Thank you for the opportunity to review the above-referenced Draft EIR. The City of Brisbane offers the following comments:

2.1

**Figure V.E-3** indicates the proposed Bay Trail extension running southerly into the City of Brisbane easterly of Hwy 101. There are currently no plans to extend the Bay Trail in the alignment as shown. One potential alignment for the extension of the Bay Trail under consideration follows the alignment of Alanna Way under Hwy 101. This potential alignment should be reflected in the EIR, and roadway designs for Alanna and Harney Way should take this into consideration as well.

2.2

**Impact TR-13** The “previously-approved mitigation measures” referenced on Pages V.E.38/39 are noted as “described earlier.” Please reference where those measures can be found in this EIR. If the reference is to a separate document please restate in this EIR what the approved mitigation measures are, who is responsible for their implementation, and the timing for completion. The City is further concerned about the conclusion that adequate mitigation is infeasible and that the project is therefore not obligated to participate in a mitigation program. Should the City of Brisbane determine that a mitigation program is feasible, the project should be obligated to participate in funding on a fair share basis, similar as described in Mitigation Measures TR 23 and 24. It is recommended that a new mitigation measure be added to this effect.

2.3

**Mitigation Measures TR-23 and TR-24** The City supports the concept of fair share funding for regional improvements and the use of the Bi-County Study as a means to precisely identify mitigations and apportion fair share funding obligations. However, there should be another way to determine fair share funding obligations in the event the Bi-County study is not completed or otherwise does not achieve this task. It is recommended that Mitigation Measures TR-23 and TR-24 both be modified to include a provision that if the Bi-County Transportation Study is, for any reason, discontinued or otherwise does not identify required mitigations and fair share funding obligations, the agencies responsible for contributions toward the required improvements



2.3, cont'd ↑ shall meet and confer to establish an alternative method for determination of their respective fair shares of the project cost.

Thank you for your consideration, and we look forward to reviewing the responses to these comments when available. Should you have any questions regarding this letter, please contact me at 415.508.2120 or City Engineer Randy Breault at 415.508.2130.

Sincerely,

A handwritten signature in black ink, appearing to read 'JAS', with a large, stylized flourish extending to the right.

John A. Swiecki, AICP  
Community Development Director

c: Randy Breault, City Engineer





Mayor Gavin Newsom  
Philip A. Ginsburg, General Manager

November 29, 2010

Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St. Suite 400  
San Francisco, CA 94103

Dear Bill Wycko,

Thank you for providing the City of San Francisco's Recreation and Parks Department the opportunity to review the Draft Subsequent Environmental Impact Report for the Executive Park Amended Subarea Plan and the Yerby Company and Universal Paragon Corporation Development Projects (the Report).

We understand that the San Francisco General Plan does not identify this area as a high need area for parks and open spaces. However, given the future population increase, topographic challenges, and State land use restrictions on State Park Land, we believe the Executive Park project could benefit from a children's play area on site.

While there are parks in the area of the Executive Park project (Bayview Park, Gilman Playground and Little Hollywood Park), the topography of this area provided by Bayview Hill and the 101 Freeway represent barriers to access. Additionally, in order to access Little Hollywood Park, residents need to cross the freeway on either Alana Way or Blanken Ave, both of which lack pedestrian amenities.

3.1

Lastly, the Visitacion Valley Community Facilities and Infrastructure Fee and Fund (the Impact Fee) dedicates \$1.38 million to recreation and parks improvement in the Visitacion Valley area. However, as mentioned in the Planning Code Amendments (2010.0863T), (the Ordinance), this fund is described for capital improvements to existing parks, and not on new open space acquisitions. Furthermore, in terms of parks serving the Executive Park area, only Little Hollywood Park falls under the Fee Area of the Ordinance. The Report's recommendation to amend the Ordinance due to increased population is very well advised.

While the Executive Park plan and the Report propose passive open space and pedestrian walkways for the area, we encourage the project sponsor to explore a new neighborhood park within the project area with a children's play area.

Karen Mauney-Brodek  
Deputy Director for Park Planning  
Planning and Capital Division



November 27, 2010

Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission Street  
Suite 400  
San Francisco, CA 94103

Dear Mr. Wycko:

4.1 I live in Little Hollywood, the neighborhood next to Executive Park, where there is a proposed redevelopment of the existing office buildings to a residential and commercial high-rise. The thought of high-rise buildings on that site is very troubling to me and I want to let you know that my neighbors and my family strongly oppose the project.

One of the main concerns is that this sort of development will ruin the peace and calm of our little neighborhood. We know that the area just cannot handle this traffic that would come from a huge influx of people in the area. The streets are small and quiet and have a lot of wear and tear as it is. Our other concern is that the development will turn into a slum similar to what was formerly on the other side of our neighborhood, down Bayshore in Sunnydale, the Geneva Towers. This is said to not be a likely scenario with this property but I think the concern is realistic and perhaps inevitable.

The area already has an inaccurate reputation and I think it will be very hard to sell this as a luxury high-end development. There is a real stigma about the area surrounding Candlestick and that just might be the biggest challenge for the project and the main reason why this project will fail. Should it fail, what will happen? I haven't heard any back-up plans.

4.2 It will also visually blight the view of the residents in my neighborhood as well as people coming into the city from the airport or the peninsula. The towers will stick out like a sore thumb and take away the suburban feel of our area.

I implore you to take the sentiments and concerns of our neighbors and myself to heart and consider the effects this will have on our area, our property values, and our quality of life.

Sincerely,



Jacob Abusharkh  
264 Peninsula Avenue  
San Francisco, CA 94134  
415-269-2474

November 26, 2010

Julie Abusharkh  
264 Peninsula Avenue  
San Francisco, CA 94134

Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission St. #400  
San Francisco, CA 94103

Dear Mr. Wycko:

This letter is regarding the proposed construction of high-rise towers at the site of the current office buildings at Executive Park in San Francisco. I am a local resident, state employee and mother. I am opposed to this project. This will be a negative addition to our neighborhood.

5.1

I grew up in this neighborhood and saw it evolve over the years. It is a special area, a hidden treasure in San Francisco. However, we are in very close proximity to some historically high crime areas including the Bay View and Sunnydale. When my children were born I was nervous because of our proximity to the notorious Geneva Towers. And I was happy to see them demolished years ago. I feel like this is a case of history repeating itself. I think that if this project fails to perform the way it is proposed (which often happens in large real estate deals) then we will have another high crime high-rise on our hands.

We were nearly driven out the city to live in the suburbs of the peninsula years ago. But this is our city and our neighborhood and we should have the right to preserve our hidden jewel that is Little Hollywood.

5.2

Further, this is a small quiet area with quiet streets. I just don't think the area can support an extraordinary amount of people and traffic. It is gridlock for a few Sundays during football season when the 49ers are playing, which is bearable, but that sort of gridlock on a daily basis will be a nightmare.

Please know that the neighbors do not want this. Please help us keep our area pleasant.

Thank you,



Julie Abusharkh  
415-467-4055

QuickTime™ and a  
TIFF (LZW) decompressor  
are needed to see this picture.

*Working for a Better Community*  
1999-2010

Joy Navarette  
San Francisco Planning Department  
5660 Mission Street, Suite 400  
San Francisco, CA 93103

Dear Ms. Navarette,

Thank you for all the work you and your colleagues have done on the Environmental Impact Report for the Yerby and Universal Paragon development proposals for Executive Park.

As the Chair of the Visitacion Valley Planning Alliance, I have been following my community's concerns about this project for several years, particularly around the issues of building heights, massing, aesthetics, open space, transportation and circulation. The following comments are supported by the Visitacion Valley Planning Alliance's Board of Directors.

**Transportation and Circulation**

Personally, I have no issues with the building heights (nor do many of our board members), but I am very concerned about the impact the projected population increase will have on traffic and circulation. It is clear from the LOS findings for many intersections, that the Visitacion Valley community is being asked to shoulder a great burden in order to fulfill the needs of the city in terms of housing quotas. (particularly in Little Hollywood and along Bayshore Boulevard/Tunnel and Blanken Avenues' intersections and for the Highway 101 exchanges). Over and over the impacts are found to be *Significant and Unavoidable* with many intersections and exchanges being reduced to LOS F. The proposed Executive Park developments will create enormous traffic congestion along the Valley's critical main traffic and public transportation arteries with no hope of effective mitigation. This is unacceptable, yet standard procedure in how Visitacion Valley

6.1





has been treated historically. This sort of proposal would never have traction in more affluent and powerful neighborhoods in the city.

**Air Pollution**

6.2

With increased traffic comes a rise in air pollution that will affect the surrounding neighborhood. There needs to be a study done on the increase in auto pollution around the intersections that will be at levels E and F, as well as an overall pollution study about all the intersections and the diversion of traffic to side streets. What about the increased pollution from Highway 101 on Little Hollywood, Schlage Lock and Executive Park, to say nothing about the normal existing pollution from auto emissions?

**Alternate B**

6.3

It clearly states on page VII:15 that “Alternate B: Development Under existing Zoning and Height and Bulk Controls would be the environmentally superior alternative due to its reduced development program and building heights”. If this is the case, then why would there be any consideration of any new proposal that would create the gridlock anticipated by the Yerby and UPC developments’ proposals and be environmentally harmful?

*As stated in “The Precautionary Principle and the City and County of San Francisco March 2003: When an activity raises threats of harm to human health or the environment, precautionary measures should be taken even if some cause and effect relationships are not fully established scientifically. In this context the proponent of an activity, rather than the public, should bear the burden of proof. The process of applying the Precautionary Principle must be open, informed and democratic and must include potentially affected parties. It must also involve an examination of the full range of alternatives, including no action.—1998 Wingspread Statement on the Precautionary Principle”*

Alternate B is more amenable to our neighborhood in terms of traffic impacts. There should be further traffic studies done showing the correlation between the various LOS categories and population increases. At what point does population increase tip the scale towards LOS E or F at various intersections? The major impacts will not be on Executive Park itself, but on the outlying streets and Highway 101. We should seek a better housing unit balance to alleviate traffic congestion. It is not necessary that Visitacion Valley absorb the lion’s share of housing for the rest of the city. It is just easy given the city’s perception of our neighborhood.



↑ There might be a compromise between the new developers' proposal as seen in this EIR and more housing and taller heights than allowed in Alternate B, which would be determined by a better evaluation of the correlation between LOS, traffic impacts and housing.

### Open Space

6.4 Given the proposed number of 1,600 housing units and the projected population increase of 3,630 people, there needs to be a greater commitment to creating more viable public open space, not just private balconies, terraces and walkways. The hillside behind Signature Properties is cited as open space, but it is not ADA accessible and poorly landscaped to say nothing of not being a very attractive place to explore. It does not connect to Bayview Hill Park and is not user friendly for either adults or children. It is space that could not be built on by developers due to its steepness and is used to give an illusion that there is sufficient open space available to the proposed influx of new residents. At the steep Native Plant Garden on the Visitacion Valley Greenway, there are switchback ADA accessible pathways and lush landscaping that the developers at Executive Park have not yet been able to achieve. Where is the real commitment to open space and beautification?

Equally, access to the Bay and Candlestick State Park is problematic due to the width of Harney Way, which will become equivalent to a freeway, once it is expanded. Although Executive Park is surrounded by natural areas, they are not easily accessible. Consequently, there needs to be more park space within the new developments. There is less open space allotted for 1,600 units of housing proposed for these developments than there is proposed for Schlage Lock with 1,250 units of new housing. Throughout the entire greater Executive Park Area, there are no recreational spaces or community gardens equal to those being proposed for Schlage Lock. Given the proposed buildings' heights and the narrow alleyways and courtyards, (which are actually light wells for the inner units) the proposed open space will become shadowy canyons. The open space component issue needs to be explored further.

↓ Rooftop open space needs to be required, not only for recreation, passive and active, and contemplative spaces, but also for aesthetic reasons. Those on the upper floors should look down on beautifully landscaped rooftops, not unsightly areas with mechanicals and roofing materials showing. Overall, there is an enormous need for community gardens in San Francisco and the new residents at Executive Park, without adequate open space would be able to garden in their own plots atop the roofs. Also, rooftop rain collection for irrigation will help reduce



6.4, cont'd

↑ overflow and demand on fresh water supply for irrigation and landscaping will help alleviate greenhouse effect.

### **Aesthetics**

6.5

Figure V.B.2 on page V.B.6 shows the view of the proposed site from Highway 101. The overall outline for the lower buildings flanking the towers is in great need of rooftop articulation. Varying heights ascending to the towers is desirable to create a more interesting and aesthetically pleasing skyline.

Street level heights would be better, if they were lower. i.e. only 2-3 stories to make the streets seem less cavernous.

### **Planning Process**

6.6

Historically, the planning process for Executive Park has been hindered by a lack of adequate community planning and involvement. Compared to the planning process at Schlage Lock the efforts have been stunningly insufficient. There needs to be more proactive participation by the planning department in conducting community planning, rather than leaving it up to the developer to oversee the process. Although deeply flawed, at least BVHP had the participation of city government in the community planning process for the Lennar development. As a result of the lack of overview for the entire Executive Park area and its several developers, the developments have resulted in a hodgepodge of styles with no unifying vision and dearth of public amenities. Going forward, I would hope that there would be a better planning process that would be more inclusive of the Visitacion Valley community.

Personally, I look forward to development at the site, but it needs to be neighborhood friendly. We need to take into account the bigger picture and help build a healthy community, not only in Executive Park, but also in the greater Visitacion Valley neighborhood. I look forward to all the new developments that are slated for our community at Executive Park, Schlage Lock, Sunnydale and the Baylands.

Respectfully,  
Fran Martin

November 26, 2010

John M. Sant  
Resident  
259 Peninsula Avenue  
San Francisco, CA 94134

Bill Wycko  
Environmental Review Officer  
San Francisco Planning Department  
1650 Mission Street Suite 400  
San Francisco, CA 94103

Dear Mr. Wycko:

I am writing this letter to oppose the construction of residential-commercial mixed-use buildings ranging in height from 68 feet to 240 feet in Executive Park.

7.1 I have lived in Little Hollywood for over 50 years and have always enjoyed the area and views of the Bay and sail boats, and the peace and quiet of the area. Building these towers will completely block my view as well as the views of my neighbors. The traffic is now at capacity on

7.2 Blanken Avenue during morning and afternoon periods. The employees from Executive Park and the people living in the Executive Park area use Blanken Avenue to enter and leave the area, which causes heavy traffic. And the shuttle bus that operates does not relieve traffic significantly. I have children who also live in Little Hollywood who have their own homes and raising their families here.

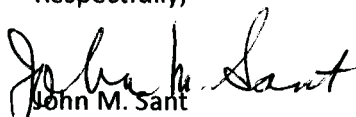
I have heard that there are plans to improve Blanken Avenue, by this is meant that additional lights will be installed in the tunnel underneath the freeway. This is not going to help reduce the amount of traffic on Blanken Avenue.

7.3 The area where Schlage Lock was is now being prepared for housing and hopefully, a shopping area. I think it would be wise for Yerby Company and Universal Paragon Corporation to wait and see the end results of the Schlage Lock area project before taking further action. They say no way will the Executive Park Towers become a "Geneva Towers" but if the project fails, then what?

7.4 Please scale the project down to the height of the present office space buildings. Let's not spoil Little Hollywood and drive good families out of the area and out of San Francisco. We citizens deserve some consideration.

Written by a San Francisco native, long-term property owner and tax payer.

Respectfully,

  
John M. Sant  
415-467-1413



November 26, 2010

Jeanette Santos  
238 Peninsula Ave.  
San Francisco, CA 94134

Bill Wycko  
Environmental Review Officer  
SF Planning Dept.  
1650 Mission St.  
Suite 400  
San Francisco, CA 94103

Dear Mr. Wycko,

8.1 I am a resident in the neighborhood of Little Hollywood, which is adjacent to Executive Park, which is a proposed development site for high-rise towers with residential housing and commercial spaces. I fervently oppose this project. My neighbors and I, are concerned that this will ruin our neighborhood.

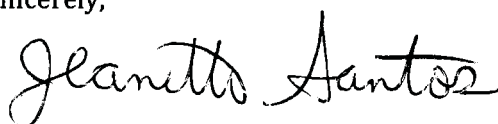
I have raised my kids here and have been proud of our tranquil neighborhood. It is quiet, safe, and neighborly.

8.2 Throughout the years we have always had to venture away a bit for groceries and other services because there aren't many stores close by. But that is part of what keeps the area quiet. If the project is built, there will be a lot more traffic of people coming and going in and out of the area to do their shopping, etc. The area just can't sustain more traffic, more cars, and more residents. Parking is already very scarce.

8.3 In all reality, this project will be an eyesore from Highway 101. Also, I have noticed that there are so many distressed properties in the new buildings South of Market. I really don't think this project will be as successful as the developers are assuming. And we will end up with a lot of excess, empty real estate, which will be a detriment. I think it will end up like the Geneva Towers in Sunnydale, riddled with low-income housing, drugs and crime, which will completely spoil the area.

Please give my neighbors and me some consideration. Please allow our voices to be heard. Please don't allow outside developers to come in and ruin what we have worked so hard and long to create.

Sincerely,

  
Jeanette Santos

Toshimitsu Tabata  
301 Crescent Ct. #3413  
San Francisco, CA 94134

November 8, 2010

Bill Wycko, Environmental Review Officer  
c/o Executive Park Draft EIR  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103

**RECEIVED**

NOV 09 2010

**CITY & COUNTY OF S.F.**  
PLANNING DEPARTMENT  
M E A

RE: Executive Park Draft SEIR

Dear Mr. Wycko:

This is to respond to the recently published Draft Subsequent Environmental Impact Report of the Yerby Company and Universal Paragon Corporation Development Projects.

9.1 | After reading the developers' responses in the SEIR, although I understand that they provided further information on the projects, I am still seriously concerned about the drastic and critical impact on traffic and the scenic views and resources of the rustically beautiful Candlestick Point area. In addition, given the approved development projects of the Visitacion Valley

9.2 | Redevelopment Plan and the Candlestick Point-Hunters Point Shipyard Phase II Development Plan Project in immediate proximity, I feel that the scale of these development projects will have very negative consequences on the above mentioned issues. Therefore, I strongly request that San Francisco Planning Department as lead agency evaluate the environmental consequences of the Yerby Company and Universal Paragon Corporation Development projects, looking at a big picture of the overall Visitacion Valley/Candlestick Point/Hunters Point neighborhood development plans, and make responsible and sensible decisions for the Candlestick Point residents.

Here are my main concerns about the Yerby Company and Universal Paragon Corporation Development Projects.

- 9.3 | • **Destruction of the scenic views and resources of the Bayview Hill/San Francisco Bay.**  
In the SEIR, although the developers emphasized on the urban design element of these projects with a distinctive skyline that complements the surrounding neighborhoods, as a resident's point of view, who has lived in this neighborhood for the last three years and appreciated the beauty of the nature here, I believe the scale of these projects will destroy its rustically beautiful scenery. Additionally, I am very concerned about the environmental
- 9.4 | damage to the San Francisco Bay caused by mud and dirt from the construction. Once the nature is damaged and ruined, it will take years to be restored.
- 9.5 | • **Shadow.** I have seen new developments around here in the last three years, specifically Signature Properties townhouses and Ashton Apartments. This area has become a more and more residential area with low rise buildings. In this sense, the proposed five up to 16-

9.5,  
cont'd

story buildings and eight up to 24-story buildings will cast shadow over the neighboring townhouses and buildings. It will have a negative impact on our property values. As a San Francisco property tax payer, I would not like to experience it under the circumstances of this persistent housing crisis. In addition, considering the fact that this area has been established as a residential area over the years, the proposed height allowance should not be approved.

9.6

- **Traffic congestion.** In fact, these projects will bring more than 1,600 cars driven by residents and commuters in this tiny area. Also, the Candlestick Point/Hunters Point Shipyard development project will potentially add more than 10,500 cars in this neighborhood. Consequently, the traffic condition around here will be significantly congested.

9.7

- **No mitigation measures provided on many issues.** The Yerby Company and the Universal Paragon Corporation have failed to provide feasible mitigation measures to many of the issues and concerns. If they cannot provide mitigation measures and they think the consequences of the impact by the projects are significant and unavoidable, their projects should not be approved.

9.8

- **Lack of supporting study.** In the draft SEIR, one of the objectives of The Yerby Company and the Universal Paragon Corporation is to reduce dependency on the automobile. I would like to know whether people will change their driving behavior by just providing residents with pedestrian oriented urban environment. Also, the Candlestick Point is not like an urban neighborhood like Russian Hill, Nob Hill, or even SOMA. I would like to know what kind of study they base their theory on as to why residents will use bicycles as a means of transportation if they are given this kind of environment. The companies should make the supporting study available for review.

9.9

- **Revocation of the Candlestick Point the Cove Phase III approval.** I was told by the Candlestick Point the Cove realtors that the building of the Phase III is 10-story, not 16-story. In Figure V.B-2 Viewpoint Looking a north from US 101 Northbound, it looks like a misleading illustration. Furthermore, it doesn't represent the realistic heights of each building. Why is there not a distinctive height difference between Top Vision's 16-story building and Universal Paragon Corporation's 24-story building? Anyhow, if San Francisco Planning Department decides to disapprove the proposed amended height allowance of the Yerby Company and Universal Paragon Corporation development projects, the agency should also consider revoking the approval of the Candlestick Point the Cove Phase III development project for the same reasons.

In summary, considering the critical issues on environmental impacts, the destruction of scenic view and resources, traffic congestion, I sincerely request San Francisco Planning Department reject the proposal of the Yerby Company and Universal Paragon Corporation Development projects. Please keep me posted with new developments with the projects.

Thank you.

Sincerely,



Toshimitsu Tabata