



# SAN FRANCISCO PLANNING DEPARTMENT

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## Addendum to Environmental Impact Report

*Addendum Date:* June 7, 2011  
*Case No.:* 2006.0422E  
*Project Title:* Executive Park Amended Subarea Plan and the Yerby Company and Universal Paragon Corporation Development Projects  
*EIR Certification:* May 5, 2011  
*Project Sponsor:* George Yerby, The Yerby Company  
Jonathan Scharfman, Universal Paragon Corporation  
*Lead Agency:* San Francisco Planning Department  
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### REMARKS

#### ***Background***

A final environmental impact report (EIR) for the subject project, file number 2006.0422E, was certified on May 5, 2011.

The project analyzed in the EIR is as follows:

The 71-acre Executive Park Subarea Plan Area is a subarea of the *Bayview Hunters Point Area Plan*, located in the southeastern part of San Francisco, just east of U.S. Highway 101 and along the San Francisco/San Mateo County boundary. The proposed project consists of amendments to the General Plan, the Executive Park Subarea Plan of the *Bayview Hunters Point Area Plan*, Planning Code, and Zoning Map to provide for the transition of the existing office park development within a 14.5-acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area (with a total of 1,600 residential units and about 73,200 gsf retail). The proposed amended Subarea Plan would establish an Executive Park Residential Special Use District within the Yerby and UPC development sites (see below), change the zoning within this area from a C-2 (Community Business) District to an RC-3 (Residential-Commercial Combined, Medium Density) District, and would change the maximum allowable heights throughout this area to a range from 65 feet to 240 feet. The proposed amended Subarea Plan would also address land use, streets and transportation, urban design, community facilities and services, and recreation and open space by implementing objectives and policies, and would provide design guidance for buildings, streets, pathways, and parking, as well as "green building" approaches.

The proposed project also includes two specific development projects that would implement the proposed amended Subarea Plan and complete the buildout of the Executive Park Subarea Plan Area: The Yerby Company (Yerby) development project and the Universal Paragon Corporation (UPC) development project (see Figure III-5 on EIR p. III.17). At 5 Thomas Mellon Circle, Yerby proposes to demolish the existing office building and remove the existing surface parking

spaces on the Yerby site, and redevelop the site with approximately five residential-commercial mixed-use buildings, ranging in height from 68 feet (6 stories) to 170 feet (16 stories) containing a total of approximately 500 residential units and up to 750 below-grade parking spaces. At 150 and 250 Executive Park Boulevard, UPC proposes to demolish the two existing office buildings and remove the existing surface parking spaces, and redevelop the site with eight residential and commercial mixed-use buildings, ranging from 65 feet (6 stories) up to 240 feet (24 stories) tall containing a total of approximately 1,100 residential units and up to 1,677 below-grade parking spaces. The Yerby and UPC development projects would also include residential private and common open space and several areas of publicly accessible open space, along with new streets, alleyways, and pedestrian walkways.

### *Contemplated Revisions to Project*

Within the proposed street plan, the block bounded by Executive Park West to the west, the proposed A Alley to the north, the proposed D Street to the east and the proposed B Street to the south (Block A for the purposes of this Addendum) proposed and analyzed in the EIR as an 85/170-EP height and bulk district, allowing for a 16-story tower with a 6-story, 85-foot-tall base on Block A. The block immediately to the east of Block A (Block B for the purposes of this Addendum) is bounded by D Street to the west, A Alley to the north, E Street to the east, and B street to the south. Block B was proposed and analyzed in the EIR as a 65/85-EP height and bulk district, allowing for a 6- to 8-story building on Block B. (See Figure III-9 on EIR p. III.24.)

Subsequent to the certification of the final EIR, changes to the height and bulk districts for Blocks A and B have been contemplated. The contemplated revisions to the proposed project (proposed project as revised) would essentially trade the respective building heights and volumes, as originally proposed for Block A, with that of Block B, to relocate the 16-story tower height from Block A to Block B. (See Exhibit A: Revised Site Plan.) Under the proposed project as revised, Block A, instead of Block B, would receive a 65/85-EP height and bulk designation. Block B, instead of Block A, would receive a 65/170-EP height and bulk designation to allow for a 16-story tower on Block B. (See Exhibit B: Revised Height and Bulk Map.)

A 65- to 85-foot-tall, 6- to 8-story building would be constructed on Block A. The building on Block B would be similar to the footprint of the tower building previously proposed for Block A under the EIR project. The footprint of the 16-story tower building on Block B would be similar to the footprint of the tower building previously proposed for Block A under the EIR project. The tower façade would front on A Alley and E Street, with a 65-foot (6-story) podium fronting on B and D Streets. Along the A Alley frontage, the western-most part of Building B as revised, would include a 6-story base structure.

The amount and types of uses, the proposed street grid, and site access would remain unchanged from the project analyzed in the EIR.

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

### *Analysis of Potential Environmental Effects*

Because of the shift of tower volume and height from Block A to Block B, the environmental topics of Aesthetics, Shadow, Wind, and Recreation merit some additional discussion under the proposed project as revised.

#### Aesthetics

The proposed project as revised does not call for any change to the analysis and conclusions of the EIR with respect to the topic of Aesthetics (scenic resources, scenic vistas, and visual quality). (See Figure V.B-2 on EIR p. V.B.6, Figure V.B-3 on EIR p. V.B.8, Figure V.B-4 on EIR p. V.B.9, Figure V.B-5 on EIR p. V.B.11, and Figure V.B-6 on EIR p. V.B.12.) The shift of tower volume eastward would not obstruct any scenic view of the Bayview Hill scenic resource. Rather, when viewed from Highway 101 northbound, the revised configuration of heights would taper the height of development downward to the west allowing the proposed and approved tower volumes within the Subarea Plan Area to better echo the mounded shape of Bayview Hill rising in the background. (See Exhibit C: Visual Simulations - EIR Project and Project as Revised, Highway 101 Northbound.) Further, the revised configuration of heights would better preserve views of San Francisco Bay for motorists traveling southbound on Highway 101 as they approach the Subarea Plan Area from the north and for persons viewing the Bay from the raised northern end of the Little Hollywood neighborhood. (See Exhibit D: Visual Simulations – EIR Project and Project as Revised, Highway 101 Southbound. See also Figure V.B-5 on EIR p. V.B.11.)

Like the EIR project, the proposed project as revised would not result in any significant impacts related to the Aesthetics.

#### Shadow

The proposed project as revised does not call for any change to the analysis and conclusions of the EIR with respect to the topic of shadow. Although relocating the 16-story tower from Block A to Block B would move the tower about 160 feet closer to the boundary of Bayview Hill Park, and would accordingly shift the maximum extent of its potential shadow closer to Bayview Hill Park, the maximum potential extent of shadow resulting from the relocated tower on Block B would still not reach the boundary of the Park. (See EIR Figure V.J-1: Maximum Extent of Net New Project Shadow on Bayview Hill Park Area A on October 4 (5:47 PM PDT) on EIR p. V.J-7.) Note that in this figure, the maximum extent of shadow from Building 2 would not reach the boundary of Bayview Hill Park, despite Building 2 being closer to the boundary of Bayview Hill Park than the relocated tower on Block B under the proposed project as revised, as well as taller in height (by about 30 feet), and higher in base elevation located upslope from Block B.

Near the end of the day (one hour before sunset) around the summer solstice, the relocation of 16-story tower height eastward from Block A to Block B would shift project shadow incrementally eastward accordingly, from the surface of the Bay to a strip of the shoreline at the western end of Candlestick Point State Recreation Area (See EIR Figure V.J-2: Shadow Impact on Candlestick Point State Recreation Area on June 21 (5:30 PM, 6:30 PM, 7:35 PM PDT) on EIR p. V.J.9.) As with the EIR project, new shadow on Candlestick Point State Recreation Area at the end of the day around the summer solstice is not expected to substantially interfere with the public's use and enjoyment of the park, and park users who seek sunlight could use other portions of the park along the shoreline that would continue to remain in sunlight at this time.

For the same reasons that the EIR project would not interfere with the public's use and enjoyment of proposed publicly accessible open space (EIR p. V.J.11-V.V.12), the proposed project as revised would not have a significant adverse impact on proposed publicly accessible open space.

For these reasons, like the EIR project, the proposed project as revised would not result in any significant impacts related to Shadows on public open space.

### Wind

The proposed project as revised does not call for any change to the analysis and conclusions of the EIR with respect to the topic of Wind.

The wind impacts of proposed project as revised have been studied by an independent wind impact consultant (see Exhibit E: Wind Effects of Relocating the 16-Story Tower from Building A to Building B, May 25, 2011). This additional wind analysis supplements the study of wind impacts prepared for the EIR project to account for the contemplated revisions to the proposed project that may affect wind patterns in the project area. As discussed on p. 6, the supplemental wind analysis concludes: Relocating the 170 feet high tower from Block A to Block B, reducing the Building B base to 65 feet in height, and keeping Building A at 85 feet in height, would result in minor changes in wind speed at various pedestrian level locations within two blocks of those building sites. The changes expected at most of these locations appear to be reductions in wind speed. Changes in wind speed may result in a new exceedance of the pedestrian comfort criterion or may result in eliminating an exceedance of a project or existing pedestrian comfort criterion. However, none these wind speed changes would result in an exceedance of the wind hazard criterion.

Like the EIR project, the proposed project as revised would not result in any significant impacts related to Wind (pedestrian level).

### Recreation

The proposed project as revised does not call for any change to the analysis and conclusions of the EIR with respect to the topic of Recreation related to the windsurfing recreational resource at the nearby Candlestick Point State Recreation Area.

The wind impacts of proposed project as revised on this recreational resource have been studied by an independent wind impact consultant, (see Exhibit E: Wind Effects of Relocating the 16-Story Tower from Building A to Building B, May 25, 2011). This additional wind analysis supplements the study of wind impacts on the recreational resource under the EIR project to account for the revisions to the proposed project that may affect wind patterns in the project area. As discussed on p. 6, the supplemental wind analysis concludes that relocating the tower make no detectable difference effect on wind speeds or wind turbulence at the windsurfing launch site at Candlestick Point State Recreation Area or in the sailing area that lies to the southeast of the project site from conditions to be expected with the EIR project.

Like the EIR project, the proposed project as revised would not result in any significant impacts related to Recreation (windsurfing recreational resource).

### Other Environmental Topics

The contemplated changes under the proposed project as revised are limited to shifting tower volume and height from Block A to Block B, one block to the east within the development

project site. The proposed project as revised is otherwise substantially the same as the project that was studied in the EIR with respect to the character and quantity of proposed land uses. It would provide the same amount of residential units, parking spaces, and commercial uses as described and analyzed in the EIR. It would not change the location or layout of proposed land uses. It would not change the proposed street plan of the Yerby and UPC development projects, or alter site access points to the Yerby and UPC development sites or buildings. Like the project as originally proposed, the proposed project as revised would not substantially change the location, amount, or character of grading or site disturbance required for construction. As such, the proposed project as revised requires no further discussion of the following environmental topics: Plans and Policies; Land Use; Population and Housing; Cultural Resources; Transportation and Circulation; Noise; Air Quality; Recreation; Utilities and Service Systems; Public Services; Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards/Hazardous Materials; Mineral/Energy Resources; and Agricultural Resources.

### ***Conclusion***

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final EIR certified on May 5, 2011 remain valid for the contemplated revisions to Blocks A and B. The revisions to the project would not cause new significant impacts not identified in the EIR, and no new mitigation measures would be necessary. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

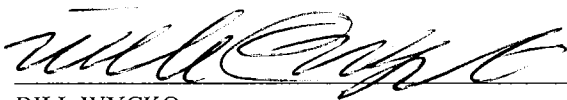
### **Exhibits**

- Exhibit A: Revised Site Plan
- Exhibit B: Revised Height and Bulk Map
- Exhibit C: Visual Simulations - EIR Project and Project as Revised, Highway 101 Northbound
- Exhibit D: Visual Simulations - EIR Project and Project as Revised, Highway 101 Southbound
- Exhibit E: Wind Effects of Relocating the 16-Story Tower from Building A to Building B

Date of Determination:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

June 13, 2011



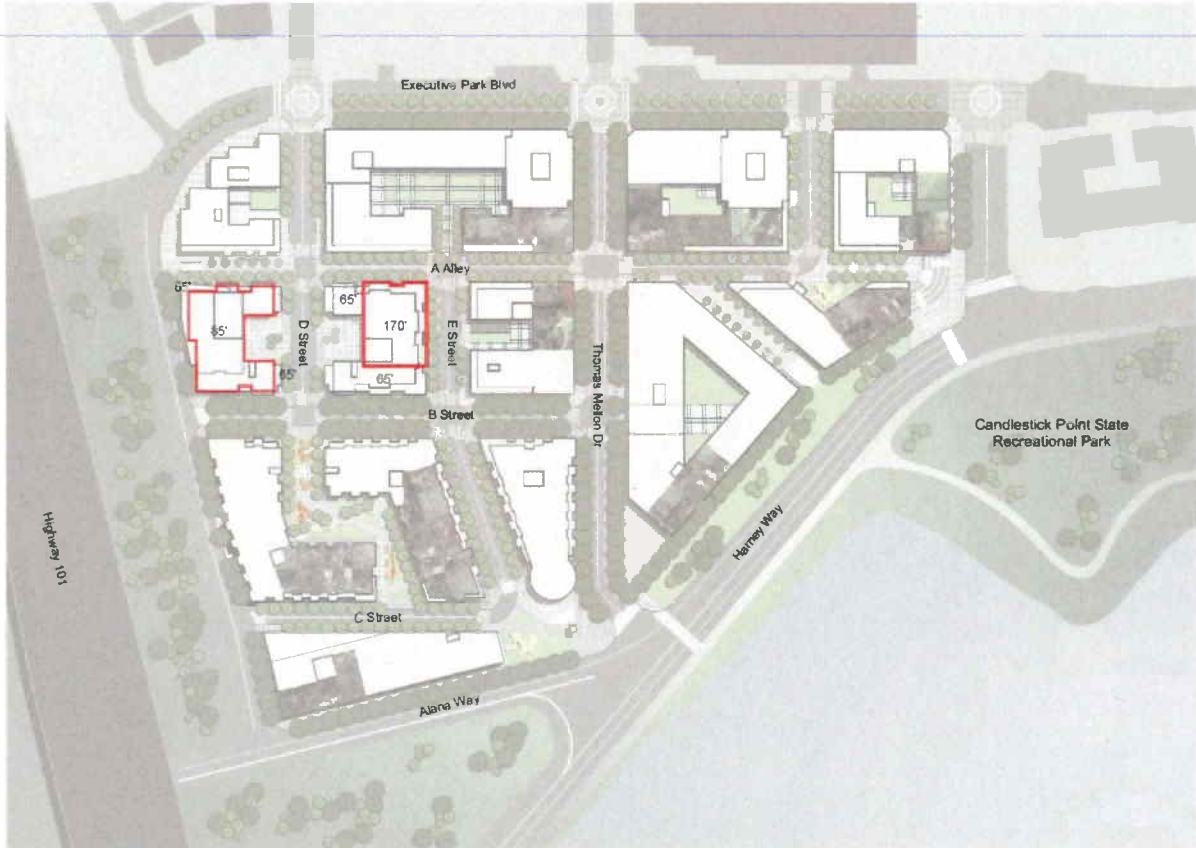
BILL WYCKO  
Environmental Review Officer

cc: George Yerby  
Jonathan Scharfman  
Joy Navarrete, Environmental Planning Division

Bulletin Board / Master Decision File  
Distribution List

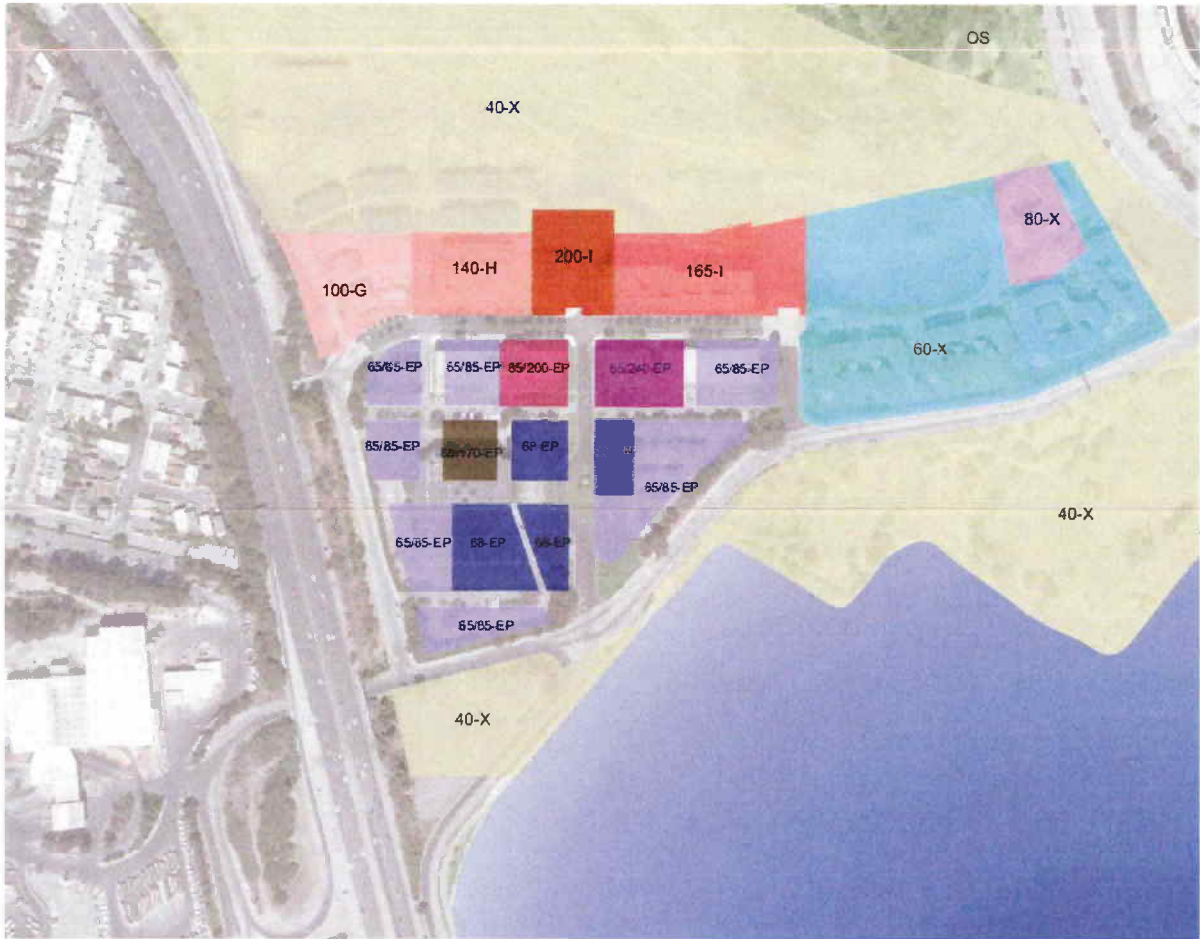


**EXHIBIT A: REVISED SITE PLAN**



Source: Heller-Manus

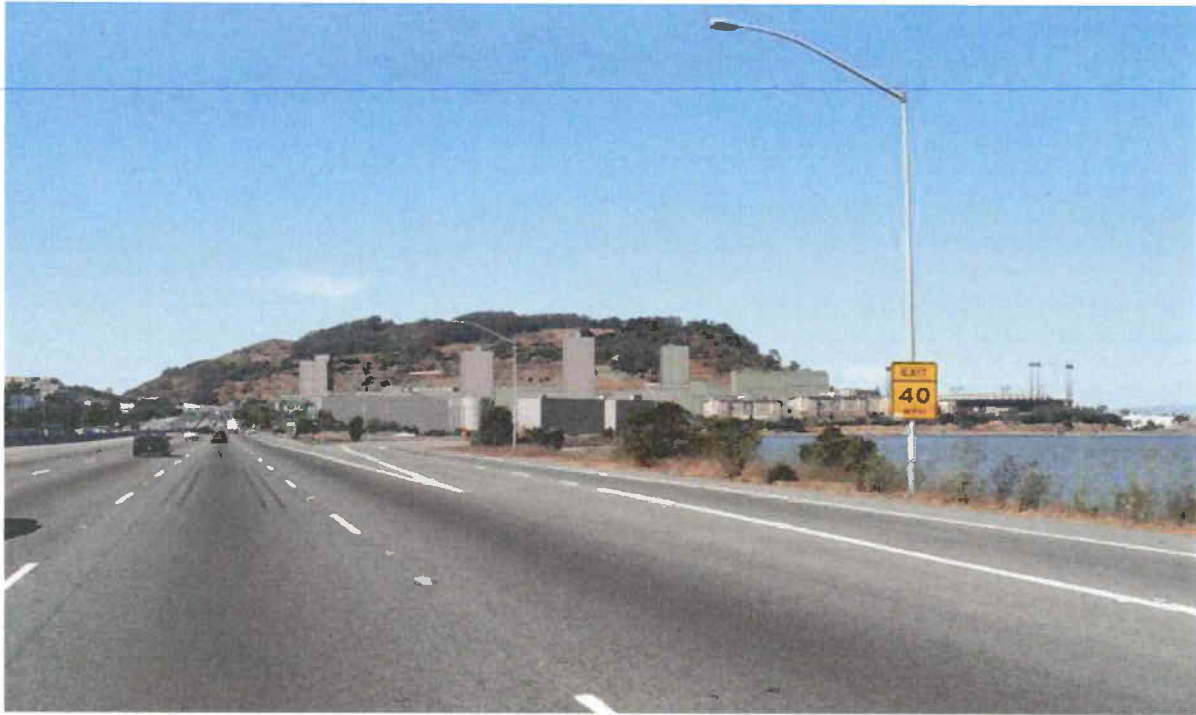
**EXHIBIT B: REVISED HEIGHT AND BULK MAP**



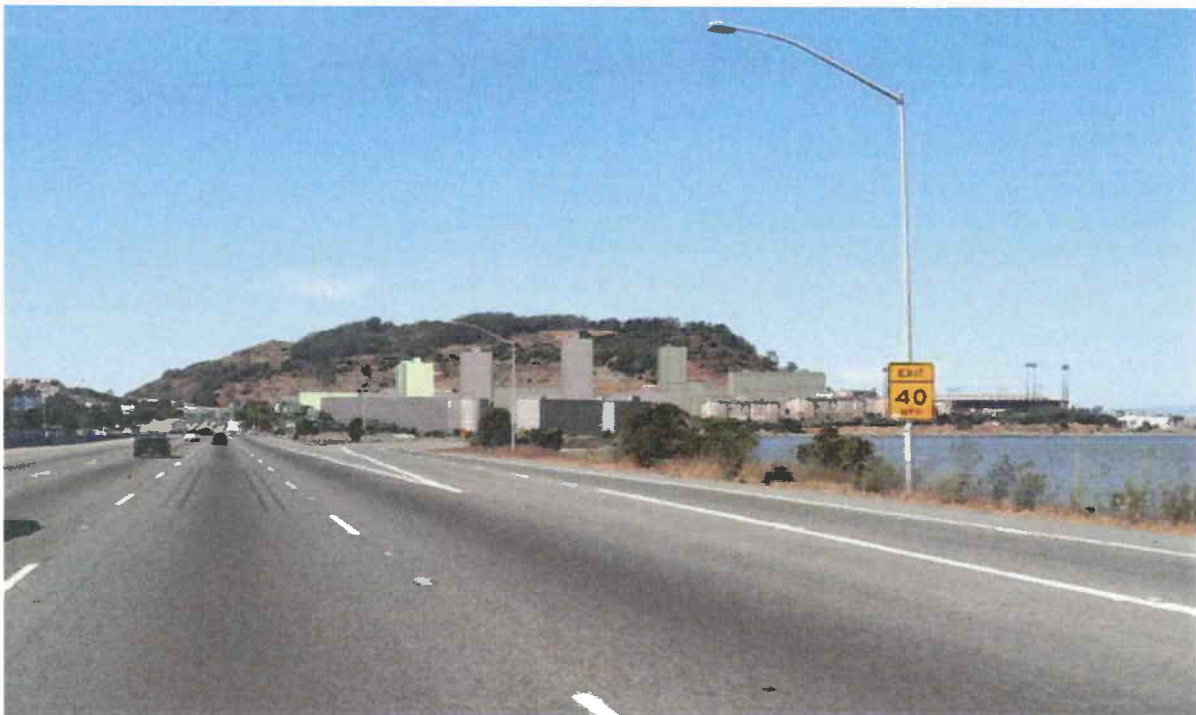
Source: San Francisco Planning Department



**EXHIBIT C:  
EIR PROJECT AND PROJECT AS REVISED, HIGHWAY 101 NORTHBOUND**



EIR Project



Project as Revised  
Source: Heller-Manus

**EXHIBIT D**  
**EIR PROJECT AND PROJECT AS REVISED, HIGHWAY 101 SOUTHBOUND**



EIR Project



Project as Revised  
*Source: Heller-Manus*



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May 25, 2011

Nancy Cunningham Clark  
Principal  
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**Subject:** Wind Effects of Relocating the 16-story Tower from Building A to Building B,  
The Yerby Company Development Project at Executive Park,  
Planning Department Case No. 2006.0422E  
ESA 208449

Dear Nancy:

This letter evaluates the wind effects of revising the proposed height limits in the Executive Park Subarea Plan amendments to relocate one tower of the Yerby Company Development Project within Executive Park. The contemplated change in the development would relocate the western-most tower (Building A) one block to the east, replacing the tower with development at a height of 6- and 8-stories, up to 85 feet. Relocating the tower has the potential to alter the wind effects of the project as it was proposed and reported in the EIR. This analysis considers whether relocating the tower would result in adverse wind effects that were not already considered and fully reported in the EIR.

To evaluate the wind effects of this potential relocation, I first reviewed the details of three Technical Memoranda that reported the findings of technical analysis of wind effects and also reviewed the published Draft and Comments and Responses of the projects' Environmental Impact Report. These sources are:

- "Executive Park Amended Subarea Plan and The Yerby Company and Universal Paragon Corporation Development Projects Environmental Impact Report", Draft dated October 13, 2010 and Comments and Responses dated November 18, 2010. City and County of San Francisco Planning Department: Case No. 2006.0422E, State Clearinghouse No. 2006102123.
- ESA Technical Memorandum, "Evaluation of Potential Changes in Wind Conditions at Executive Park, San Francisco, by Variant A Design of UPC Buildings 6 and 7 and Setback and Façade Articulation Changes;" February 1, 2010.
- ESA Technical Memorandum, "Potential Wind Conditions at Executive Park Development, Windsurfing Area Testing, San Francisco, California", June 29, 2009.
- ESA Technical Memorandum, "Potential Wind Conditions at Executive Park Development Pedestrian Area Testing San Francisco, California", May 1, 2009.

### **Original Wind Testing to Identify Pedestrian and Windsurfing Impacts**

The wind effects of the project as proposed divide into pedestrian-level wind effects that would be experienced by residents and visitors to the project, as well as by the potential of the overall development to adversely affect the speed and turbulence of the wind available to windsurfers in the Bay to the east and south of the project site. The

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Wind Effects of Relocating the 16-story Tower  
from Building A to Building B, Executive Park

pedestrian wind effects were analyzed in the May 1, 2009, Technical Memorandum, while the effects on wind available for windsurfing were analyzed in the June 29, 2009, Technical Memorandum. The findings of these technical studies were abstracted and presented for public review in Sections V.I and V.K of the Draft EIR.

### **Post Wind-Test Evaluation of Project Changes**

The February 1, 2010, Technical Memorandum presented my evaluation of the potential wind effects of certain design changes to the project that had been wind-tunnel tested. It considered both the effects on the pedestrian winds and on the winds in windsurfing areas that could directly result from a change in the configuration of UPC Buildings 6 and 7, as well as changes to the street setbacks and the façades of other project buildings within the development. The street setbacks and façades changes were incorporated into the project, while the UPC Buildings 6 and 7 configuration changes remain an available option under the project considered in the EIR.

An analysis of the potential changes in the project and their effects was performed and a detailed discussion was presented. The conclusions of the February 1, 2010, Technical Memorandum are quoted below:

“1. The UPC Buildings 6 and 7 variant reorients the street-level access road dividing the building and would close the northwest-southeast aligned pedestrian street dividing the two base buildings. No changes in wind speed at adjacent locations (#12, 13, 14, 18, 19, 24 and 25) would be expected to result, with the possible exception of a small increase at Location #18, at the intersection of B Street and the new street level access through the variant. Since both existing and project wind speeds exceed the comfort criterion at Location #18, a small increase would not cause a new comfort criterion exceedance there and would not result in a new wind hazard.

2. The setbacks and façade changes include overall widening the local streets and alleys by 10 ft., upper story setback changes, and the optional configurations of bay windows and stoops that may project up to 5 ft. into the street setback. If the road width increases alone are applied universally, wind speeds within the development are expected to increase in general, by approximately 1 mph on the streets to 2 mph on the alleys, with larger increases possible at a few locations near taller buildings. Since project wind speeds at a number of locations along Alleys do not exceed the comfort criterion, the up to 2 mph increases could cause some to exceed the pedestrian comfort criterion. Since the many of the project wind speeds along Streets do exceed the comfort criterion, the smaller increases typically would not cause new exceedances of the pedestrian comfort criterion. However, these increases would not be likely to create new wind hazards, in Alleys or in Streets.

If the road width increases are fully offset by adding substantial bay windows, porches and stoops with the largest possible projections into the setback, they would effectively maintain the current street width and avert the potential wind speed increases and increases in the number of pedestrian comfort criterion exceedances.

3. Any or all of these proposed changes would have no detectable effect on wind speeds or wind turbulence at the windsurfing launch site at Candlestick Point State Recreation Area (CPSRA) or in the sailing area that lies to the southeast of the Project site.”

The EIR referenced the February 1, 2010, Technical Memorandum and discussed the memorandum’s conclusions as it considered the potential impacts of the project as proposed.

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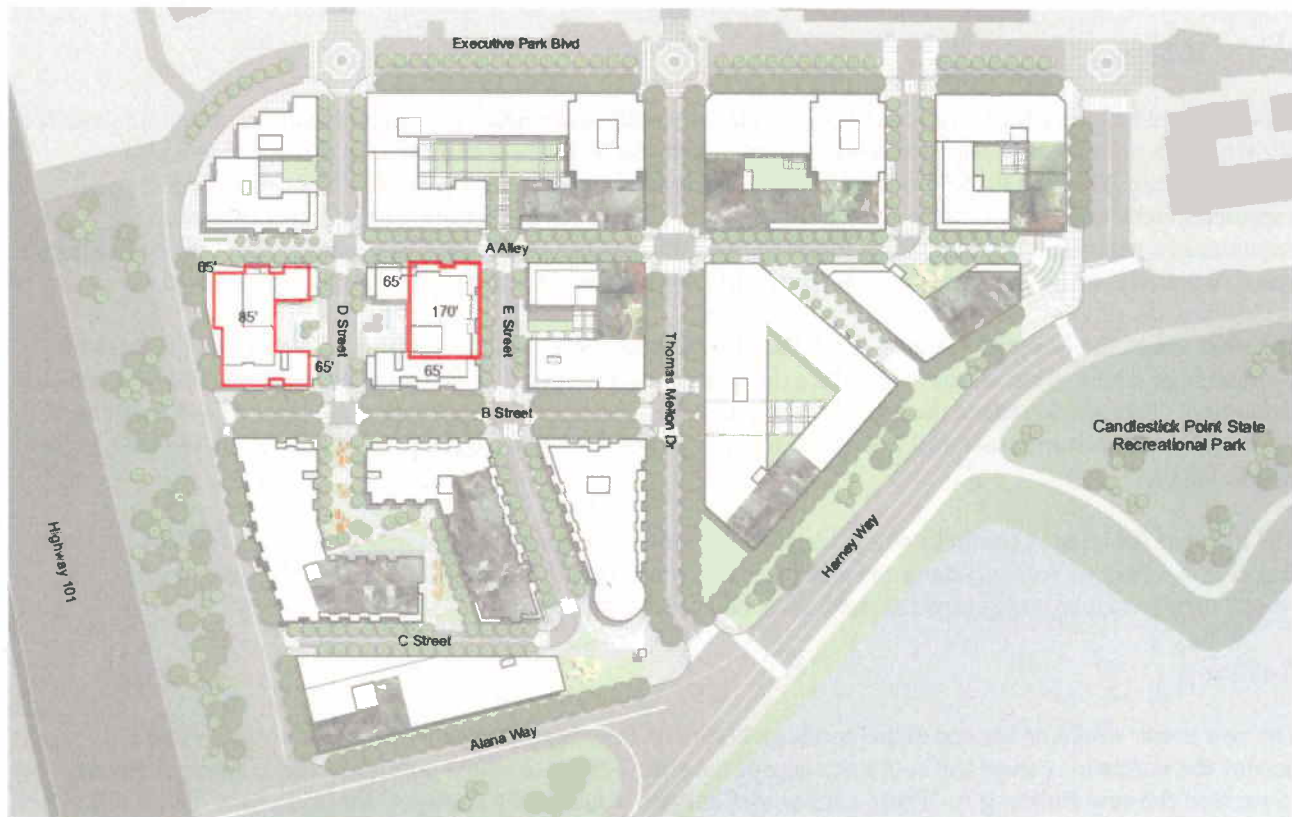
Wind Effects of Relocating the 16-story Tower  
from Building A to Building B, Executive Park

**Potential Tower Relocation - Project Changes and Discussion**

The following presents the detailed analysis and discussion of the contemplated changes to the project buildings A and B, and the anticipated resulting changes in the wind conditions.

Potential Relocation of the Tower

The project considered in the EIR proposes Building A as having a 16-story tower, with a 6-story base, and Building B, to the east, as an 8-story building. The contemplated tower relocation would result in Building A becoming a 6- and 8-story structure and Building B becoming a 16-story tower on a 6-story base. The footprint of the 16-story tower on Building B would be similar to the footprint of the tower of EIR project Building A. In effect, the relative building masses and towers of Buildings A and B would be exchanged. The Building B tower façade would front on A Alley and E Street, with a 65-foot (6-story) podium fronting on B and D Streets. Along the A Alley frontage, the western-most part of Building B would include a 6-story base structure. A map that shows the layout of the contemplated new configuration of Buildings A and B analyzed in this letter is presented below.



Wind Effects on Windsurfing

Given that the tower, whether on Building A or on Building B, would be the same height, same footprint size, and same orientation, the overall effect on those winds that pass over the site will be the same. Moving the tower to the east would not alter the amount of wind that would be intercepted by the tower and development. This clearly shows that relocating the tower would not affect the winds that pass over the site before they reach the Bay to the east and to the south. With respect to windsurfing, the effect of the relocated tower would be indistinguishable from the effect of the EIR project – namely, less than significant.

Effects on Pedestrian Level Winds

For the same reasons, the amount of wind that would be brought down to ground level by Buildings A plus Building B with the relocated tower, would be basically the same as by the EIR project Buildings A and B. However, the wind from the tower would be directed downward at a different location, a block to the east.

The differences in wind conditions that could result, compared to the effects of the EIR project, are considered and discussed for each building, as follows:

*Building A*

Lowering the height of Building A to 85 feet in height would reduce the wind intercepted by that building and for all wind directions (northwest, west-northwest, west and southwest) less wind will be directed down into Executive Park West and to the block of A Alley and B Street, west of D Street. The lower Building A is expected to result in lower wind speeds on those streets adjacent to the building, as reflected in nominal reductions in wind speeds at test points 9 and 15. For winds other than west, this also may result in small wind speed reductions at the intersections of A Alley and B Street with D Street, at test points 10 and/or 16.

For west winds, the lowered Building A would intercept some west wind before it reaches Building B, with its 170 feet high tower. This shelter will reduce the area of the new Building B tower that would be fully exposed to west wind. This would reduce the amount of wind that will be directed down to ground level by the Building B tower. This reduced exposure will also occur for west-northwest winds, but the magnitude of the sheltering effect will be smaller.

The lowered Building A would intercept less of the northwest and southwest winds than would the EIR project's Building A. For this reason, less of the northwest and southwest winds would be directed to street level. This would slightly reduce wind speeds at street level adjacent to Building A.

*Building B*

The new tower would be located at the northeast corner of Building B, while 6-story base structures would occupy the northwest corner and south frontage of the site. This base would provide a roof at a height 20 feet lower than the new Building A. These similar roof heights would allow the wind that flows over the roof of Building A to then flow smoothly over the roofs of the Building B base structures, so would redirect less of that wind flow down to street level. Of the winds that strike the new Building B tower, some will be directed down to

the roof level of the 6-story base structures, which will redirect them horizontally, far above the street. Other winds from the tower would be directed down to pedestrian level on D Street, as well as to A Alley and B Street.

West winds that strike the relocated tower must first pass over the lowered Building A and the base portions of Building B. The area of the tower that would be exposed to West wind would be less at this new location than on the west side of Building A, as it is in the EIR project. This reduced exposure will reduce the amount of wind that will be directed downward to ground level by the Building B tower. Due to the configuration that places the tower on the northeast corner of the building and base structures at the northwest corner and along the B Street frontage, it is expected that more of the west wind intercepted by the tower would be directed down to A Alley than to B Street. It is also expected that this will reduce the west wind contribution to wind speeds along B Street (test points 17 and 18). This reduction would also occur for west-northwest winds, but the magnitude of the reduction is expected to be smaller.

Although the northwest and southwest winds that reach the new tower will not be intercepted first by Building A, other buildings in the development would have similar roof heights and would serve the same function, raising the height of the approaching wind and providing less wind exposure for the base structures and the new tower. For the northwest, west-northwest and southwest winds that strike and flow down the new tower, the roofs of the base structures in Building B would intercept those winds that flow down the west and south faces of the tower and would redirect them horizontally, high above the street.

For southwest winds, some increases in wind speed along AA, adjacent to Building 3, would be expected, and would be reflected in increases in wind speeds at the intersection of A Alley and E Street and at the intersection of A Alley and Thomas Mellon Drive.

For northwest winds, some small increases in wind speed along B Street, adjacent to Building 3, would be expected, and would be reflected in increases in wind speeds at the intersections of B Street and E Street and at B Street and Thomas Mellon Drive.

For all wind directions, the overall effects of the building changes on the wind speeds on D Street, between Buildings A and B, are not expected to be substantial. Although the 10% wind speeds at the intersection of A Alley and D Street could remain essentially unchanged, the relative contribution from each wind direction could change, with a larger contribution from west-northwest and/or northwest winds.

With the EIR project, winds from the west would contribute 60% of the winds over 11 mph at the intersection of A Alley and B Street (test point 16), likely due to west winds that would strike the Building A tower and flow down to and along B Street. The west wind contribution at that intersection is expected to be reduced for the new Building B tower, because it would be partially sheltered by Building A and because the base structures and courtyards of Buildings A and B will deflect and slow wind from the tower. Thus, the new configuration appears likely to mitigate any increases in street-level wind speed on D Street due to the new Building B tower.

It is possible that one or more of these changes in wind speed may result in a new exceedance of the pedestrian comfort criterion or may result in eliminating an exceedance of the pedestrian comfort criterion. However, it is not likely that an exceedance of the wind hazard criterion would result at any location within the development due to the relocation of the 16-story tower as contemplated.



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Wind Effects of Relocating the 16-story Tower  
from Building A to Building B, Executive Park

### **Conclusions of the Analysis**

- Relocating the 170 feet high tower from Building A to Building B, reducing the Building B base to 65 feet in height, and keeping Building A at 85 feet in height, would result in minor changes in wind speed at various pedestrian level locations within a two blocks of those building sites. The changes expected at most of these locations appear to be reductions in wind speed.
  - Relocating the tower would have no detectable effect on wind speeds or wind turbulence at the windsurfing launch site at Candlestick Point State Recreation Area (CPSRA) or in the sailing area that lies to the southeast of the Project site
  - Changes in wind speed may result in a new exceedance of the pedestrian comfort criterion or may result in eliminating an exceedance of a project or existing pedestrian comfort criterion.
  - None these wind speed changes would result in an exceedance of the wind hazard criterion.
- 

If you have any questions about this analysis, please call me.

Sincerely,

Charles B. Bennett  
Senior Managing Associate