

APPENDIX A: PUBLIC HEARING TRANSCRIPT COMMENTS

In The Matter Of:
MEXICAN MUSEUM VS
HEARING

August 02, 2012

CLARK REPORTING & VIDEO CONFERENCING
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BEFORE THE SAN FRANCISCO PLANNING COMMISSION

706 MISSION STREET

THE MEXICAN MUSEUM AND RESIDENTIAL TOWER PROJECT

PUBLIC HEARING

ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

August 2, 2012

Item E.9, 2008.1084E

Commission Chambers - Room 400

City Hall, 1 Dr. Carlton B. Goodlett Place

San Francisco, California

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REPORTED BY: FREDDIE REPPOND, STENOGRAPHIC REPORTER

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A P P E A R A N C E S

SAN FRANCISCO PLANNING COMMISSION:

Commissioner Rodney Fong, President

Commissioner Cindy Wu, Vice President

Commissioner Michael Antonini

Commissioner Rich Hillis

Commissioner Katharine Moore

Commissioner Hisashi Sugaya

Linda Avery, Commission Secretary

FOR THE PLANNING DEPARTMENT:

Deborah Dwyer

FROM THE PUBLIC:

Joe Fang

Brian Canepa

Paul Sedway

Jack Clumeck

Lynn Sedway

Howard Wexler

Mary McCue

Linda Lucero

John Elberling

Mauricio Hector Pineda

Terry Eckert

Roberto Hernandez

1 Thursday, August 2, 2012 3:24 p.m.

2 ---o0o---

3 P R O C E E D I N G S

4 SECRETARY AVERY: Commissioners, you are now
5 at Item No. 9, Case 2008.1084E, 706 Mission Street, the
6 Mexican Museum and Residential Tower Project.

7 This is a public hearing on the draft
8 environmental impact report.

9 DEBRA DWYER: Good afternoon, President Fong,
10 Members of the Commission. I'm Debra Dwyer, Planning
11 Department staff.

12 The item before you is the public hearing to
13 receive comments on the draft environmental impact
14 report, or draft EIR, for Case No. 2008.1084E, 706
15 Mission Street, the Mexican Museum and Residential
16 Tower Project.

17 I'm joined here today by Pilar LaValley, the
18 staff preservation technical specialist; and Aaron
19 Hollister, the shadow-case planner for this project; as
20 well as Devyani Jain, senior environmental planner. In
21 addition, Stanley Muraoka and Christine Maher and
22 Matthew Priest of the Successor Agency to the San
23 Francisco Redevelopment Agency are here.

24 So, briefly, the proposed project would
25 include the rehabilitation and restoration of the

1 Aronson Building at Third and Mission Streets;
2 conveyance of the Jessie Square garage and the Mexican
3 Museum parcel to the project sponsor; and the new
4 construction of a 47-story, approximately 550-foot-tall
5 tower adjacent and connected to the Aronson building.
6 Space would be provided for the Mexican Museum within
7 the lower floors of both structures. Restaurant,
8 retail, or commercial use is proposed for the ground
9 floor of the Aronson building. Up to 215 residential
10 units would be provided.

11 The flex options for the upper floors of the
12 Aronson Building to either remain office use or to be
13 converted to residential use have been analyzed. In
14 addition, seven circulation and access variants to the
15 proposed project have also been analyzed; and these
16 consider how vehicles enter and exit the project site.

17 The draft EIR for this project found that
18 implementation of the proposed project or its seven
19 circulation and access variants would result in a
20 considerable contribution to a significant and
21 unavoidable cumulative shadow impact. And, in
22 addition, circulation and access Variants 6 and 7 would
23 result in significant and unavoidable traffic impacts.

24 Other potentially significant impacts with
25 respect to archeological and paleontological resources,

1 noise and vibration, construction air quality, hazards
2 and hazardous materials would be reduced to less than
3 significant with the implementation of mitigation
4 measures.

5 A hearing to receive the Historic
6 Preservation Commission comments on the draft EIR was
7 held on July 18th. And I actually have comments of the
8 HPC comment letter for you. I will also leave some for
9 the members of the public.

10 So staff is not here to answer comments
11 today. The comments will be transcribed by the court
12 reporter and responded to in the comments-and-responses
13 document. This document will respond to all verbal and
14 written comments received and make revisions to the
15 draft EIR as appropriate.

16 This is not a hearing to consider approval or
17 disapproval of the project. That hearing will follow
18 the final EIR certification.

19 Comments today should be directed to the
20 adequacy and accuracy of the information and
21 environmental analysis contained in the draft EIR. I
22 would remind commenters to speak slowly and clearly so
23 that the court reporter can produce an accurate
24 transcript. Also, commenters should state their name
25 and address so that they can be properly identified and

1 so that we may send them a copy of the comments and
2 responses when completed.

3 After hearing comments from the general
4 public, we will also take any comments on the draft EIR
5 by the Planning Commission.

6 And I will note the public comment period for
7 this draft EIR began on June 28th and continues through
8 5:00 p.m. on August 13th. Comments should be submitted
9 -- comments not made today orally should be submitted
10 in writing to the Planning Department.

11 This concludes the presentation on this
12 matter. And unless the Commission Members have
13 questions, I would respectfully suggest that the public
14 hearing be opened.

15 PRESIDENT FONG: We'll go ahead and take
16 public comment. I'll call some names in a row. If you
17 want to line up on your right side of the room and try
18 not to block the monitors, that would be great. And as
19 you're prepared to come up, just approach the podium.

20 Joe Fang. Brian Canepa. Paul Sedway.
21 Margaret Lynn. Jack Clumeck. And Edward Collins.

22 JOE FANG: Good afternoon, Commissioners. My
23 name is Joe Fang. I'm the president of the homeowners
24 association at the Four Seasons Residences, which is on
25 the same block as the proposed project at 706 Mission.

1 On behalf of the homeowners I'm here to
2 express our grave concern over the EIR report. The
3 project has a number of very significant issues which
4 are not properly addressed and mitigated in the draft
5 EIR. And I will only mention a few of them.

6 For example, the draft EIR addresses only the
7 p.m. traffic in this area, the afternoon traffic. But
8 as we all know -- can we show this map, miss?

9 SECRETARY AVERY: Here it is.

10 MR. FANG: As we all know, this is Third
11 Street. The traffic is at its worst in the a.m. hours,
12 when all the office commuters are trying to get to the
13 Financial District, the shoppers are trying to get into
14 Union Square, and all the housewives are trying to do
15 their shopping in Chinatown. It's not unusual to take
16 about ten or twenty minutes to go the two blocks between
17 Howard and Market Street. And for some very curious
18 reason, this EIR does not address the a.m. traffic at
19 all in the EIR.

20 The EIR also contemplates seven different
21 variants for addressing the traffic created by the new
22 706 Mission Street. And the first five contemplate
23 using this small half-block street, one-way street,
24 dead-end street for moving traffic into their garage.
25 As we all know, between Four Seasons Residences and the

TR 1.1

TR 1.2

1 Jessie car park there's over a thousand car-parks
2 there. And this is the only way in and most days the
3 only way out. And it's not unusual during the morning
4 hours to see trucks parked there for loading and
5 unloading for the Westin Hotel or CVS or Golfsmith, et
6 cetera. So it becomes a one-lane road. And those
7 people trying to get into the car park and also Four
8 Seasons is not unusual for them to take about ten,
9 twenty minutes to get out of that traffic.

TR 1.2
cont'd.

10 Owners are not here to stop the project. But
11 we want this to be a good-neighbor project which will
12 encompass long-term solutions to traffic safety and
13 which are environmentally friendly and will not create
14 a major bottleneck and traffic nightmare such as the
15 ones we see so often in Hong Kong and other major
16 cities.

TR 1.3

17 Thank you.

18 PRESIDENT FONG: Thank you.

19 BRIAN CANEPA: Good afternoon. My name is
20 Brian Canepa from Nelson/Nygaard Transportation
21 Consultants. We were hired by the 765 Market Street
22 residential owners association to examine the
23 transportation aspects of the draft EIR.
24 Nelson/Nygaard prepared a memo analyzing the impacts
25 which was provided in one of the comment letters. I'm

TR 2.1

1 going to focus actually on three of our findings that
2 we made.

3 And if we can -- so this is one of the
4 figures from the draft EIR. One of the problems that
5 we found was that in the EIR there was an improper
6 analysis of what we call critical intersection
7 movements. A critical movement are those vehicle
8 movements that take the most amount of time going
9 through a particular intersection, thereby taking up
10 more green-light time. Now, according to the
11 analysis -- it's difficult to see, I guess, from this
12 point of view -- but the eastbound through-movement has
13 been labeled as a critical movement. That's a movement
14 going towards the Ferry Building. But in the absence
15 of westbound left-turn movement, that traffic actually
16 flows relatively easily. The real critical movement
17 here is actually the movement going from Market Street
18 turning right onto Fourth Street. And that's really
19 due to the very high volume of pedestrians crossing the
20 street right there.

21 Now, if you were to evaluate that and take
22 that into consideration, the proposed project would
23 actually result in a significant impact of vehicle
24 access. Variants 6 and 7 would actually result in less
25 than significant impacts. So there's a direct relation

TR 2.1
cont'd

1 to the vehicle impact there.

2 The second aspect is that the analysis is not
3 consistent with the circulation pattern for current and
4 future users. And we prepared another diagram. This
5 is actually not from the draft EIR, but our own. And
6 essentially the distribution of trips predicted in the
7 draft EIR is not realistic for vehicle access in
8 Variants 6 and 7. In that -- in those variants, trips
9 are predicted to leave the project site, circle around,
10 and go up Market Street in order to access those
11 destinations east. This is not really realistic
12 because of the congestion on Market Street, the lack of
13 available left turns off Market Street, and the fact
14 that Market Street actually dead-ends towards the
15 Embarcadero. There are actually many other routes that
16 could be taken, which are shown in orange there, but
17 they're actually much quicker. Once you take into
18 account those aspects, it actually turns out to be a
19 less-than-significant impact for vehicle access,
20 Variants 6 and 7.

21 And, lastly, I would just reiterate the
22 previous comment made about a.m. traffic levels, that
23 due to the high inbound volumes in the morning, this
24 could very well result in significant impacts with the
25 proposed project as well as Variants 1 through 5, at

TR 2.1
cont'd.

TR 2.2

TR 2.3

1 both the Third and Stevenson as well as the Third and
2 Market Street intersections.

3 Thank you.

4 PAUL SEDWAY: President Fong, Members of the
5 Commission, my name is Paul Sedway. I'm a neighbor --
6 a resident of the neighboring area to the project.

7 And first I want to commend the Planning
8 Department, which is famous for its transparency,
9 because on the cover of the EIR you will note that the
10 tower behind the building has been made totally
11 transparent and, in fact, the Mexican Museum has been
12 made invisible. But so much for covers.

13 I would like to just point out that under the
14 EIR the project should not be approved. There is a
15 significant shadowing of Union Square, adding
16 22-percent net new shadow on the Square, which is
17 considered a significant cumulative impact. The shadow
18 analysis suggests that the project would be made
19 acceptable under this constraint by lowering the
20 building to 351 feet as the reduced-shadow alternative,
21 or 195 feet, under the existing zoning regulation
22 alternative.

23 But to our mind, even this is not acceptable
24 because of the impact on Jessie Square. This is an
25 issue that has not been addressed in the EIR. It's a

TR 2.3
cont'd.

TR 3.1

TR 3.2

TR 3.3

1 very important open space in the city and it has been
2 largely ignored. The proposed building would impact
3 Jessie Square in the morning hours and, therefore, we
4 have to consider that effect.

5 And another alternative which is not
6 addressed in the EIR, that is the very creative
7 proposal designed by Enrique Norten in 2007. The EIR
8 says this option was rejected by the Planning
9 Department because it was disfavored by the Planning
10 staff based on impact on the Aronson Building and on
11 the aesthetics of an elliptical tower. However, the
12 EIR, on page 4.I-60, says that the tower was shifted to
13 the west to avoid shadowing under Proposition K. We
14 believe this is the case.

15 In any case, we urge the Commission to
16 restudy this superior alternative which was not
17 addressed in the EIR, make modifications, and accept
18 the report's finding that the existing zoning
19 alternative at 400 feet versus the 550 feet and a 6.1
20 floor-area ratio versus the 12.1 floor-area ratio in
21 the proposal will be made compatible with the
22 neighborhood.

23 Thank you.

24 PRESIDENT FONG: Thank you.

25 JACK CLUMECK: Commissioner Fong,

TR 3.3
cont'd.

TR 3.4

TR 4.1

1 Commissioners, my name is Jack Clumeck. My wife and I
2 are full-time residents of the Four Seasons Residences.

3 When we purchased our home, we were concerned
4 about the difficulty of access and egress through
5 Stevenson Alley, both as regards entering the Four
6 Seasons as well as exiting and entering onto or
7 crossing northbound Third Street. Unfortunately, our
8 concerns have become unpleasant and unsafe realities.

9 It seems unthinkable to not only contemplate
10 the traffic burden of the cars from the hundreds of
11 additional residential units proposed to be provided in
12 the 706 Mission Street Tower project on Stevenson Alley
13 and Third Street, but also the traffic bottleneck to be
14 created on Third Street from the loss of one or more
15 lanes of traffic during the construction period for the
16 proposed project.

17 In addition, this already difficult and
18 dangerous situation is further exacerbated by allowing
19 additional traffic load on Stevenson Alley to be
20 created by the tower. Then -- and the fact that they
21 are proposing to have a one-to-one parking ratio
22 contrasted, for example, to the project that was
23 immediately previously considered having a 0.27, which
24 is slightly in excess of the 0.25 parking ratio for
25 residential use.

TR 4.1
cont'd.

TR 4.2

TR 4.3

1 For these reasons, considering the additional
2 burdens that further decrease orderly and safe traffic
3 flow, emergency vehicle access, shadowing, we feel that
4 the 706 Mission Street Tower project in its present
5 proposed footprint with its height density, indicated
6 parking in excess of parking code-specified ratios, the
7 associated problems creating another curb-cut and
8 another access driveway entry off of Third Street
9 between Stevenson Alley and Mission Street is ill
10 conceived and will create multiple additional problems
11 in an already frequently and gridlocked downtown block
12 area. We urge you consider our many concerns when
13 making your final determination regarding the 706
14 Mission Street Tower project.

15 Thank you for your consideration.

16 PRESIDENT FONG: Thank you.

17 I'll call a couple more names here. Lynn
18 Sedway. Howard Wexler. Mary McCue. And Linda
19 Lucerno.

20 LYNN SEDWAY: President Fong, Members of the
21 Commission. My name is Lynn Sedway. I am a neighbor
22 as well as an urban and real estate economist.

23 You've heard a lot about traffic. I hope you
24 will hear about the issues involving pedestrians in the
25 area. I would like to focus on the fact that many

TR 4.4

TR 5.1

1 cumulative impacts were not adequately addressed. I'll
2 mention a couple.

TR 5.1
cont'd.

3 Traffic and parking of the renovated Metreon
4 facility, which will include Target. We all love
5 Target. But many people drive to use Target.

6 Also, the impact on Union Square. Third
7 Street is the main route for many coming from the East
8 Bay and the Peninsula. Union Square is a valuable
9 resource for us both from a city standpoint and
10 particularly a fiscal standpoint. To make Third Street
11 more of an obstacle will have a significant impact on
12 the Union Square merchants and open space.

TR 5.2

13 The shadow impact on Union Square is
14 significant. We understood the shadow impact on the
15 transit center. It seemed a worthwhile trade-off with
16 the increased transit service. But that did not mean
17 to open the door to this and other projects, which is
18 caused by the height of the tower.

TR 5.3a

19 So I ask you to please send the environmental
20 impact back for further study. Thank you.

TR 5.3b

21 PRESIDENT FONG: Thank you.

22 Sir, did you have --

23 HOWARD WEXLER: Good afternoon, President
24 Fong, Commissioners. My name is Howard Wexler. I'm
25 counsel for the 765 Market Street residential owners

TR 6.1

1 association in regard to the project before you. I
2 believe you should have all received the comment letter
3 and Nelson/Nygaard traffic report that we submitted on
4 Friday. So I would just like to briefly highlight what
5 I think are the critical items, because you have the
6 full report to read and I only have three minutes.

7 First, I think if you go through and staff
8 goes through, and consultants go through what
9 Nelson/Nygaard has produced, you'll find that even
10 using only p.m. peak figures that Variants 6 and 7 that
11 have been suggested by my client will turn out to be
12 superior traffic variants. When one does what I
13 believe absolutely has to be done, having a.m. peak
14 traffic for a one-way street like Third Street, it will
15 be, I think, quite clear that the project Variants 1
16 through 5 all will have -- likely to have some
17 significant impacts, particularly between Mission and
18 Market. Where Variants 6 and 7 comes in, there will be
19 no traffic going up there; nor additional curb-cuts
20 that pedestrians will get involved with.

21 In terms of shadows, the EIR correctly points
22 out that both Alternatives B and E are far superior
23 environmentally on shadows, because any project below
24 351 feet will cause no net new shadow on Union Square.
25 This project, which is a 150 feet, proposed, to be

TR 6.1
cont'd.

TR 6.2

1 higher than the existing zoning, would generate 22
2 percent increased new shadow on Union Square and be
3 beyond the power of this commission and Rec and Park
4 sitting together to grant because it would generate
5 337,000 square feet of net new shadow. And the current
6 allocation is only 322,000. So you'd both have to
7 increase the amount of shadow on Union Square that can
8 be allowed and then grant it all to this project blocks
9 and blocks away, preventing any other project near
10 Union Square from adding any net new shadow. And
11 that's why I think the document correctly points out
12 that it's not the appropriate shadow on it.

13 Finally, in regard to Jessie Square, there's
14 been no attempt to look at an alternative. We proposed
15 an Alternative F that you've heard described to be
16 looked at. But there ought to be at least some shadow
17 analysis. And also from an aesthetics standpoint,
18 consideration given to having a Mexican Museum of
19 similar heights with the Jewish Community Museum and
20 St. Patrick's Church, when I was president of the
21 Redevelopment Commission in the '70s it was my pleasure
22 to help preserve the Aronson Building and the Jessie
23 Street Substation; and, hopefully, we can have a
24 Mexican Museum that ties into that square with reduced
25 shadow impacts.

TR 6.2
cont'd.

TR 6.3

1 Thank you very much.

2 PRESIDENT FONG: Thank you.

3 MARY MCCUE: Good afternoon, President Fong
4 and Commissioners. My name is Mary McCue. And I'm
5 here this afternoon to lend my support to the Mexican
6 Museum and Tower.

7 I have been down in Yerba Buena for over 20
8 years; and all of us have long awaited this particular
9 project. And many of us see Millennium as coming in to
10 save the day. And we are all very confident in
11 Millennium to work with the community as they have in
12 the last ten to fifteen years that they've been down
13 here.

14 And, also, I would like to point out that it
15 has been my observation that the success of Yerba Buena
16 has been the true mix of arts, cultural, retail, other
17 businesses, and residential. These are the valued
18 stakeholders that have helped make Yerba Buena a
19 success.

20 Thank you.

21 PRESIDENT FONG: Thank you.

22 LINDA LUCERO: Hello. Good afternoon,
23 Commissioners. My name is Linda Lucero. I'm the
24 executive and artistic director of the Yerba Buena
25 Gardens Festival, which programs six months of

TR 7.1

TR 8.1

1 admission-free performing arts in the beautiful Yerba
2 Buena Gardens. I'm here to lend my full support to the
3 Millennium Mexican Museum project.

4 The Yerba Buena project is truly one of San
5 Francisco's jewels. But Yerba Buena will not be
6 complete without the long-awaited Mexican Museum and we
7 can't wait down there to have that built. I have full
8 confidence that the issues raised in the EIR and our
9 neighbors can be worked out by the Mexican Museum and
10 the Millennium partnership to everybody's satisfaction.

11 Thank you so much.

12 PRESIDENT FONG: Is there any additional
13 public comment?

14 JOHN ELBERLING: Good afternoon,
15 Commissioners. I'm John Elberling. I'm president of
16 the TODCO group in Yerba Buena and chair of the Yerba
17 Buena Neighborhood Consortium.

18 All these 30 years that Yerba Buena and the
19 gardens have been under development, the number one
20 priority in environmental impacts for our community of
21 2,000 elders and disabled persons and certainly many of
22 the other thousands of residents too has been
23 pedestrian safety. So when I got this draft EIR, I
24 turned to look at the very important cumulative impact
25 assessment for pedestrian impacts in the district.

TR 8.1
cont'd.

TR 9.1

1 There hasn't been one for over a decade done in any
2 EIR, although, of course, there have been many projects
3 built and more coming. And, as was mentioned, Target
4 opening will certainly have an impact. There is none.
5 There is no assessment of cumulative pedestrian impacts
6 in Yerba Buena Center in this EIR.

7 Now, that is on its face legally inadequate.
8 But much more importantly, it doesn't give you the
9 information you need to decide what this project should
10 do by way of mitigation, since it's part of addressing
11 the big picture. You know certainly that the
12 pedestrian traffic in the district is very substantial.
13 And, of course, at peak during special events in the
14 gardens and major conventions, it is overwhelming. It
15 is a real problem.

16 The original plan for the gardens had at the
17 location of 706 Mission a second mid-block pedestrian
18 crossing across Mission that would go from the Center
19 for the Arts to Jessie Square. That was done for the
20 reason to have a good functional connection between the
21 cultural institutions, of course -- and that makes
22 sense. But it was also to accommodate the very large
23 crowds that do come through the gardens, because now
24 all the convention traffic and much of the rest
25 defaults to Fourth Street. And Fourth Street is badly

TR 9.1
cont'd.

TR 9.2

1 overwhelmed. We need an updated assessment of the
2 situation pedestrian impacts at Fourth and Mission as
3 well as Third and Mission. This EIR should have done
4 that. It didn't do it.

5 In -- you need to remember, although I know
6 Redevelopment is gone and Yerba Buena is technically
7 completed, this actually is the final project that
8 builds the last undeveloped site in Yerba Buena going
9 all the way back almost 50 years now. And so it's our
10 last chance to finish the job the right way. The
11 second mid-block crossing was always planned. It was
12 always needed. The first one to the west didn't get
13 built until about eight years ago due to opposition
14 from various bureaucrats and lack of funding. This
15 crosswalk needs to be built now. And this development
16 needs to fund its construction, if necessary, as a
17 mitigation measure for what are certainly significant
18 cumulative pedestrian safety impacts and traffic.

19 Thank you very much.

20 PRESIDENT FONG: Thank you. I have one more
21 speaker card. Mauricio Hector Pineda.

22 MAURICIO HECTOR PINEDA: Good afternoon,
23 Commissioners. I am Mauricio Hector Pineda. I
24 currently work for the Mission Cultural Center. I am
25 the lead curator and the gallery coordinator there.

TR 9.2
cont'd.

TR 10.1

1 And I'm here to support this project of the
2 Mexican Museum and with their partnership with the
3 Millennium Partners. I feel that the impact that this
4 project is going to do is going to really bring San
5 Francisco back to the stage of arts and culture. And
6 this is what the Yerba Buena Center park is. And I
7 feel that this is the impact that is going to bring
8 tourism -- art tourism -- into the city and solidify
9 this into the city. We need more tourism and this will
10 help with that.

11 So thank you.

12 PRESIDENT FONG: Thank you. Is there any
13 additional public comment?

14 TERRY ECKERT: Hello. My name is Terry
15 Eckert and I work for a resident that lives at the Four
16 Seasons. And he is in a wheelchair and so I wanted to
17 follow up on the comments about the EIR study and in
18 particular pedestrian traffic.

19 With him being in a wheelchair, it's very
20 hard for him to cross at any intersection because the
21 lights aren't the right way for him -- long enough for
22 him to get across the street. And with the increase in
23 traffic, I think that it's almost going to be
24 impossible for him. If they need to get more traffic
25 through there, the lights are going to be even shorter.

TR 10.1
cont'd.

TR 11.1

1 So I would like to see the study investigate pedestrian
2 as well as people in wheelchairs for further study.

TR 11.1
cont'd.

3 Thank you.

4 PRESIDENT FONG: Thank you.

5 ROBERTO HERNANDEZ: Buenas dias,
6 Commissioners. Good afternoon. My name is Roberto
7 Hernandez.

TR 12.1

8 And I can't tell you how excited I am. As
9 some of you know, I was involved with the Mexican
10 Museum as a kid growing up in the Mission District when
11 it was on Folsom Street. And I've been involved in
12 different aspects throughout the years. And this has
13 been a dream and the dream is coming alive to finally
14 get the Mexican Museum built. We know that there are
15 some challenges, but I don't think there's anything
16 that can't be worked out. I think that we all come
17 together and circle and gather.

18 As already has been mentioned, this is the
19 last piece -- the very last piece. They say we come
20 last, but we come as the best. So we look forward to
21 working with everybody here in San Francisco to make
22 this last piece the best in that area.

23 Gracias.

24 PRESIDENT FONG: Thank you.

25 Any additional public comment?

1 Seeing none, Commissioners.

2 Commissioner Moore.

3 COMMISSIONER MOORE: The public has voiced
4 concerns about the EIR, which I fully support.

5 One which is obvious is the increase in
6 congestion and particularly not well-documented
7 cumulative effects of congestion and traffic
8 impairments in the project area. I'd like to mention
9 that there is no mention in the draft EIR regarding
10 five years of traffic chaos when we build the Central
11 Subway, which I do think has to be taken into
12 consideration irrespective as to whether it falls
13 within the timeline of this project, which is uncertain
14 when we do an EIR.

15 On the physical end, just to state as
16 cumulative, I do not see any mention of the rather
17 large addition to the Museum of Modern Art which will
18 increase pedestrian activity in the area as we are also
19 planning to expand the convention center. I think we
20 will not have only significantly larger conventions but
21 traffic impacts, which nobody ever wants to talk about.

22 If we want to make San Francisco a safer city for
23 pedestrians, I think a comprehensive
24 pedestrian-movement plan has to be completed in tandem
25 with this EIR and answer all the questions only looking

TR 13.1

TR 13.2

TR 13.3

1 at this project. The issues are far larger and far
2 further reaching. If we activate four museums, three
3 or four theaters all at once, we will have people
4 wandering from one activity to the other, including
5 doing some shopping at Target on the way. As we are
6 trying to add restaurants, as we're trying to add other
7 attractions to the area, this whole district will
8 transform in a manner that we don't understand quite
9 yet.

10 I'd like to remind all of you -- and I have
11 struggled with it often -- when I come down Kearny
12 Street walking on to Third, the first thing I do is
13 struggle with people completely overburdening the bus
14 stop, which frequently forces me to walk on the roadway
15 because there is no way of getting through. With the
16 overlay of people with children and strollers which
17 might be allowed on our bus including elderly people
18 with walkers, it is impossible to get through. Now add
19 the numbers of residents which are proposed for this
20 tower. Now add the visitors which are coming to these
21 museums. Now add the population who wants to go to
22 Target. I think we need to force ourselves to look
23 ahead and see the transformation of the district in a
24 much, much more comprehensive and cumulative way.

25 One thing which the EIR unfortunately does

TR 13.3
cont'd.

TR 13.4

TR 13.5

1 not do -- and it's extremely important to me
2 personally -- is a visual analysis of other new
3 buildings which are already approved, such as the
4 Museum Tower, which will change the skyline in this
5 area. I think the visual analysis needs to include a
6 view coming from the south of Third Street and take a
7 look at what it looks like with the new Museum Tower
8 and this tall proposed building.

9 I'd like to also request that we reflect at
10 least on the skyline goals which we all looked at in
11 the early '70s, where we never wanted to block our view
12 just by tall buildings, creating a funnel by which we
13 do not see the jagged edge of the sky in between. In
14 some of the visual analyses, the skyline principles are
15 not observed anymore and I am concerned about that.

16 I would agree that the increase of shadow on
17 Union Square is something which is a far, far further
18 reaching issue. And I am very, very happy that people
19 eloquently spoke about that this particular project
20 need to address it in a much, much more serious manner
21 than just casually mentioning that there will be
22 shadow. I think we have a shadow ordinance and I think
23 we need to figure out how this project really deals
24 with a project, for starters, which obeys the rules as
25 they stand. Everything else is just frosting on the

TR 13.5
cont'd.

TR 13.6

TR 13.7

1 cake and follows later; and I have not seen any public
 2 benefit yet described in this EIR by which I would even
 3 consider finding that acceptable. I want to be very
 4 clear about that.

TR 13.7
 cont'd.

5 I do believe that this EIR needs to address a
 6 project which performs within the limitations that the
 7 code and the rules as they exist pose for us; and then
 8 we can talk about everything else. I just need to put
 9 that to record because that is personally important to
 10 me. And I think -- I believe that's one of the reasons
 11 why I sit here.

TR 13.8

12 PRESIDENT FONG: Commissioner Antonini.

13 COMMISSIONER ANTONINI: Thank you.

14 Well, some things I'm hearing in the comments
 15 and from my readings: There was comments about the
 16 lack of analysis of traffic in the a.m. And, again,
 17 I'm not saying that is not in there. I will re-read in
 18 greater detail to make sure it's not there. But could
 19 be a good point to address in comments and responses.

TR 14.1

20 And then the other issue that was raised and
 21 one that I think again might be in there but should be
 22 addressed is replacement of the parking that will be
 23 lost, because I understand part of the Jessie garage is
 24 going to be used for the residential parking for the
 25 tower. So how are we going to offset that? And that's

TR 14.2

1 something we want to look at.

TR 14.2
cont'd.

2 Then Nelson/Nygaard, I think, spoke about the
3 right turn from Market to Fourth. And I'm not quite
4 sure whether that was traffic coming on Market or
5 traffic coming from Stockton crossing Market and going
6 south, which probably is the larger impact, I would
7 think, because I believe now some of the eastbound
8 traffic on Market is already somewhat restricted. So I
9 don't know how much of an impact that causes.

TR 14.3

10 Then we did talk about the impacts of shadows
11 and particularly Union Square. Mention was made of
12 Jessie Square also. And from what I'm hearing and what
13 I seem to read in the report, the analysis of the
14 shadows seem to be well done and very adequately
15 addressed.

TR 14.4

16 However, there's a separate issue of should
17 we increase the allowance. But that's not really an
18 EIR issue. It's an issue that comes later at a time
19 when if there were necessary to be a shadow allowance
20 change, then we would have to find, as Commissioner
21 Moore, you know, public benefits and other things that
22 are taken into account when we look at shadow
23 allowances through Rec & Park and other avenues that
24 are open to us. But I don't believe that's -- what we
25 are looking at now is is this analyzed adequately,

TR 14.5

1 completely, and thoroughly on the shadow part of it.

TR 14.5
cont'd.

2 Other things: Pedestrian impacts are really
3 important to mention there. Although this may not
4 necessarily be the subject of the EIR, the mention of a
5 second block crossing between Third and Fourth on
6 Mission in addition to the one that occurs at Yerba
7 Buena Lane might be something that might be worth
8 looking at. I'm not sure if an EIR has to address
9 something that is a future improvement as opposed to.
10 But if it's a mitigation or anticipated traffic that
11 might be higher and thereby generating higher
12 pedestrian needs, then it might be appropriate to
13 answer that in comments and responses also.

TR 14.6

14 And, of course, they did a lot of different
15 variants of heights and different things that have been
16 brought up.

TR 14.7

17 And then, finally, what Commissioner Moore
18 brought up, looking at cumulative, looks visually at
19 the expansion of the MOMA and perhaps some
20 visualization with new buildings that we would assume
21 are going to be in place, have already been approved,
22 some of which might be close to going under
23 construction; might be good to at least note that a
24 little bit and see what the appearance looks like when
25 those are in place.

TR 14.8

1 That's mostly what I'm hearing. There may be
2 other things, but certainly another re-read is -- but I
3 think it's very thorough -- seems to be a thorough and
4 complete EIR at this point. But there's always need to
5 address other things, because that's what comments and
6 responses are all about. So that will be very
7 interesting to see how those come out.

8 PRESIDENT FONG: Commissioner Sugaya.

9 COMMISSIONER SUGAYA: Yes.

10 I know staff is not here to answer questions,
11 but maybe this question can be answered. Can I have
12 some idea of what the schedule is for the
13 comments-and-responses document to be completed?

14 And then that brings up the other question of
15 we will be hearing the final EIR, which would be the
16 comments-and-responses document together with the draft
17 at the same time that we are going to be considering
18 project approval. That's the usual format, so I assume
19 that's still in effect for this. But if we could hear
20 what the projected -- if you have an estimated time for
21 it.

22 DEBRA DWYER: I don't have a specific time
23 frame at this moment. I've only received a handful of
24 comments, because typically the comments come in at the
25 end. And so based on whether we have to do -- based on

TR 14.9

1 the work that the C&R would require is when we would set
2 the schedule.

3 COMMISSIONER SUGAYA: Thank you. I ask that
4 question because I think -- I think -- this is a comment
5 on the project, by the way, which has nothing to do with
6 the EIR, but I'm going to make it anyway.

7 Given the testimony that we've heard,
8 especially with respect to shadows on Union Square, I
9 think the project sponsor needs to seriously consider
10 lowering the height of this building. I think it's
11 disingenuous to try to -- this is not going to come out
12 right.

13 But I can see what the public benefit
14 statement is going to be. The statement of over-riding
15 considerations on the shadow in Union Square is going
16 to be that we're going to get the Mexican Museum. We
17 are going to get additional housing. We are going to
18 get all this stuff. And the developer is going to say
19 that they can only do that because they have to have
20 the height in order to make it all work. So we are
21 going to be pitted between the people who want to keep
22 the shadows to a minimum in Union Square and those
23 people who are going to be supporting the Mexican
24 Museum. And that's going to be the crux of the
25 hearing. I can tell you that's what's going to happen

TR 15.1

1 right now. And I do not like that scenario and I do
2 not want that scenario to happen.

TR 15.1
cont'd.

3 PRESIDENT FONG: Commissioner Wu.

4 COMMISSIONER WU: I share the concerns of
5 Commissioner Sugaya and wonder where is the forum where
6 we can talk about the shadow issue that's somewhat
7 outside of the EIR, but come to a place where we're not
8 presented with that tension. So obviously that.

TR 16.1

9 With regards to the shadow and the EIR, I
10 would be interested to know are there any legal or
11 feasible mitigations for shadows or is it just -- are
12 there none that exist within the CEQA world?

TR 16.2

13 PRESIDENT FONG: Commissioner Moore.

14 COMMISSIONER MOORE: As far as I know, it's
15 shadow or sun. Those are the two alternatives. There's
16 nothing in between. It's a tan or no tan. I'm sorry to
17 say it that way.

TR 17.1

18 What I really feel -- and that's in support
19 of what Commissioner Sugaya brought up -- that we are
20 being led down a path where the inevitability of shadow
21 allows others to also cast shadows because they're
22 already shadow, so they're making a little bit more
23 shadow. And cumulatively who understands the
24 percentile of what shadow means or not?

TR 17.2

25 Tourists and visitors come to San Francisco

TR 17.3

1 because there is indeed sun when it is not so sunny in
2 other parts of the world. And while many people
3 wrongly assume that we are Los Angeles and they show up
4 in shorts, they still all seek the sun.

5 We put a very beautiful cafe and a very
6 beautiful renovation into Union Square, which we are
7 all proud of and pass through when it operates, like an
8 Italian piazza in the middle of downtown San Francisco.
9 And the first thing this particular building will do is
10 cast a shadow over the open-space area right in front
11 of this cafe, putting the entire cafe in shadow. I
12 looked at it particularly with interest because you see
13 all of the tourists having their breakfast, espresso,
14 whatever they're doing right in that sunny spot in
15 Union Square. And now we are basically talking about
16 shadow in this area. I think we need to choose our
17 battles. We want to -- we need to balance the need for
18 housing, appropriately scaled, appropriate-height
19 housing, but also maintain the viability of the city.

20 And I think the EIR needs to come to terms
21 with not hiding themselves behind the transit center
22 and shadows, but it needs to answer on its own how it
23 basically works, not within the confines of Prop K. I
24 do believe that this building needs to do that. And it
25 needs to be approved and examined on its merit. And at

TR 17.3
cont'd.

TR 17.4

1 this moment the EIR makes it look as if, because
2 there's already shadow from the transit center, this
3 would be okay to have a little bit more.

4 As far as the solution is concerned, I do
5 think that all of us need to see an animated shadow
6 study by which each building in the transit center has
7 its own shadow path and its own shadow consequences;
8 and then as you move along, you combine all of those
9 buildings which create shadow with each other or on
10 their own and determine of what is acceptable or what
11 not. And I think the majority of people I talk to
12 would like to keep Union Square as sunny as they can,
13 because that's part of kind of the heart of the city.

14 PRESIDENT FONG: Any additional comments?

15 SECRETARY AVERY: Thank you, Commissioners.

16 With that, I would just restate that written
17 comments will be accepted at the Planning Department
18 until 5:00 p.m. on August 13, 2012. Thank you.

19 [Discussion on the item ended at 4:10
20 p.m.]

21

22

23

24

25

TR 17.4
cont'd.

TR 17.5

1 STATE OF CALIFORNIA)
2 COUNTY OF SAN FRANCISCO)

3
4 CERTIFICATE OF REPORTER

5
6 I, FREDDIE REPPOND, a duly authorized
7 Shorthand Reporter and licensed Notary Public, do hereby
8 certify that on the date indicated herein that the above
9 proceedings were taken down by me in stenotype and
10 thereafter transcribed into typewriting and that this
11 transcript is a true record of the said proceedings.

12 IN WITNESS WHEREOF I have hereunto set my hand
13 on this 6th day of August, 2012.

14
15 _____
16 FREDDIE REPPOND
17
18
19
20
21
22
23
24
25

APPENDIX B: DRAFT EIR COMMENT LETTERS



SAN FRANCISCO PLANNING DEPARTMENT

July 26, 2012

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Dear Mr. Wycko,

On July 18, 2012, the Historic Preservation Commission (HPC) held a public hearing and took public comment on the Draft Environmental Impact Report (DEIR) for the proposed 706 Mission Street – The Mexican Museum and Residential Tower Project (2008.1084E). After discussion, the HPC arrived at the comments below:

A.1.1

- The HPC agreed the document presented sufficiently addressed and responded to the comments made previously by the Architectural Review Committee.
- The HPC agreed the write-up regarding the treatment to the building is adequate.

A.1.2

The HPC appreciates the opportunity to participate in review of this environmental document.

Sincerely,

Charles Edwin Chase, President
Historic Preservation Commission

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711

RECEIVED

AUG 13 2012

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

*Flex your power!
Be energy efficient!*

August 13, 2012

SF080150
SF-80-4.91
SCH#2011042035

Ms. Debra Dwyer
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Dwyer:

706 Mission Street – The Mexican Museum and Residential Tower Project – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 706 Mission Street – The Mexican Museum and Residential Tower Project. The following comments are based on the Draft Environmental Impact Report.

Transportation Impacts

Caltrans applauds the City's efforts to implement a Transportation Demand Management measures to reduce vehicular impacts. However, on page IV.E.32, the proposed project will continue to generate 286 additional net new trips. Caltrans is concerned with additional traffic impacts to already saturated State facilities. We recommend the City and County of San Francisco develop a Regional Impact Transportation Fee program to fund future improvements to regional roadways.

A.2.1

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

Sincerely,

A handwritten signature in black ink, appearing to read "Erik Alm".

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



Received at CPC Hearing 8-2-12
2008.1084E
706 MISSION ST.
MEXICAN MUSEUM
(D. DWYER)

The Yerba Buena Consortium

182 Howard Street, Suite 519, San Francisco, CA 94105
A Council of the Yerba Buena Neighborhood's Residents and Community Organizations

San Francisco Planning Commission
City Hall
San Francisco, CA 94102

August 2, 2012

RE: 706 Mission DEIR

Commissioners:

The DEIR evaluation of cumulative Pedestrian Safety Impacts for the proposed 706 Mission Project is inadequate – there simply is none – and as a result the Project's proposed Mitigation Measures are insufficient.

B.1.1

Cumulative pedestrian traffic in the overall Yerba Buena Neighborhood has grown significantly in recent years due to the completion of several major projects in the area, especially in the Third Street Corridor where the Project is located.

B.1.2

And the approved expansion of MOMA and the upcoming proposed Expansion of Moscone Convention Center with additional Third Street facilities will certainly add further to these cumulative impacts.

B.1.3

The DEIR totally ignores the existing severe, even hazardous, pedestrian congestion during convention activities that now exists on Fourth Street, just one block away from the Project. It fails to note this occurs in part because there is no practical second direct route from the Moscone Center lobbies on Howard Street, just one block south of the Project, through the Gardens Esplanade to Mission and Market Streets, and thus almost all conventioners default to Fourth Street. It fails to note why the Esplanade has no practical direct alternative route, which is because access to the West Esplanade Walkway from Howard Street requires climbing up and over a 20 ft stairway while the much easier street-level access through the East Esplanade Walkway leads only to a dead end at Mission Street, directly across from the Project site.

B.1.4

Without an overall analysis of current cumulative pedestrian Setting realities and future Impacts from projected cumulative circulation area growth in the future including the Project, the DEIR is legally inadequate. And a finding of Significant Cumulative Impacts is the only valid conclusion. This is a topic of the greatest importance to all concerned in our Neighborhood, especially our 2000 elderly/disabled residents. We are prepared to litigate this matter if necessary.

B.1.5

Regarding Mitigations, the original c. 1990 San Francisco Redevelopment Agency pedestrian plan for Yerba Buena Gardens to address such cumulative impacts as projected at that time and thus enhance pedestrian safety has never been fully completed. Specifically, a signalized crosswalk across Mission Street that was intended to connect the Center for the Arts/East Esplanade Walkway south of Mission Street with Jessie Square its adjacent museums north of Mission Street, mirroring the crosswalk finally installed in 1998 across Mission Street in recent years at Yerba Buena Lane to the west, was never built – initially due to opposition by the City DPT, and later due to lack of the necessary funds.

B.1.6

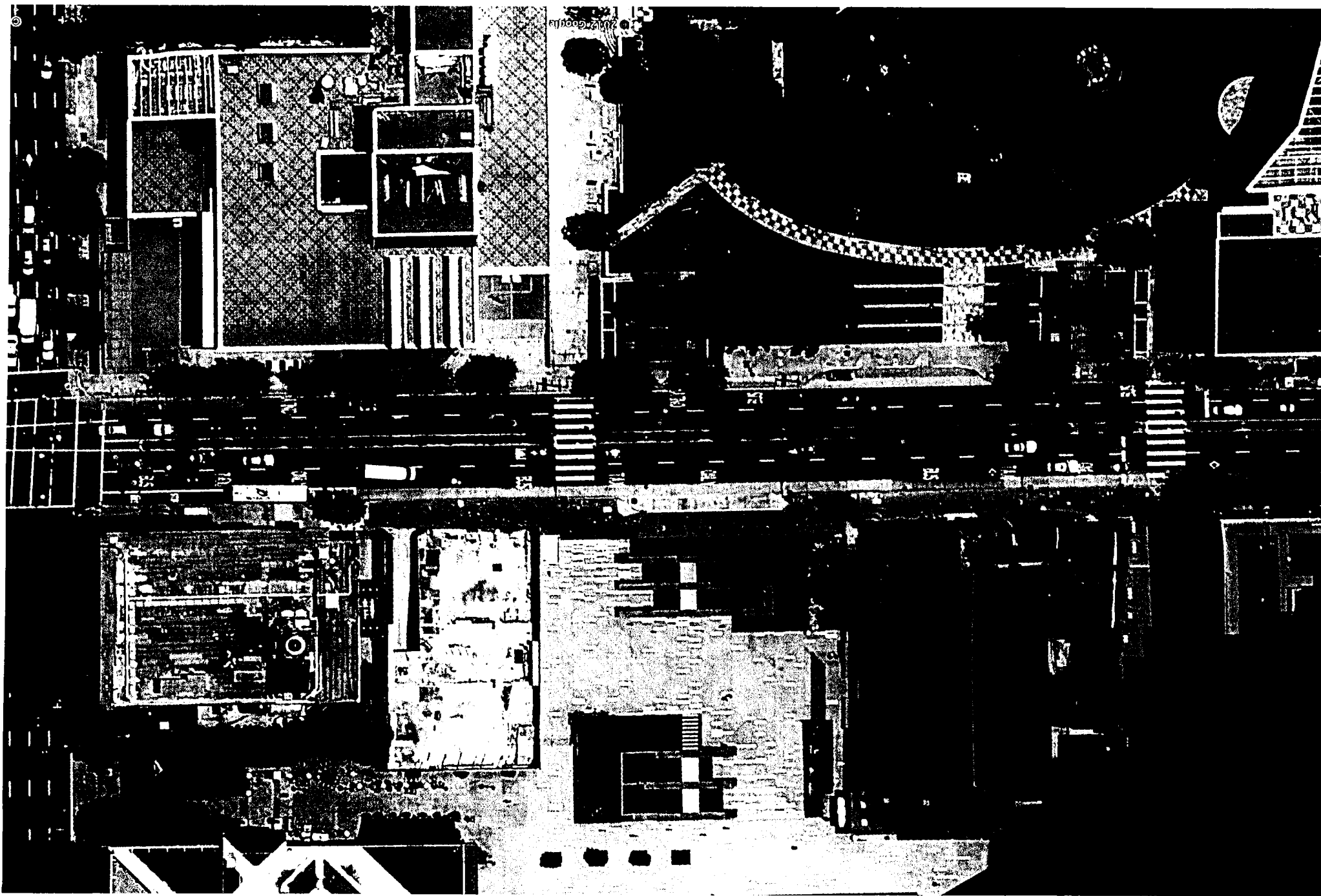
(including
diagram on
following
page)

The proposed 706 Mission Project includes construction of the Mexican Museum on Jessie Square. It is self-evident that all concerned will benefit greatly from finally installing that long planned direct pedestrian crosswalk route across Mission Street, which will be directly adjacent to the Project (see diagram attached). Not only will it directly link visitor travel between the several cultural facilities on both sides of Mission Street, it will also provide at last an attractive alternate route for conventioners between Market and Howard Streets (especially if effective Moscone Center way-finding signage is also finally installed as long discussed).

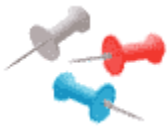
Therefore, the 706 Mission Project must be required as a Project Mitigation Measure to fund concurrent construction of this signalized crosswalk by the City as a condition of its approval. We have waited well over 20 years for this. Now is the time to finally get it done. There won't be another chance.

Sincerely,

John Elberling
Chair, Yerba Buena Consortium
President/CEO, TODCO



B.1.6 cont'd.



Bill Wycko/CTYPLN/SFGOV
07/19/2012 11:35 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: the proposed high rise with the Mexican Museum

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 07/19/2012 11:35 AM -----



Jill Winston
<jill@winstonhome.com>
07/10/2012 03:16 PM

To bill.wycko@sfgov.org.
cc
Subject the proposed high rise with the Mexican Museum

Dear Mr. Wycko,

We are residents of the Four Seasons and we are concerned about the impact on traffic and shadowing the proposed building plans. We are against the height of the building and any routing of traffic along Stevenson lane.

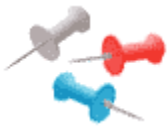
Please reconsider the magnitude of this project. The Yerba Buena park is an important park for the neighborhood and that, too, should not be shadowed by the new building. Maybe you could have less floors and set them back in a stepped fashion.

Thank you for your consideration.

Jill and Jon Winston

Jill Winston
jill@winstonhome.com

C.1.1



Bill Wycko/CTYPLN/SFGOV

07/24/2012 05:49 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: 706 Mission

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 07/24/2012 05:49 PM -----



Andrew Midler

<AMidler@spcvi.com>

07/24/2012 04:05 PM

To "'bill.wycko@sfgov.org'" <bill.wycko@sfgov.org>

cc

Subject FW: 706 Mission

From: Andrew Midler
Sent: Tuesday, July 24, 2012 4:02 PM
To: 'bill.wycko@sfgov.org.'
Subject: 706 Mission

Mr. Wycko

I am a resident of San Francisco who lives in the vicinity of the proposed tower at 706 Mission Street.

C.2.1

I am concerned and alarmed about the proposal which sits before the Planning Commission for the following reasons:

1) traffic impact on Stevenson Alley. The situation is unfortunate as it currently exists with the level of traffic too large causing congestion on third avenue turning on to Stevenson as well as issues to pedestrian safety—particularly during periods of heavy tourism given the heavy foot traffic to the surrounding hotels

2) the potential for extensive shadow impact from this tower on the surrounding area as well as the parks and convention center.

C.2.2

I suspect that an economically feasible building can be permitted that would not create risk, hardship, and negative impact on the surrounding residents and visitors. Such a project would be and should be materially smaller in size and density

Sincerely'

Andrew Midler

765 market street

San Francisco Ca 94103

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(See responses to Comments C.3.1 - C.3.32)



Linda Avery/CTYPLN/SFGOV
08/02/2012 09:32 PM

To Bill Wycko/CTYPLN/SFGOV@SFGOV, Debra
Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc

Subject Fw: 706 Mission Street DEIR

History:  This message has been replied to.

Linda D. Avery-Herbert

Director of Commission Affairs
SAN FRANCISCO PLANNING COMMISSION &
SAN FRANCISCO HISTORIC PRESERVATION COMMISSION
1650 MISSION STREET – SUITE 400
SAN FRANCISCO, CA 94103-2414
TEL: 415.558.6407 – FAX: 415.558.6409
WEBSITE: www.sfgov.org/planning

I am not able to respond to emails or phone calls on the day of a hearing.

----- Forwarded by Linda Avery/CTYPLN/SFGOV on 08/02/2012 09:32 PM -----



"Howard Wexler"
<hwexler46@gmail.com>
07/27/2012 12:41 PM

To "Linda D. Avery" <linda.avery@sfgov.org>
cc
Subject 706 Mission Street DEIR

Dear Linda

On behalf of the 765 Market Street Residential Owners Association, I have attached above the following two Word documents for electronic distribution to the seven Planning Commissioners:

1. My Comment Letter on the 706 Mission Street DEIR on behalf of the 765 Market Street Residential Owners Association.
2. The Memorandum from Bonnie Nelson & Brian Canepa of Nelson/Nygaard Consulting Associates commenting on the 706 Mission Street DEIR.

The Nelson Nygaard Memorandum is an attachment to my comment letter. I believe that both documents also should be sent to Bill Wycko and Debra Dwyer, the lead persons at the Department for this DEIR, as well as to any other Department staff members or EIR consultants you believe should receive these documents at this time.

Thank you again for your assistance.

Howard

Howard M. Wexler

23 Cresta Vista Drive
San Francisco, CA 94127

Phone (415) 585-1350

Mobile (415) 378-9995

hwexler46@gmail.com

[attachment "706 Mission Street DEIR Comment Letter.docx" deleted by Debra Dwyer/CTYPLN/SFGOV]

[attachment "706 Mission CL Arial (3).docx" deleted by Debra Dwyer/CTYPLN/SFGOV]

HOWARD M. WEXLER
23 Cresta Vista Drive,
San Francisco, Ca. 94127
415 585-1350
Hwexler46@gmail.com

Rodney Fong, President
Cindy Wu, Vice President
Michael Antonini
Gwyneth Borden
Ron Miguel
Kathrin Moore
Hisashi Sugaya

July 26, 2012

Re 706 Mission Street DEIR

Dear Commissioners

I represent the 765 Market Street Residential Owners Association (“765 Market Street Owners”) in regard to the proposed neighboring Residential Tower and Mexican Museum Project at 706 Mission Street (“the Project”). In this capacity I submit the following initial written comments together with the attached Comment Letter Findings Memorandum from Bonnie Nelson and Brian Canepa of Nelson/Nygaard Consulting Associates concerning the 706 Mission Street Project Draft Environmental Impact Report (“DEIR”) that was published on June 27, 2012 and will be before you for a public hearing on Thursday August 2, 2012.

C.3.1

The 765 Market Street Owners have the following two major areas of concern about the DEIR:

1. The DEIR fails to properly measure and analyze the traffic impacts of the Project particularly in regard to Variants 6 and 7 and it fails to properly mitigate those impacts.
2. The DEIR fails to properly analyze the shadow impacts particularly in regard to Jesse Square in part because it fails to explore an alternative residential tower that would be set back from Jesse Square by approximately 40 feet as was

C.3.2

originally presented by the Project sponsor, Millennium Partners, approximately five years ago.

C.3.2
cont'd.

Traffic Impacts

The 765 Market Street Owners retained the highly respected traffic consulting firm of Nelson/Nygaard to review and assess the traffic and transportation analysis contained in the DEIR. The full Nelson/Nygaard Comment Letter Findings Memorandum to the 765 Market Street Owners dated July 24, 2012 is attached for your review.

C.3.3

Specifically you will see that Nelson/Nygaard has determined the following:

1. **Incorrect Critical Movement Assumptions Result in a Flawed Analysis of Alternatives.** “The DEIR misidentifies the eastbound through movement at Market and Fourth Street as a critical movement, resulting in significant traffic impacts for Variants 6 and 7. Instead, the eastbound right-turn movement should be considered a critical movement given the high pedestrian volumes crossing Fourth Street. This correction in critical movements will result in significant impacts for the Proposed Project and less than significant impacts for Variants 6 and 7” (page 2). Nelson/Nygaard goes on to demonstrate why “Correcting for the flawed assumption of critical turning movements, the analysis will demonstrate that the Proposed Project (and potentially Variants 1-5) will produce a significant traffic impact at that intersection due to its number of eastbound right-turn movements. Conversely, Variants 6 and 7, which generate eastbound through movements, will generate a less than significant impact” (page 5).

2. **Trip Distribution Assumptions are Inaccurate in Variants 6 & 7 Suggesting Greater Impacts than Reality.** “The DEIR vehicle trip distribution in Variants 6 and 7 is not realistic considering motorist behavior and travel patterns, resulting in more eastbound vehicle trips traveling through the Fourth and Market Street intersection, contributing to a significant traffic impact. If the vehicle trips in Variant 6 and 7 are distributed more realistically, there will be less traffic at the Fourth and Market Street intersection, resulting in a less than significant traffic impact” (page 5). Again a proper analysis of the trip distribution reveals that Variants 6 & 7 should produce less than significant impacts at the critical Fourth and Market intersection.

C.3.4

3. **Analyzing only PM Conditions Ignores Potentially Significant Impacts on Inbound Streets and Inaccurately Supports the Project Alternative.** “AM peak hour traffic is likely more congested on Third Street (and other inbound streets) than during the PM peak hour as commuter travel to downtown. By examining only PM peak hour conditions, the DEIR analysis is not identifying likely significant traffic impacts, including failing LOS at Third Street intersections, for the Proposed Project and Variants 1-5 with access points on Stevenson and Third Street” (page 5). Nelson/Nygaard goes on to point out that “An analysis of AM peak hour conditions would likely show both a greater percentage increase in delay at these intersections that would cause a reduction in level of service and possibly an adverse impact on critical movements, such as the eastbound right-turn movement from Third Street to Market Street – both of which would trigger a significant impact. Given the high likelihood that AM peak hour traffic will adversely impact intersections along Third Street, it is essential that this analysis be conducted to ensure a comprehensive picture of potential points of congestion” (page 7). Anyone who regularly drives in the San Francisco downtown area is aware that traffic along Third Street, especially between Mission and Market Streets is significantly greater in the AM peak hours than the PM peak hours. This is because Third Street is the major inbound one way street from the freeway to enter downtown San Francisco. Conversely, Fourth Street is the major downtown one way street leading to the freeway and thus is significantly busier in the PM peak hours than the Am peak hours. Since the Project and all of its proposed Variants (1-5) have traffic entering the Project off Third Street between Mission and Market Streets, the failure to include an analysis of the significantly greater AM peak flow of traffic along Third Street is a fundamental error that must be corrected with AM studies taken at all the key intersections in the fall when traffic is back to its normal level after the summer vacation period and its reduced level of traffic have ended.

C.3.5

4. **The DEIR Analysis Does Not Account for Vehicle Delays Caused by Increases in Pedestrian Volumes.** “The DEIR does not adequately address the vehicle delay impacts of increased pedestrian volumes at the intersection of Third and Stevenson Street. Due to the large number of pedestrians illegally crossing both streets at the intersection, there will likely be a substantial increase in vehicle delay in the Proposed Project, and vehicle access variants with access on Stevenson Street (Variants 1-5) could result in a degradation of vehicle LOS” (page 7).

C.3.6

5. **The Onsite Parking Creates Traffic Impacts.** "The proposed Project's residential parking supply of one space per unit exceeds the standard set in the Planning Code, resulting in undesirably high traffic volumes. By reducing the allowable parking supply, vehicle trips will be reduced and both traffic and transit impacts in Variants 6 & 7 will likely be less than significant" (page 8). C.3.7
6. **Inadequate Parking Enforcement on Stevenson Street Creates Traffic Congestion.** "Although on-street parking is currently prohibited on Stevenson Street, motorists frequently park their vehicles, creating bottlenecks on the narrow street. If Stevenson is to be used as an access point as in the Proposed Project and Variants 1-5, vehicle delay will be intensified" (page 10). The DEIR also fails to develop any mitigation measures to alleviate the current and prevent the increased bottlenecks that will occur on Stevenson unless either Variant 6 or 7 is adopted. C.3.8
7. **There is an Absence of Improvement Measures Aimed at Reducing Vehicle Trips.** "The DEIR does not include any improvement measures designed to reduce vehicle traffic generated by the Project and promote alternative mode use. A reduction in the number of vehicle trips may cause the traffic and transit impacts in Variants 6 and 7 to be less than significant" (page 10). C.3.9
8. **Failure to Consider All Existing City Plans Results in an Inadequate Analysis of Impacts.** "Several major City planning efforts were not included in the DEIR. These plans will significantly affect travel patterns on all streets around the project site and will impact the results of the traffic analysis for both the Proposed Project and vehicle access variants ... These projects should be accounted for in the Existing plus Project Conditions, Existing plus Variant Conditions, and in the 2030 Cumulative Conditions" (page 11). C.3.10

Shadow Impacts

Union Square. The DEIR on pp. IV.I 39-43 shows that the Proposed Project would not only create substantial amounts of net new shadow on Union Square but the proposed project would create more net new shadow on Union Square than the total allocation of C.3.11a

323,123 square feet of net new shadow that the Planning Commission and the Recreation and Park Commission together can currently allow pursuant to Planning Code Section 295. Specifically, the Proposed Project would cast an annual total of 337,744 net new square feet of shadow on Union Square. This alone would increase

C.3.11a
cont'd.

the total annual amount of shadow on Union Square by 22%. DEIR Chapter VII, Alternatives to the Proposed Project, reviews a range of alternatives, including Alternatives B and E, respectively the Existing Zoning Alternative and the Reduced Shadow Alternative. These are the only two alternative projects studied that would not cast a total of 337,744 square feet of annual new shadow on Union Square. The DEIR indicates that neither Alternative B nor E would cast any new shadow on Union Square. This is because the DEIR states on pp. VII 33 and 110 that “A shadow envelope analysis determined that any building at or below a height of 351 feet on the project site would not cast net shadow on Union Square.” Thus both Alternative B at 196 feet and Alternative E at 351 feet would avoid adding any new shadow on Union Square during times that are subject to Planning Code Section 295. Thus these are the only two alternatives that are environmentally acceptable in regard to their impact on Union Square.

C.3.11b

Jessie Square. However, as we will describe below, the DEIR totally failed to produce any alternative project that would reduce the Project’s new shadow impacts on its immediate neighbor, Jessie Square.

C.3.12
&
C.3.13

The Proposed Project’s shadow impacts would reach other important open spaces, including Jessie Square, as described on DEIR pp. IV.I.46-47, and Figures IV.I.6 to IV.I.9. The text discusses the range of use of Jessie Square in morning periods when the Proposed Project would cast new shadows on this important space. Neither DEIR Alternative B nor E would reduce this impact, as stated on DEIR pp. VII.33 and 110 respectively. However, both Alternatives B and E, as illustrated in Figures VII 1 & 2 and VII.7 & 8, would rise on the west project site line with no set back above the base, as can be compared to Figure II.25, Conceptual South Elevation for the Proposed Project. Therefore, both Alternatives B and E, as presented in the DEIR, may produce a slightly greater shadow impact on Jessie Square than those from the Proposed Project.

A new Alternative F should be prepared to address the adverse project shadow effects on Jessie Square. Jessie Square is a south-facing open space with excellent access from Market Street, Third Street, and Mission Street, and serves as a calm, smaller-scale open space, compared to the larger Yerba Buena Gardens. While the range of

existing activity in Jessie Square increases from mid-morning to mid-day periods, morning use is still notable, per footnote 33, DEIR p. IV.I.47.

C.3.12 &
C.3.13
cont'd.

During the period from 2006 – 2007, Millennium Partners prepared and submitted to 765 Market Street Owners a tower design that gave more prominence to the Mexican Museum, with a bold facade on a modestly scaled tower extension about 35-40 feet high, about the same height as the other structures facing on to Jessie Square – the Contemporary Jewish Museum and St. Patrick’s Church. The Mexican Museum on the west was attached to an attractively designed elliptical residential tower of about 650 feet in height but it was set back approximately 40 feet from the entrance to the Museum and was cantilevered over the Aronson Building for a distance of about 50 feet. That proposed tower would have produced even greater shadow impacts on Union Square than the proposed Project due to its even greater height, but the concept of setting the Residential Tower back from Jessie Square by about 40 feet with an attached and identifiable Mexican Museum that opened onto the Square, would reduce the Project’s shadow impacts on Jessie Square while at the same time producing an appropriately sized museum element facing directly on to the Square. A revised Alternative E in the form of a new Alternative F with the major part of the 351-foot tower mass realigned about 40 feet to the east would not only provide the same elimination of shadow effects on Union Square but it also would significantly reduce the shadow effects on Jessie Square.

C.3.14,
C.3.15,
&
C.3.16

On the basis of a general review of Figures IV.I.6 to IV.I.9, the set-back design could reduce morning shadow effects on Jessie Square at 10 AM and earlier in spring and fall months by from 10% to 20%. In summer months before 10 AM, the set-back design could reduce shadow effects on Jessie Square by 30% to 40%. Because of sun angles in winter months, it is less likely that the set-back design would substantially change shadow conditions on Jessie Square at that time of year.

Therefore, the Final EIR should include the following information and analysis for a Reduced Shadow Alternative F with a set-back design:

Based on observations cited in footnote 33, DEIR p. IV.I.47, provide maps of Jessie Square illustrating where and when in the open space visitors were observed in the



park. This will permit a more complete evaluation of the project and alternative shadow effects on Jessie Square.

C.3.14,
C.3.15,
&
C.3.16
cont'd.

Provide shadow diagrams for a new DEIR Alternative F with a 40 foot set-back design alternative for morning hours. In addition to 10 AM shadows for March/September and for June, provide diagrams for 9 AM and 11 AM.

Describe and evaluate morning conditions in Jessie Square, in terms of numbers of and location of users, and differences in location and duration of shadow effects between the Proposed Project, Alternative E and Alternative F, the set-back alternative.

Provide conclusions as to adverse shadow effects on Jessie Square with these three different configurations.

Summary Conclusions

The DEIR fails to properly measure and analyze the Project's traffic impacts particularly in regard to Variants 6 and 7. Its failure to measure and analyze any AM peak traffic on Third Street where the greatest traffic impacts occur during the morning commute period places the entire EIR at risk.

C.3.17
C.3.18

The DEIR also fails to adopt any meaningful mitigation measures either to reduce vehicle trips or mitigate the bottleneck conditions on Stevenson Street that will be further exacerbated unless Variant 6 or 7 is adopted.

C.3.19

Finally, the DEIR fails to explore any alternative that would reduce the Project substantial shadow and aesthetic impacts on Jessie Square.

C.3.20

Howard M. Wexler

On behalf of the 765 Market Street Owners Residential Association

cc: Joe Fang President of the 765 Market Street Owners Residential Association

MEMORANDUM

To: 765 Market Street Residential Owners Association
From: Bonnie Nelson and Brian Canepa
Date: July 24, 2012
Subject: Comment Letter Findings

Nelson\Nygaard was retained by 765 Market Street Residential Owners to assess the traffic and transportation analysis completed in the 706 Mission Mexican Museum and Residential Tower project Draft Environmental Impact Report (DEIR) and to identify any potential issues impacting their property. Our assessment includes the following findings:

- The DEIR analysis contains several flaws in (1) identifying which movements are “critical” at specific intersections and (2) forecasting the likely trip assignment (i.e., the anticipated path of travel) for vehicle trips that would be generated by the Project, which result in an inaccurate assessment of both the Proposed Project and vehicle access variants. C.3.21
- Due to the assumptions used in the analysis of vehicular traffic, transit, parking, and pedestrians, significant impacts may be underrepresented in certain scenarios and overrepresented in others. In particular, the impacts of the Project are underrepresented and the impacts of Alternatives 6 and 7 are overrepresented in the analysis. C.3.22
- Given the lack of vehicle trip reducing strategies in the DEIR, more robust improvement measures should be designated for the project to reflect San Francisco sustainable, multi-modal environment to effectively encourage walking, biking, and transit use. C.3.23
- Several major City planning efforts have not been represented in the transportation analysis, which will have profound circulation impacts around the study site. C.3.24

TRAFFIC ANALYSIS

Key Issue #1: Incorrect Critical Movement Assumptions Result in a Flawed Analysis of Alternatives

C.3.25

Summary: The DEIR misidentifies the eastbound through movement at Market and Fourth Street as a critical movement, resulting in significant traffic impacts for Variants 6 and 7. Instead, the eastbound right-turn movement should be considered a critical movement given the high pedestrian volumes crossing Fourth Street. This correction in critical movements will result in significant impacts for the Proposed Project and less than significant impacts for Variants 6 and 7.

Discussion: The analysis of PM peak hour traffic is flawed in its determination of which movements are “critical movements” at some intersections. According to the analysis, “for an intersection that operates at LOS E or LOS F under existing conditions, there may be a significant adverse impact depending on the magnitude of the project’s contribution to the worsening of delay.”¹ Specifically, San Francisco traffic studies determine the level of significance in such cases based on the Project contribution to “critical movements”. Figure 1 shows the PM peak hour Existing Plus Project traffic volumes and “critical movements” as described in the DEIR.

Critical movements are those intersection movements that require specific allocations of “green time”, thus affecting the capacity of other movements within a fixed cycle length. The Highway Capacity Manual (HCM) provides the following description of the basic parameters for conducting a Critical Movements analysis:

- *Critical movement analysis is based on the following fundamental basic principle: The amount of time in an hour is fixed, as is the fact that two vehicles (or a vehicle and a pedestrian) cannot safely occupy the same space at the same time. Critical movement analysis identifies the set of movements that cannot time concurrently and require the most time to serve demand. Critical movement analysis is an effective tool to quickly estimate green times for various movements at an intersection and to estimate its overall performance in terms of volume-to-capacity ratios.*

¹ Appendix E: 706 Mission Street Transportation Study (Without Appendices), p.67.

Figure 1 Existing Plus Project Traffic Volumes, PM Peak Hour²

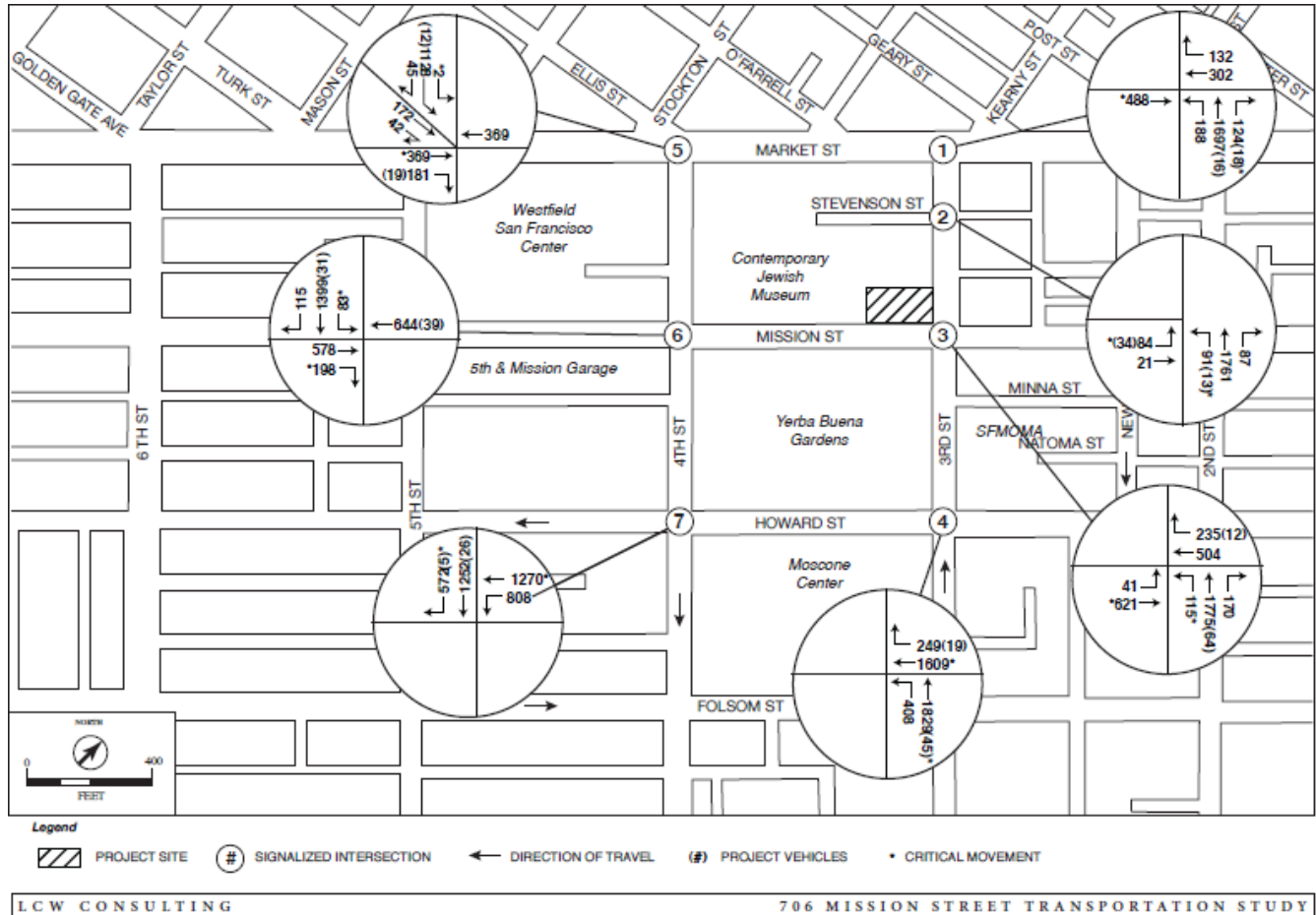


FIGURE 18: EXISTING PLUS PROJECT TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR

C.3.25
cont'd.

² Appendix E, p. 70.

The DEIR identifies the eastbound through movement at Market and Fourth Street as a critical movement, and found that the Project would result in a significant impact to that eastbound through movement based on the DEIR assumption that the Project will generate vehicle trips that will travel eastbound on Market Street.

- However, in the absence of westbound left-turning movements (which are prohibited), eastbound through traffic should not be considered a critical movement as that flow is relatively unimpeded, particularly during the PM Peak Hour when transit boardings are higher in the westbound direction. Since buses and F-line trains stop directly within the center “through” lanes on Market Street, to pick up passengers waiting for to board transit vehicles from island platforms, the critical “through” movement during the PM Peak Hour is the westbound through movement, not the eastbound through movement, given the higher volume of PM peak hour bus westbound bus boardings that results in a higher number of conflicting movements that affect vehicle circulation (transit boardings, in this case, represent a conflicting movement that affects through circulation in the westbound direction).
- In the eastbound direction, the eastbound right-turn movement, not the eastbound through movement, should be considered a critical movement at this intersection given the high volume of conflicting pedestrian movements crossing Fourth Street that requires a significant allocation of “green time” within each signal cycle, and causes vehicle delay and queuing for right-turn traffic. Additions to that movement will exacerbate to that critical right-turn movement (Figure 2 depicts the intersection on a typical day, and shows several vehicles waiting to make the critical right-turn movement).

Figure 2 Market and Fourth Street Intersection



Source: Google Maps



Correcting for the flawed assumption of critical turning movements, the analysis will demonstrate that the Proposed Project (and potentially Variants 1-5) will produce a significant traffic impact at that intersection due to its number of eastbound right-turn movements. Conversely, Variants 6 and 7, which generate eastbound through movements, will generate a less than significant impact.³

C.3.25
cont'd.

Key Issue #2: Trip Distribution Assumptions are Inaccurate in Variants 6 & 7 Suggesting Greater Impacts than Reality

C.3.26

Summary: The DEIR vehicle trip distribution in Variants 6 and 7 is not realistic considering motorist behavior and travel patterns, resulting in more eastbound vehicle trips traveling through the Fourth and Market Street intersection, contributing to a significant traffic impact. If the vehicle trips in Variant 6 and 7 are distributed more realistically, there will be less traffic at the Fourth and Market Street intersection, resulting in a less than significant traffic impact.

Discussion: The PM peak hour distribution of vehicle trips estimated in Variants 6 and 7 do not accurately reflect the likely paths of travel taken by motorists. Specifically, the DEIR transportation analysis predicts that traffic exiting via Mission Street with an ultimate destination east of the project will travel via Fifth Street to head eastbound through the Fourth and Market intersection.⁴ In reality, eastbound motorists would have several potential routes to choose from, including routes north of Market Street that allow for quicker eastbound travel via parallel routes such as Bush or California Street.

Furthermore, the great majority of project trips will be via foot or bike in the area between the project site and the Ferry Building, while vehicle trips traveling further north (e.g. with destinations in the vicinity of North Beach) would be much more likely cross Market at Sixth Street and continue on a quicker north-south street, such as Taylor Street, rather than a more circuitous route via Market Street, especially considering that Market Street does not connect directly with the Embarcadero. Furthermore, driving on Market Street can be time consuming and is rarely chosen by local motorists that are familiar with the left-turn restrictions that make it an inefficient route for private vehicle circulation.

Key Issue #3: Analyzing only PM Conditions Ignores Potentially Significant Impacts on Inbound Streets and Inaccurately Supports the Project Alternative

C.3.27

Summary: AM peak hour traffic is likely more congested on Third Street (and other inbound streets) than during the PM peak hour as commuter travel to downtown. By examining only PM peak hour conditions, the DEIR analysis is not identifying likely significant traffic impacts, including failing LOS at Third Street intersections, for the Proposed Project and Variants 1-5 with access points on Stevenson and Third Street.

³ Appendix E, p.110 and 114.

⁴ Appendix E, p.109.

Discussion: Although analysis of AM peak hour traffic conditions is not required for most EIRs in San Francisco, accurate and complete analysis of the significant impacts of this project require analyzing both the AM and PM peak hour conditions. Because this project has substantial impact on the one way south of market grid, a PM-only analysis will naturally identify impacts only on those streets that are most congested in the afternoon, while minimizing and potentially missing significant impacts on “inbound” streets that are more congested during the morning peak period. In particular, Third Street is a one-way “inbound” thoroughfare, carrying morning commute traffic into downtown. By examining solely PM peak hour conditions, the DEIR transportation analysis ignores potentially significant impacts which likely include failing LOS at intersections bordering the site, specifically, the intersections at both Third and Market Streets and Third and Stevenson Streets. The impacts of the proposed project on these intersections is likely grossly underestimated by the use of PM only data.

Figure 3 Current AM Peak Hour Conditions, Third and Stevenson Street Intersection



Source: Nelson\Nygaard

Figure 4 shows Existing and Existing plus Proposed Project and Variant Conditions for the PM peak hour, when northbound (i.e. inbound) traffic is less congested than during the AM peak hour, when traffic is queuing from Market Street to Folsom Street. The figure demonstrates that even during a less congested period, vehicle delay at the Third and Market Streets and Third and Stevenson Streets intersections in the Proposed Project and Variants 1 -5 increases from 6 to 18% (while Variants 6 and 7 result in a 8 to 18% decrease in delay).

Figure 4 Intersection Levels of Service, Existing plus Project and Variant Conditions (Weekday PM Peak Hour)

Intersection	Existing		Proposed Project & Variants 2, 5		Variants 1, 4		Variant 3		Variants 6, 7	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Third/Market	56.2	E	63.8	E	63.8	E	63.8	E	45.9	D
Third/Stevenson	12.1	B	12.8	B	14.3	B	12.8	B	11.1	B
Third/Mission	20.1	C	20.9	C	20.9	C	21.0	C	21.1	C
Third/Howard	36.1	D	40.4	D	40.4	D	40.4	D	40.4	D
Fourth/Market	>80	F	>80	F	>80	F	>80	F	>80	F
Fourth/Mission	41.8	D	45.7	D	45.7	D	45.7	D	54.2	D
Fourth/Howard	42.5	D	44.5	D	44.5	D	44.5	D	44.5	D

Source: Appendix E, Table 19

An analysis of AM peak hour conditions would likely show both a greater percentage increase in delay at these intersections that would cause a reduction in level of service and possibly an adverse impact on critical movements, such as the eastbound right-turn movement from Third Street to Market Street – both of which would trigger a significant impact.⁵ Given the high likelihood that AM peak hour traffic will adversely impact intersections along Third Street, it is essential that this analysis be conducted to ensure a comprehensive picture of potential points of congestion.

PEDESTRIAN ANALYSIS

Key Issue #4: The Analysis Does Not Account for Vehicle Delays Caused by Increases in Pedestrian Volumes

Summary: The DEIR analysis does not adequately address the vehicle delay impacts of increased pedestrian volumes at the intersection of Third and Stevenson Street. Due to the large number of pedestrians illegally crossing both streets at the intersection, there will likely be a substantial increase in vehicle delay in the Proposed Project, and vehicle access variants with access on Stevenson Street (Variants 1-5) could result in a degradation of vehicle LOS.

⁵ Per Appendix E, p. 67 – “The threshold for a significant adverse impact on traffic has been established as deterioration in the LOS at a signalized intersection from LOS D or better to LOS E or LOS F, or from LOS E to LOS F.”

C.3.27
cont'd.

C.3.28

Discussion: Although the DEIR analysis examined pedestrian conditions, it focused solely on LOS standards, which measure only pedestrian flow rates and crosswalk space allowed for pedestrians to cross streets – no consideration was given to the impacts of pedestrians on vehicular traffic. In other settings, pedestrian crossings may not pose an obstacle to vehicle traffic, but given the high number of illegal crossings on Third Street, and particularly across the relatively narrow Stevenson Street, higher pedestrian volumes result in greater vehicle delay. Observations of the intersection at all hours of the day reveal that pedestrians are crossing both Stevenson Street and Third Street at the signalized intersection and are increasing traffic delays along both streets.⁶ Increases in pedestrian crossings will negatively affect both AM and PM peak hour congestion.

As such, in the Proposed Project and Variants 1-5, increased pedestrian crossings could cause a failing LOS at the Third and Stevenson Street intersection.



Conversely, as Variants 6 & 7 do not have access on Third Street or Stevenson Street, and are actually estimated to *reduce* vehicle delay at the Third and Stevenson Street intersection, increased pedestrian volumes will not present a substantial impact in those scenarios.

PARKING ANALYSIS

Key Issue #5: Excessive Onsite Parking Creates Traffic Impacts

Summary: The Proposed Project's residential parking supply of one space per unit exceeds the standard set in the *Planning Code*, resulting in undesirably high traffic volumes. By reducing the allowable parking supply, vehicle trips will be reduced and both traffic and transit impacts in Variants 6 & 7 will likely be less than significant.

Discussion: The Proposed Project's residential parking supply contributes to the study area's traffic levels and runs contrary to the City's stated goals. As submitted, the project proposes one residential parking space per unit for both the residential and office flex options. Meanwhile, the *Planning Code* permits only one parking space for every four dwelling units, unless a special permit is granted.⁷ Although there is a special permit process, by providing more than the standard allowance of parking, the project will be producing greater levels of vehicle trips and contradicting the spirit of both the Code and City policy.

The City's "transit first" policy is designed to maximize the multi-modal resources of San Francisco, particularly in denser, mixed use areas with excellent transit service. The policy states

⁶ Photo sources: Nelson\Nygaard.

⁷ In which case, up to one space per unit may be provided for the dwelling units with at least two-bedrooms and at least 1,000 square feet of occupied space, which encompasses all of the proposed project's units.

explicitly that, “Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation” (San Francisco City Charter). By meeting the City’s Charter and allowing for fewer parking spaces to be built, projected vehicle trips will be lowered, benefiting the community. This would not preclude residents from leasing parking spaces in nearby facilities, if desired. The DEIR transportation analysis shows that there is sufficient parking available during the peak hour at several garages in the study area.⁸

By limiting the amount of parking onsite, the impact analyses for both the Proposed Project and vehicle access variants would be greatly affected. In particular, fewer vehicle trips will likely alleviate any “significant and unavoidable” impacts generated at the Fourth and Market Street intersection in the Existing Plus Variant Conditions 6 and 7 as well as those generated in the 2030 Cumulative Conditions at both the Fourth and Market and Fourth and Mission intersections.

Furthermore, the reduction in vehicle trips would likely resolve Variants 6 and 7 transit impact. With Mission Street serving as the only entry point for all non-loading vehicles in Variants 6 and 7, the DEIR anticipates 113 vehicles entering via Mission Street in the PM peak hour, which may cause queuing issues onto Mission Street, creating a conflict with Muni bus service and representing a significant impact to transit operations.⁹ A reduction in vehicle trips caused by fewer parking spaces would eliminate the “significant and unavoidable” impact caused by Existing Plus Variant Conditions 6 and 7 in terms of excessive queuing into the bus bay on Mission Street. Figure 5 illustrates the “less than significant” and “significant and unavoidable” impact details for the Proposed Project and vehicle access variants.

Figure 5 Summary of Transportation Impacts for Proposed Project and Variants, Existing Plus Conditions

Criteria	Project	Variants						
		1	2	3	4	5	6	7
Traffic	LTS	LTS	LTS	LTS	LTS	LTS	SU	SU
Transit	LTS	LTS	LTS	LTS	LTS	LTS	SU	SU
Pedestrians	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Bicycles	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Loading	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Emergency Vehicle Access	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Construction	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Source: Appendix E, Table 28. LTS = Less than Significant, SU = Significant and Unavoidable.

⁸ Appendix E, p. 50.

⁹ Appendix E, p.112 and 114.

C.3.30

Key Issue #6: Inadequate Parking Enforcement on Stevenson Street Creates Traffic Congestion

Summary: Although on-street parking is currently prohibited on Stevenson Street, motorists frequently park their vehicles, creating bottlenecks on the narrow street. If Stevenson Street is to be used as an access point as in the Proposed Project and Variants 1-5, vehicle delay will be intensified.

Discussion: The DEIR analyzes parking demand in the Jessie Square Garage as well as other facilities in the immediate area, but does not adequately address on-street parking conditions on Stevenson Street. Currently, no parking is allowed along both sides of the street, but both private and loading vehicles continually park and partially block the street, thereby causing traffic delays. These delays will be exacerbated if Stevenson Street is to be used as a primary entry and exit point as suggested in the Proposed Project and Variants 1-5.



Source: Nelson\Nygaard

MITIGATION MEASURE ANALYSIS

C.3.31

Key Issue #7: There is an Absence of Improvement Measures Aimed at Reducing Vehicle Trips

Summary: The DEIR does not include any improvement measures designed to reduce vehicle traffic generated by the project and promote alternative mode use. A reduction in the number of vehicle trips may cause the traffic and transit impacts in Variants 6 and 7 to be less than significant.

Discussion: The DEIR analysis establishes several improvement measures for various aspects of the project, but does not provide adequate transportation measures to encourage walking, biking, and taking transit. Specifically, although several improvement measures pertain to enhanced transportation conditions (e.g. traffic signal timing modifications, “garage full” sign on Third Street, coordination of moving activities, etc.) for the proposed project and variants, there is no measure directed at *reducing vehicle trips*.¹⁰

Improvement Measure I-TR-N: Transportation Demand Management proposes the distribution of informational materials to tenants, but this strategy will have a very minimal impact, if any. Instead, there should be a mitigation measure requiring the implementation of resident and employee transportation demand management (TDM) measures that have proven to be effective in reducing vehicle trips. By doing so, it will provide a benefit both to residents and the city as a whole through improved transportation choices and lower traffic levels. These strategies may act

¹⁰ Table S.2: Summary of Improvement Measures for Proposed Project and Vehicular Access Variants.

as mitigation measures for both the Proposed Project and seven vehicle access variants. Two of the more effective strategies include:

C.3.31
cont'd.

Subsidized transit passes. In recent years, growing numbers of developments have provided residents and employees with subsidized transit passes to reduce vehicle trips. The proposed development should provide Muni Fast Passes to its residents and employees, which will allow for unlimited rides on local transit. The bulk purchase of transit passes allows the transit operator (i.e. Muni) to sell its passes at a highly discounted rate. Studies have shown from other areas, such as Santa Clara Valley, that the introduction of subsidized passes can nearly double the transit mode to work, thereby decreasing peak hour vehicle trips.

Alternative mode subsidies. Alternative mode subsidies encourage employees to ride transit, carpool, vanpool, walk or bicycle to work, thus decreasing vehicle trips. The benefit is particularly valuable to low-income employees, who are less likely to drive to work alone. Research performed by Donald Shoup at the University of California, Los Angeles found that single occupancy vehicle trips declined by 17% and other modes increased significantly (carpooling by 64%, transit by 50%, and walking/biking by 33%) after an alternative mode subsidy program was introduced at various worksites with varying levels of transit service.

CONSIDERATION OF CITY PLANS

Key Issue #8: Failure to Consider All Existing City Plans Results in an Inadequate Analysis of Impacts

C.3.32

Summary: Several major City planning efforts were not included in the DEIR. These plans will significantly affect travel patterns on all streets around the project site and will impact the results of the traffic analysis for both the Proposed Project and vehicle access variants.

Discussion: While the DEIR analysis assessed the impacts of the Temporary Transbay Terminal, the Central Subway Project, and Muni's Transit Effectiveness Project, there are other major projects omitted from consideration that affect traffic and multi-modal circulation in the study area. The omitted projects have the potential to cause significant changes to the traffic patterns around the project site, thereby drastically influencing predicted transportation impacts for both the Proposed Project and seven vehicle access variants. These projects should be accounted for in the Existing plus Project Conditions, Existing plus Variant Conditions, and in the 2030 Cumulative Conditions. The plans include:

Central Corridor Project. The project represents an integrated community vision for the southern portion of the Central Subway rail corridor with the study site placed in the heart of the project area bounded by Second to Sixth Streets and Mission to Townsend Streets. The Central Corridor Plan will propose changes to the allowed land uses, building heights, and may include an increase in permitted residential and/or commercial densities in the area. The plan may also include proposals to increase the amount of streets space devoted to pedestrian and bicycle facilities while reducing the number of mixed traffic lanes. These alterations can profoundly affect pedestrian, bicycle, transit, and private vehicle travel patterns, thereby producing potentially different results regarding the thresholds of significance for traffic, transit, pedestrians, and bicycles.

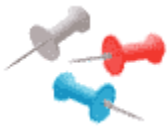
Better Market Street Plan. The plan to revitalize Market Street includes a study of mobility issues. Currently, the options for Market Street include (a) prohibiting private autos, except for those vehicles crossing Market Street, (b) creating a series of forced or prohibited turns along Market Street to redirect traffic along particular thoroughfares, and (c) closing a one-block stretch of Market Street in an area of high pedestrian use. Each of the options considered may have a strong impact on traffic distribution and volumes on both sides of Market Street. In particular, the options which remove traffic from Market Street all are likely to increase traffic on Mission Street and on the South of Market network. These new traffic patterns and increased traffic levels will affect all of the project's study intersections and should be accounted for in the analysis.

Eastern Neighborhood Transportation Implementation Planning Study (EN TRIPS). EN TRIPS prepared a series of recommendations for circulation changes in San Francisco's Eastern Neighborhoods, which include Eastern SoMa, the Mission, Showplace Square/Potrero Hill and the Central Waterfront together with surrounding high-growth areas of Western SoMa, Transbay District, Rincon Hill and Mission Bay. The majority of the City's new residential and commercial growth over the next 25 years will occur in these areas, including the proposed project. These neighborhoods also contain key local and regional transit service, including Muni bus and light rail, BART, Caltrain and future High-Speed Rail. The area's combined development potential and rich transit access present a tremendous opportunity to create integrated, mixed use, transit-rich neighborhoods.

EN TRIPS made specific proposals for circulation changes, including a number of alternatives for potential reconfiguration of Folsom and Howard Streets. All of these include increasing space for pedestrians, bicycles, and public space, and reducing total travel lanes. The range of alternatives still under consideration by the SFMTA includes a design that maintains one-way circulation, as well as a design that converts both Folsom and Howard Streets to two-way operation. These streets are major thoroughfares for eastbound and westbound traffic, and their reconfigurations may cause increased traffic delay in both intersections on those streets as well as other nearby intersections as motorists attempt to find alternative routes. As such, an analysis of its impacts should be included in the DEIR analysis.

Transit Center District Plan. Although the DEIR transportation analysis accounted for the Temporary Transbay Terminal, it did not take into consideration the comprehensive Transit Center District Plan for the area around the Transbay Terminal. The plan area is bounded by Steuart, Market, Annie, and Folsom Streets.

The plan significantly increases allowable residential and employment densities within its boundaries. In addition to zoning changes, the plan also calls for street and circulation changes on Mission, Howard, Folsom, Fremont, Beale, and Main Street. Generally, these changes would reduce the amount of space dedicated to mixed-flow travel and increase space for walking and cycling with new signalized mid-block pedestrian crossings would be added at 14 intersections. While this area is outside the study area of this project, north-and southbound vehicle capacity reduction could result in some traffic being diverted onto nearby streets causing increases in vehicle delay and affecting both the Proposed Project and seven vehicle access variants.



Bill Wycko/CTYPLN/SFGOV
08/06/2012 09:27 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: Environmental Review: 706 Market St.

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/06/2012 09:27 AM -----



Richard Perelman
<metagain@sbcglobal.net>
07/30/2012 02:52 PM

To bill.wycko@sfgov.org
cc
Subject Environmental Review: 706 Market St.

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

Re: Environmental Review:706 Mission St.

Dear Mr. Wycko,

I am a resident and owner of 4 Seasons Residential Condo #29A at 765 Market St. for over 9 years.

I strongly am opposed to ANY additional use of 127 Stevenson Alley by the proposed construction and use of a condo tower at 706 Mission St. for the following reasons:

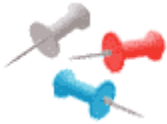
1. The alley is ALREADY CONGESTED much of the time with delivery trucks loading or unloading for the stores and offices that are on Market St. and back up to Stevenson Alley.
2. /the alley is also congested when special events are held in the 4 Seasons like corporate meetings or weddings, etc
3. The traffic on 3rd St. is often VERY CONGESTED ITSELF, making it difficult for more than one or two cars to exit Stevenson alley at a time.

Please consider 706 not using Stevenson Alley at all, and better yet, NOT BUILDING THE TOWER because 3rd St., between Mission and Market is already congested enough.

Thank you,

M. Richard Perelman
765 Market St. #29A
San Francisco, CA 9410
414-543-3711
email: metagain@sbcglobal.net

C.4.1



Bill Wycko/CTYPLN/SFGOV

08/06/2012 09:18 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/06/2012 09:19 AM -----



Lofty Basta

<loftybasta@gmail.com>

07/31/2012 05:49 PM

To bill.wycko@sfgov.org

cc

Subject

Dear Mr Wyko

Unfortunately we will not be able to attend the hearing on Thursday. Our grandson will arrive from London at 1:30 PM on that day. The best use for "big and tall" is to keep its identity intact and to develop it into multiple Museums: Mexican, Women's...etc. Developing a high-rise instead will render the traffic on Stevenson impossible (instead of being horrible now), and make the access of emergency vehicles called for the Hotel or the Residences very difficult, which will undoubtedly result in avoidable delays..

Our best

Laila and Lotfy

--

L. Basta MD

C.5.1

JACK AND GLORIA CLUMECK

765 MARKET STREET

SAN FRANCISCO, CA 94103-2038

TEL: (415) 525-3118

FAX: (415) 655-9310

CELL: (415) 517-0151

E-MAIL: jrclumeck@comcast.net

RECEIVED

AUG 01 2012

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

July 31, 2012

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

Re: Draft Environmental Impact Report for 706 Mission Street

Dear Mr. Wycko,

My wife and I are owners at the Four Seasons Residences at 765 Market Street, San Francisco, CA 94103.

When we purchased our home, we were concerned about the access and egress through Stevenson Alley, both as regards entering the Four Seasons as well as exiting and entering onto or crossing northbound Third Street. Unfortunately, our concerns have become unpleasant and unsafe realities.

As regards the current situation with Stevenson Alley, though there are multiple two-faced "Tow Away-No Parking at Any Time" signs posted prominently on both sides of the Stevenson Alley entrance to and egress from The Four Seasons Hotel and Residences and the Jessie Square Garage, the curbs are not painted red, there is only a short double-yellow center line painted for a couple of car lengths where Stevenson Alley intersects Third Street which, if extended, would designate unambiguously that it is a two-way thoroughfare. More importantly, to our knowledge, there never has been any SFPD or DPT enforcement of these signs. The result of these oversights is that there are frequently double-parked cars and trucks during the day, further delaying the proper and safe designation and use of an already narrow two-way street (not to mention preventing prompt access by emergency vehicles), effectively reducing the thoroughfare to a one-lane, one-way problem area.

Further to the subject of lack of enforcement, the stop light on Third Street at Stevenson Alley is frequently ignored by car, truck, and Muni Bus drivers, who race through on the yellow or red to try to beat the next stop light at Market Street. This has resulted in our car, when exiting Stevenson Alley on a green light, being nearly broad sided on several occasions by drivers who are running the Third Street-Stevenson Alley stoplight. Related to this hazardous situation is the fact that drivers northbound on Third Street (including the articulated Muni busses on the east lane of northbound Third Street) more

C.6.1



frequently than not ignore the "KEEP CLEAR" fast-fading signage painted on the street of the intersection and, as a result, are stopped and block the intersection, not only preventing entry onto northbound Third Street from Stevenson Alley but also precluding the crossing of vehicles from the west side of Third Street to the east side to continue on Stevenson Alley. This also results in cars from Stevenson Alley being stranded in mid-intersection while trying to get across Third Street. Unfortunately this is an accident scene waiting to happen each and every weekday.

C.6.1
cont'd.

As you well know, Third Street is the last downtown and financial district San Francisco exit from eastbound Interstate 80, and, as a result, is frequently grid locked to and beyond Bryant Street, due to the Fourth Street exit's discharging of traffic from the freeway approach to the Bay Bridge. Also the frequent blocking of the left lane of Third Street for the entrance for truck-and-trailer deliveries to the Moscone Convention Center and the Yerba Buena Center add additionally to the congestion. Now with the forthcoming Howard Street expansion of the San Francisco Museum of Modern Art, more traffic load will contribute to the already difficult traffic situation on Third Street. These existing and soon to be realized factors add considerably to an already often clogged Third Street.

C.6.2

It seems unthinkable to not only contemplate the traffic burden of the hundreds of additional residential units proposed to be provided for the 706 Mission Street tower project on Stevenson Alley and Third Street, but also the traffic bottleneck to be created on Third Street by the loss of one or more lanes of traffic during the lengthy construction period for the proposed project.

C.6.3

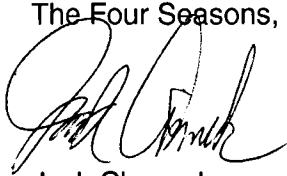
(Not only is it, in its presently proposed size, in excess of the master-planned and building code specified height restriction for the area, but it will also create wind and shadow problems for the immediately surrounding areas, beyond adding to the already problematic traffic situation on the length of northbound Third Street from King Street and at its multiple intersections.

C.6.4

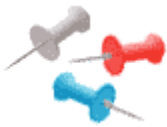
For these reasons, concerning additional burdens that further decrease orderly and safe traffic flow, emergency vehicle access, shadowing, and wind effects, we feel that the 706 Mission Street tower project in its present proposed location, with its height, density, and associated problems of creating further overloading a historically problematic Stevenson Alley west of Third Street, is ill-conceived and will create multiple additional problems in an already frequently grid locked area. Rather it should have been located in the area east of Third Street, perhaps near the new Transit Terminal, where its height, mass, and scale impacts would not have had nearly as much negative effect as it no doubt will have with its present proposed site and size if you allow this project to proceed as presented in the current Draft EIR. We urge you to consider our many concerns when making your final determination regarding the 706 Mission Street Tower project.

C.6.5

Thank you for your thoughtful consideration of the many detrimental factors associated with this potentially negatively-impacting project with its currently proposed location, density, access, height, and use issues, all of which are of understandably considerable concerns to us as residents as well as to the many other daily users of the facilities of The Four Seasons, the L.A. Sports Club, and the Jessie Square Garage.


Jack Clumeck


Gloria Clumeck



Bill Wycko/CTYPLN/SFGOV
08/06/2012 09:20 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: 706 Mission Proposal

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/06/2012 09:20 AM -----



Rose Riggle
<rriggle1@gmail.com>
07/31/2012 01:11 PM

To bill.wycko@sfgov.org
cc
Subject 706 Mission Proposal

Dear Mr. Wycko:

As a homeowner at the Four Seasons Residences at 765 Market Street, I am writing to express my concerns over the negative impact of the proposed high rise at 706 Mission.

C.7.1

1. Third Street as it approaches Market Street is already very congested most of the time. Adding more residential units to this neighborhood would only increase the number of cars entering and exiting the Jessie Square Garage. To access the garage, cars have to turn left onto Stevenson just past the Westin Hotel on Third. Stevenson is a narrow two-lane alley that allows access to the Four Seasons Hotel and Residences and the Jessie Square Garage. The entrance of the Westin Hotel is often congested as the inside lane of Third Street is used as a passenger loading area. This makes it very unsafe for cars turning left onto Stevenson. Occasionally, delivery trucks are parked on Stevenson, restricting it to one-lane traffic. Furthermore, cars at the traffic light on Stevenson waiting to turn onto Third often stop over the white line, making it very difficult to turn onto Stevenson.

2. The addition of a 47-story high rise will increase the shadow impact on public areas in the neighborhood, such as the Yerba Buena Park and Jessie Square, where locals and tourists spend many an afternoon basking in the California sunshine.

C.7.2

3. There is no way to predict how the additional traffic and invasion of shadowing will affect our property values. It will certainly not increase our values, so the question is how much it will devalue our property values.

C.7.3

I am always happy and excited to see improvements and positive changes made to this area, but my neighbors and I are very deeply concerned that 706 Mission would have adverse effects on all of us. The stress of having to deal with the additional traffic and safety issues on Stevenson on a daily basis will undoubtedly be detrimental to one's physical and mental well-being.

C.7.4

Respectfully,

Linda Ho
Four Seasons Residences
765 Market Street
San Francisco, CA 94103

TESTIMONY OF PAUL SEDWAY AT 706 MISSION HEARING

My name is Paul Sedway, a resident at 765 Market Street. I am a former principal of Sedway Cooke Associates, planning consultants; former member of the board of San Francisco Heritage and member of its Issues Committee; and former member of the board of the Contemporary Jewish Museum and chair of its Building Committee. I am currently co-chair of the SPUR Advisory Council and member of its Executive Committee. I am not speaking on behalf of any of these organizations.

C.8.1

The Planning Department, known for maximizing transparency has taken that term to a new level. The photograph of the Aronson Building on the cover of the EIR makes the proposed project's tower just behind the Aronson Building totally transparent and at the same time, it makes the Mexican Museum invisible. So much for covers.

Much more importantly, the EIR content conveys that the project should not be approved because it creates net new shadow that substantially affects Union Square with a significant cumulative shadow impact.

C.8.2

The EIR shadow analysis suggests that to be acceptable the tower cannot exceed 351 feet as Alternative Project E, the Reduced Shadow Alternative or 195 feet as the Existing Zoning Alternative. This does not mean that a lower tower is acceptable. Far from it. It would adversely affect Jessie Square by shading it in the morning, as described in the written comments from the 765 Market Residents Owners Association.

C.8.3

There is, in fact yet another alternative which was originally proposed by the project proponent, which would not only protect Union Square if it were lowered from its 630 feet to 351 feet or 195 feet, but also Jessie Plaza, which it would otherwise dominate. This is the original, highly creative and striking proposal by Enrique Norten of New York in 2007 of a Mexican Museum structure attached to the elliptical tower which is set back about 40 feet from Jessie Square. This alternative, called the Elliptical Tower Plan, should have been and now should be assessed.

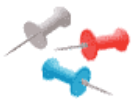
C.8.4



That was not done, according to the EIR at page VII.118, because it was (quote) “disfavored by Planning Department staff because of its impact on the physical integrity of the Aronson Building, as well as (due to) staff concerns regarding aesthetics related to the elliptical tower design”. However, elsewhere in the EIR on page IV.I.60, the authors state “That the (original) proposal was modified to reflect a shorter and more slender rectangular tower design that was shifted to the west on the project site to reduce shadow on Union Square.” (emphasis supplied) We believe that this latter reason was the actual one.

In making this shift and changing the building plan a building is being proposed that totally dominates Jessie Square and actually protrudes into it for ten feet, and also buries the Mexican Museum within the tower and Aronson, rather than giving the museum the scale, identity and prominence it deserves. The so-called Elliptical tower at a lower height would keep Jessie Square at a human scale, and retain its pleasant, sunny enclosure of 40–50 foot buildings and structures that create a multi-cultural setting for civic activity, rather than having it become the forecourt of a residential tower.

I urge the Commission to restudy this superior alternative as modified and recognize the report’s finding that the Existing Zoning Alternative would be environmentally superior to all others.



Bill Wycko/CTYPLN/SFGOV
08/06/2012 12:06 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: 706 Mission High Rise

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/06/2012 12:06 PM -----



Bobbie McChristy <mcturkey1@sbcglobal.net>
08/03/2012 01:57 PM

To bill.wycko@sfgov.org
cc
Subject Fw: Re: 706 Mission High Rise

--- On Fri, 8/3/12, Bobbie McChristy <mcturkey1@sbcglobal.net> wrote:

From: Bobbie McChristy <mcturkey1@sbcglobal.net>
Subject: Re: 706 Mission High Rise
To: bill.wycko@sfgov.org
Date: Friday, August 3, 2012, 11:57 AM

As a resident here at 765 Market Street, I can witness the huge amount of vehicular traffic on Stevenson daily.

The problem would worsen in case of fire if the CJM, the Four Seasons Hotel, The Westin Hotel were having events, and the addition of 400 or so new residents using Stevenson, well..it is frightening to think about.

During a normal day, the CVS store is being serviced by a 60 foot trailer truck, Jesse Street garage parkers are entering and exiting and we have multiple limos and taxis plus the residents of Four Season coming and going from the garage, using Stevenson, the only available exit and entrance.

C.9.1



We have been residents in this area for eight years and hope that your board can help us to maintain that safe feeling for all pedestrians, motorists ,tourists and residents.

Sincerely,

Bobbie McChristy

(Mrs. Thomas McChristy)

765 Market Street 25D

San Francisco 94103

email: mcturkey1@sbcglobal.net

415-977-0411

**C.9.1
cont'd.**

Barry and Trudy Silverstein
765 Market Street. Apt 23A
San Francisco CA. 94103

RECEIVED

AUG 08 2012

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

Bill Wycko (bill.wycko@sfgov.org)
Environmental Review Officer
San Francisco Planning Dept
1650 Mission St
Suite 400
San Francisco, CA 94103

August 6, 2012

Dear Mr. Wycko,

We're writing to express our concerns regarding the proposed Residential Tower Project at 706 Mission St. As residents of 765 Market St we, along with the local community, are directly and adversely affected by the Project.

C.10.1

Our primary concerns with the Project are as follows:

• Traffic/Parking.

Our Residents Association has engaged Nelson-Nygaard, San Francisco's highly regarded transportation and planning firm, to study the impact of the project. Their findings have been conveyed to you in their Comment Letter Findings report dated July 24, 2012.

You'll note when reviewing their report that they've identified numerous flaws and concerns in the DEIR. Rather than reiterate each flaw and concern they identified we respectfully request that you consider the issues raised. We're confident that after a full review you'll be in agreement with their findings.

• Shadowing.

Regrettable if the Project is allowed to move forward without modification, the neighborhoods green space will be negatively affected by the "canyon effect" of losing sunlight.

Our community is blessed to have the green space areas of both Jesse Square and Yerba Buena Gardens. It will be a tragic loss to the community if these public green areas are allowed to be dwarfed by the Project.

In addition many of the cultural centers in the neighborhood such as The Contemporary Jewish Museum, Yerba Buena Center for the Arts, and The San Francisco Modern Art Museum will be adversely affected by shadowing created by a structure of this magnitude

C.10.2

• The Mexican Museum.

The soul and sprit of the arts and cultures of Mexico and the Americas are fundamentally linked.

We look forward the relocation of The Mexican Museum to the Project site. However, a museum of this importance should not be buried inside a high rise development. It would be far more consistent with other neighborhood cultural facilities (i.e. The Contemporary Jewish Museum, Yerba Buena Center for the Arts, and San Francisco Modern Art Museum among the many) if it were located outside the confines of a high rise and given its own building and grounds.

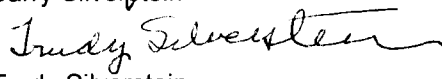
C.10.3

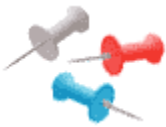
We very much appreciate the opportunity to convey to you our concerns with the Project and the negative impact it will have on our community if allowed to go forward. We have every confidence that the City's staff and leaders will agree with concerns raised.

C.10.4

Respectfully,


Barry Silverstein


Trudy Silverstein



Bill Wycko/CTYPLN/SFGOV

08/07/2012 05:39 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/07/2012 05:38 PM -----



Lofty Basta
<loftybasta@gmail.com>

08/07/2012 04:50 PM

To bill.wycko@sfgov.org
cc
Subject

Dear Mr. Wyko

We have been residents in the Four Seasons Residences since inception. These are our concerns about the proposed project for third and Mission streets:

--

- 1). Increased AM and PM traffic on 3rd St., Mission St., Stevenson Lane (which is already total chaos), and 4th St.
- 2). Loss of Parking(due to the transfer of Jessie Car park to the Project).
- 3). Concerns about pedestrian traffic, particularly during convention periods.
- 4). Increased shadow on Jessie Square, and Union Square.
- 5). Location of the proposed Mexican Museum (being buried inside a high rise condo project).
- 6). Impact on Mass Transit, particularly on 3rd St.
- 7). Fire and Life Safety of our residents, especially when there is only one way in (on Stevenson Lane) for ambulances and fire trucks and gridlock on 3rd St.
- 8). The absolute nightmare during the 2-3 years of construction.
- 9). The EIR's failure to include cumulative impacts, specifically Target, the expanded MOMA and expanded convention center.

Our best

Laila and Lofty Basta

L. Basta MD

C.11.1

C.11.2

C.11.3

C.11.4

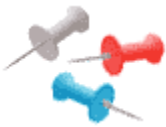
C.11.5

C.11.6

C.11.7

C.11.8

C.11.9



Bill Wycko/CTYPLN/SFGOV
08/08/2012 09:45 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: 706 Mission Street DEIR case Number
2008.1084E/State Clearinghouse No. 2011042035

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/08/2012 09:45 AM -----



<mliucollins@sbcglobal.net>
08/07/2012 09:14 PM

To <linda.avery@sfgov.org>, <bill.wycko@sfgov.org>
cc <planning@rodneyfong.com>, <cwu.planning@gmail.com>, <wordweaver21@aol.com>, <plangsf@gmail.com>, <rm@well.com>, <mooreurban@aol.com>, <hs.commish@yahoo.com>, <jane.kim@sfgov.org>
Subject 706 Mission Street DEIR case Number 2008.1084E/State Clearinghouse No. 2011042035

Dear Members of the Planning Commission,

I attended the above hearing last Thursday. It was encouraging to observe, and hear that the board of supervisors were genuinely and seriously receptive to all the comments and concerns of the citizens residing in the neighborhood – district 6.

C.12.1

I believe that you may agree with me ,that the current DEIR report has barely scratched the surface and has a lot of room for improvement and for more detailed studies. If the current DEIR was not expanded to cover in detail areas that are not addressed, it will have serious repercussions to the future of this city as a whole not just to the immediate neighborhood. San Francisco is already a world renowned city and we want to keep the title. We cannot and should not allow the 706 project for the sake of building a project that only makes economic sense to the developers to negatively impact the quality of life of the commuters, the neighbors, the office workers , the bellmen, the valets, residences, the skyline, the traffic , the shadowing , the

C.12.2

C.12.3

congestion, etc that already existed in such beautiful neighborhood with top Museums, great convention centers, Hotels and top tier shopping centers.

C.12.3
cont'd.

The following issues have only been superficially studied and some are omitted:

C.12.4

A. Traffic congestion

1. Third and Mission and Stevenson Lane at 3rd were not addressed. I would like to suggest that you take a ride down there during peak am and pm hours (any time during the day when there is two trucks parked side by side totally blocking the Stevenson street) to experience the gridlock for long periods of

time. During the none peak hours , should there be events and conferences held at the Moscone Centers such as Apple, Oracle, Builders Conventions, Medical conventions etc etc -- just to name a few -- the congestion is beyond words and comprehension (today it took me 45 minutes to drive home from 4th and Mission to 4 Seasons Residence) . It would be prudent to take into consideration the number of conventions held at Moscone Center-- to address traffic congestions, noise level and parking shortage. Not to mention Target store, expansion of Moscone Center and MOMA. All these have not been taken into consideration.

C.12.5

B. Existing Serious Parking Shortage

C.12.6

Currently there is already a shortage of parking in this area

C. Population Density study in two block radius 2nd street to 4th street on Mission .

C.12.7

D. Stevenson Lane congestion. Impossible ingress and egress (will send photo to show you when trucks are parked impossible to leave or enter. Very dangerous for fire truck and ambulances) | C.12.8

E. Shadowing - cumulative effect of Transbay Terminal, etc on Union Square and Jesse Square (this was not taken into consideration) | C.12.9

F. Safety , Police and Fire Services- additional service required due to future MOMA , and Mascone Expansions and Target Store | C.12.10

G. In case of Earthquake and disaster . | C.12.11

H. Traffic conditions during 706 Construction phase. How are they going to handle the traffic condition that already is existing | C.12.12

J. Mexican Museum | C.12.13

We are in support of the Mexican Museum. The beauty of San Francisco is because we are an ethnic diverse city. From my standpoint they have been greatly taken advantage of by the Millennium developers by using their air rights for 550 ft.

This is a great compromise and sacrifice from the MM point of view-- from a free standing and good street exposure to being embedded inside the building . No visibility. I am well aware of this because of a similar situation that happened many years ago of the Chinese Cultural Center being imbedded in the Holiday Inn , Chinatown and now Hilton, Chinatown.

I have the full confidence that this planning commission will see

to it that these issues are seriously taken into consideration.

Yours respectfully,

Margaret Liu Collins, Four Seasons Residence

I am herewith also enclosed my neighbor Mr. Lou Rovens' concerns :

There are two additional matters: To me, the most significant and serious problem is Stevenson Street, the other maddening problem is crossing Market Street at 3rd Street between 5 P.M. and sometimes past 6 P.M., that of course presumes you are lucky enough to exit Stevenson into 3rd with a complete grid lock on a 5 or 6 second green light. The northbound drivers have their own concerns, not ours, and grid lock matters not. Same for pedestrians. We would be ticketed if we jumped out if someone did leave sufficient room to do so; but, we face a large fine if caught (basically the sign reads NO ENTRY ON RED LIGHT). 3rd Street backs up often to the south by 4 or 5 blocks, plus you have the westbound Mission traffic doing their best to turn into 3rd (plus eastbound Cab and Limos). Why is this a daily happening? Eastbound traffic generally grid locks the Market/3rd intersection. The City shows absolutely no interest, at least during my 4 years in the building. Best course, is to take the curb and perhaps also rob from the west crosswalk at times, then turn west on Geary and circle around to Kearney . Without exaggeration, during this time period, I have often sat in line with 4 to 7 cars in front of me – and others behind me. There are a significant number of cars, most not Four Season cars, which come up from the public garage on the south side of Stevenson. Perhaps I am a spoiled impatient jerk, but Adrienne and I have often spoken of moving elsewhere – as much as we love the building we are in.

Now, allow me to address a traffic congestion that will exacerbate significantly on Stevenson, from the very moment 706 starts construction. Perhaps someone has dealt with 706 construction, but explain whether Millenium intends to tear down 706 or, if not, where are the cranes et al to be parked throughout 706 construction. Is the City intending to take a lane on the west side of 3rd (And, what about the owner of the Westin building? Have they been approached about what they will face?) Or the Mission curb lane and move the Muni zone up in front of the Jewish Museum. Fine, but how does the substantial north side westbound foot traffic get to the bus zone? So, I guess the City will allow 706 to take one of the two traffic lanes along with the curb lane. Frankly, I would like to see what the City will do about pedestrian on the west side of 3rd.

If I was a small merchant on the west side, north of Stevenson, I would be quite concerned about the potential pedestrian loss. I can see a sizable number of pedestrian crossing to walk south on the east

C.12.14

C.12.15

C.12.16

C.12.16
cont'd.

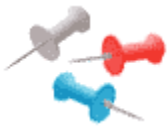
side of 3rd.

That is but one problem. The City should be made to face a problem they have ignored: the two grid lock situations (thus far, no traffic personnel have been assigned). If I were the City, I would expect to incur serious cost to deal with our daily grid locks. Only the City has the authority to deal with it. As a large individual taxpayer, I would expect the City to pass the cost to Millennium; and, of course, that cost will be increased to the potential new tenants. And, never mind about the downward spiral of our economy (talk to the better Economists, not the President and Congress, about the projected years the City and 706 might well have to face).

C.12.17

For me, the worst of the worst is Stevenson Street itself. I have not heard anyone speak to it. The one time alley has two buildings on the north side of Stevenson, each having pedestrian service entrances on Market Street , all requiring substantial deliveries from Stevenson (one is a CVS, a large competitor of Walgreens). These businesses generally require almost daily deliveries of thousands of products and food items. One delivery is done by a large truck and trailer rig, estimated by me to be about 50 feet in length. Other deliveries (e.g.: restaurants purveyors, UPS, etc.) are made by mid-size trucks. ALL of them, for various lengths of time, fully take up one lane of Stevenson (sidewalks cannot be utilized); and, this occurs Monday through Friday. Aside from that, there is an underground parking lot beneath one building on the NORTH side (that is not the public parking ramp on the south side of Stevenson). I understand that often these vehicles cannot enter or exit their garage due to the delivery vehicles). Whether it be that garage or the Public facility on the south side parking lot of the Four Seasons, there are vehicles coming and going all day long (mostly Monday through Friday, generally earlier morning and later afternoon). I have no idea how trucks make deliveries to Four Seasons itself or its clothing stores or its residents moving in or out. I do know there are a few hundred vehicles coming and leaving the S.F. Sport facility. And, if Millennium is not tearing down 706, where are their tenants intending to park? One other item, which are short term time periods, there is the Westin side entrance on Stevenson. I have been blocked from entering or exiting Stevenson a few times.

C.12.18



Bill Wycko/CTYPLN/SFGOV
08/07/2012 04:40 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: Letter to Commissioners - 706 Mission DEIR

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/07/2012 04:40 PM -----



Matthew Schoenberg
<matthewschoenberg@msn.com>
08/07/2012 04:38 PM

To <bill.wycko@sfgov.org>
cc
Subject Letter to Commissioners - 706 Mission DEIR

Dear Members of the Planning Commission;

This letter is in response to the DEIR report regarding the 706 Mission Project. As a resident and homeowner of the Four Seasons Residences here on 765 Market Street, San Francisco, I have been compelled to comment on the issues which the DEIR report seems to not adequately address.

C.13.1

I wanted to first lend my support for the Mexican Museum, but I am not sure being located and contained within a high rise building, thereby creating lack of visibility to the street is the best alternative to the museum.

My concerns about the DEIR are the following:

C.13.2

1. Loss of parking in the Jesse Square Garage. The DEIR does not adequately take into consideration the increased parking demand generated by existing approved uses, such as the new Target Store, the expansion of the Moscone Center, and MOMA. These parking needs are in addition to the already limited parking in the area. The new plan calls for a decrease in the amount of parking spaces available to the public, as half the garage will become private parking for the residents of the new building.

2. Increased pedestrian traffic, particularly during convention periods. The study does not adequately address foot traffic as a result of currently approved uses, as well as, traffic during the conventions such as Apple and Oracle.

C.13.3

3. Stevenson Street congestion. Stevenson Street is already congested and unsafe. The study does not take into consideration the realities concerning the uses on Stevenson and the lack of enforcement of rules and regulations concerning parking and stopping. In addition, because of the fact that Stevenson is treated more like an alley than an actual street, both pedestrian and car traffic barrel through their respective rights of way without regard to each other and a serious accident appears waiting to happen.

C.13.4

4. Increased shadow on Union Square and Jesse Square. Union Square is a worldwide destination. It seems inconceivable to me that any additional shadowing can be allowed on Union Square.	C.13.5
In addition, I don't believe the study takes into consideration the cumulative effect of shadowing by the currently approved buildings to be built in the area.	C.13.6
It does not address shadowing at Jessie Square at all.	C.13.7

5. Increased AM and PM traffic on Third Street, Mission Street, and Fourth Street. Being that Third Street is a one way arterial street into the city it would appear to be a major flaw in the study that morning rush traffic was not measured. This could have a material affect on the analysis.

C.13.8

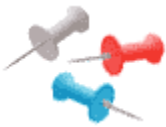
6. Fire and Life Safety. Stevenson Street is already difficult to get to because of the existing gridlock on Third Street as well as the abuse of traffic and lane restrictions during rush hour. It would appear that encouraging any more traffic on Third Street would make fire and safety in this area at greater risk.

C.13.9

Your consideration of these points when evaluating the viability of this project would be greatly appreciated.

Sincerely,

Matthew and Teresa Schoenberg



Bill Wycko/CTYPLN/SFGOV
08/08/2012 09:46 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: 3d & Mission EIR comment

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/08/2012 09:46 AM -----



thelarsons4@comcast.net
08/08/2012 08:23 AM

To bill.wycko@sfgov.org
cc thelarsons4@comcast.net
Subject 3d & Mission EIR comment

Dear Mr. Wycko:

I am an original resident of the Four Seasons having purchase my penthouse unit prior to the building having been constructed. Over the more than 10 years since we moved into our condo we have seen an enormous number of positive changes in the neighborhood. We gladly agreed to higher taxes to help fund the Yerba Buena Association which has resulted in cleaner and safer streets. We have seen the alley between the Four Seasons and the Marriot blossom into a bustling and active retail and restaurant scene. And of course the addition of Bloomingdale's and the Westfield mall has enhanced the neighborhood.

C.14.1

Unfortunately, progress has brought new issues. I also remember when there was no stoplight at Stevenson and 3d Street. Today you are unlikely to be able to make the turn onto 3d from Stevenson even with a green light due to the sheer volume of cars travelling on 3d. Stevenson itself is often impassable due to delivery trucks, many of whom have a very difficult time navigating a turnaround on the alley. The volume of traffic and deliveries will only increase as the Metreon becomes a major retail outlet with the addition of Target this fall and as the Convention Center and MOMA continue their expansion. (It is interesting that these issues are not even addressed in the EIR.) I would hate to think of what would happen at the Four Seasons if there was an emergency as ambulances and fire trucks would have a difficult time navigating the traffic on 3d and Stevenson. And this is without the addition of a new forty plus story condominium building that would use Stevenson as its primary auto entrance.

C.14.2

As a retired Chairman and CEO of a Nasdaq 100 company I can tell you that the addition of a new 40+ story residential building on the corner of 3d and Mission is an insane idea for the City and its residents. This is the last place the City should contemplate for such a project, especially in light of all the other opportunities available for such a project in the area. Why not continue development westward near the

C.14.3



Intercontinental? Or on the south side of the Convention Center? Or continue to enhance the area near the new Trans Bay Terminal near where the Millennium Tower sits today? Who would pick the busiest intersection in SOMA for a multi-year construction project that would not only disrupt the neighborhood during construction but result in total gridlock post construction? This is the definition of bad planning. A building of any significant height on this corner is a bad idea for local residents and merchants but a forty plus story condo complex that destroys the look of a beautiful architectural building that already exists on the site is sheer madness. The area can barely tolerate the volume of pedestrian traffic today and that is with a Metreon complex that is barely functioning. Add Target, additional convention space and a forty story condo complex and the sidewalks will be impassable. Plus the loss of parking in the Jessie Square Car Park will further exacerbate the intolerable parking situation that exists today.

C.14.3
cont'd.

Gridlock, is only one of the issues that such a massive construction project creates.

C.14.4

Other issues include the shadow that such a building would create on Jessie and even Union Square, the wind tunnel effect of continuing to jam enormous skyscrapers into such a small area, the farce of creating a Mexican Museum hiding in a condo complex to justify its construction and the impact on a Mass Transit system that is jammed to the gills with riders, especially the trolley lines on Market Street. But gridlock is the main issue here; gridlock of cars, pedestrians and parking all of which will reduce the attractiveness of the area for merchants, tourists, convention attendees and residents.

C.14.5-
C.14.8

C.14.9

This project is a bad idea for the City and for its residents and merchants. As a public servant it is your obligation to respect and guard those rights. The current EIR does not adequately address these issues. Do the right thing and send it back for more work with proper analysis.

C.14.10

Let's expand our tax base by building this project in a location that would be better served by such a project. Let's preserve what few historic buildings we have and not engulf them with behemoth skyscrapers so as to make their preservation a farce as we did at the St. Regis. Let's show respect for the rights of our residents and merchants and not simply support any project that brings in a few additional tax dollars. We do not need another skyscraper on 3d and Mission. It is time for our City government to stand up and do the right thing. Say no to this ugly and unnecessary complex. Say yes to public safety and smart government. Stop this and any future skyscraper projects on 3d and Mission.

C.14.11

Regards,

William L. Larson

A 10+ year Four Seasons resident

Dwyer, Debra

From: Bill Wycko
Sent: Tuesday, August 21, 2012 1:18 PM
To: Debra Dwyer
Subject: Fw: DEIR case number2008.1084E/state clearing house no2011042035-706Mission

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/21/2012 01:18 PM -----

Margaret Liu

<mliucollins@sbcglobal.net>

08/08/2012 02:17 PM

To "linda.avery@sfgov.org" <linda.avery@sfgov.org>, "bill.wycko@sfgov.org" <bill.wycko@sfgov.org>

cc Rodney Fong <planning@rodneymfong.com>, Cindy Wu <cwu.planning@gmail.com>, Jane Kim <jane.kim@sfgov.org>, Kathrin Moore <mooreurban@aol.com>, "hs.commish@yahoo.com" <hs.commish@yahoo.com>, "rm@well.com" <rm@well.com>, "wordweaver21@aol.com" <wordweaver21@aol.com>

Subject DEIR case number2008.1084E/state clearing house no2011042035-706Mission

Dear Planning Commissioners,

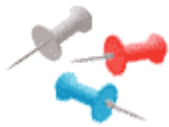
Follow up in my email last night here is a picture of Stevenson gridlock last night. It took me 45 minutes to get from 4 th and Mission to 4 Seasons.

Stevenson Street trucks parking 5:30 pm yesterday . This is not once in a while situation. This is a daily struggle from 7 am on. When there is major events held at 4 Season Hotel . The backup and gridlock is over half an hour. When Obama came in town Stevenson was blocked by police for hours on end. He even use this route to get to downtown hotels or Pacific Height fund raising. No one can come in and go out. In the morning we have CVS six foot truck park for delivery to CVS . It is wonderful to be pro growth for San Francisco but definitely not in this area. I hope you can relate to our serious concerns about Stevenson ..I do not know if anyone realize that Third Street in Main and Major road for commuters. We need to do a study - how much traffic daily and during holiday seasons!

Thank you for you attention to the welfare and well being of the commuters and citizens !

God bless, Margaret Liu Collin
Please excuse the typo errors, sent from iPad

C.15.1



**Bill
Wycko/CTYPLN/SFGOV**
08/08/2012 11:09 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: 706 Mission High Rise Project!

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/08/2012 11:09 AM -----



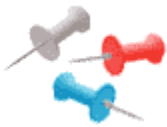
Joe Mandato
<joe@denovovc.com>
08/08/2012 11:03 AM

To "bill.wycko@sfgov.org" <bill.wycko@sfgov.org>
cc
Subject 706 Mission High Rise Project!

Mr. Wycko, What a disaster this project will be to all of us local residents and the city itself. Market St., during any work day, is a very difficult and crowded roadway, imagine the plight of users during the multi-year construction of this new project. Stevenson Lane, being our only entrance and exit will be on shut-down mode, it will be impassable. I hope an ambulance call would not be necessary during construction. Please take the many comments to heart when this project is reviewed, it is hard to imagine the extent of the hardship it will wreak over the entire city.

C.16.1

Joe Mandato
Apt. 29D
The Four Seasons Residences.



Bill Wycko/CTYPLN/SFGOV
08/09/2012 12:45 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: CORRECTED 706 Mission Street Proposal

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/09/2012 12:45 PM -----



Bob Friend
<bob@friendsf.com>
08/09/2012 12:37 PM

To bill.wycko@sfgov.org
cc
Subject CORRECTED 706 Mission Street Proposal

An earlier draft was sent inadvertently, please submit this version...

Dear Mr. Wycko,

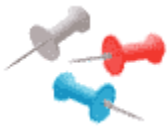
My name is Robert Friend and I am a residence of the Four Seasons Residences. I want to go on record as saying that in the absence of some clever, imaginative mitigation I am opposed to the 706 Mission Street project. Right now, we have a huge problem with the intersections of both 3rd and Mission and 4th and Mission; they have been recognized as the busiest corners in the city. The 706 Mission Street will add immeasurably to the traffic problem, making it almost impossible to gain access to the Four Seasons. We must mitigate the potential of an even worse traffic problem than we have today.

C.17.1

C.17.2

Thank you for considering my concerns in your review process of this project.

Robert Friend
Resident of Four Seasons



Bill Wycko/CTYPLN/SFGOV

08/09/2012 05:56 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: Comments on the DEIR for the Mission Mexican Museum and Residential Tower project

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/09/2012 05:56 PM -----



Richard Laiderman
<richard.laiderman@gmail.com>

08/09/2012 05:52 PM

To bill.wycko@sfgov.org

cc

Subject Comments on the DEIR for the Mission Mexican Museum and Residential Tower project

>
 > Dear Mr. Wycko,
 >
 > We are owner/residents at 765 Market Street and we are writing to
 > protest the lack of adequate consideration being given to the
 > traffic problems around Stevenson and Third streets. [To be clear,
 > we fully support the Mexican Museum (MM) at 706 Mission Street,
 > particularly in its originally planned low-rise format. We even
 > support the MM in a residential tower, if it can be done with
 > reasonable consideration and appropriate mitigation regarding
 > traffic congestion, life, fire, and safety issues. [We are, however,
 > alarmed at the prospect of catastrophic traffic conditions resulting
 > from this project - especially during the multi-year construction
 > period, but also afterwards.
 >
 > As full time residents we face the challenge of ingress and egress
 > almost every day. Even now it is barely manageable. There is only
 > one way out for a resident vehicle and that is Stevenson Street, a
 > narrow alley barely wide enough for two way traffic. It is often
 > blocked by illegally parked cars but far more important it is often
 > blocked by one or more large commercial trucks. I don't know if
 > this is legal but it shouldn't be - particularly with the increased
 > loads that will result from this project. Once one gets to Third
 > Street, it is sometimes in gridlock and very difficult to turn onto
 > - often impossible to cross. The other egress from Stevenson
 > through the Jesse Street parking garage is sometimes blocked or even
 > closed.
 >
 > Getting back into 765 Market Street is equally difficult since it
 > requires coming up Third Street to Stevenson. The traffic on Third
 > Street is already unacceptable and will only worsen with this project.
 >
 > While all this is barely manageable right now, we believe that this
 > project, as currently envisioned, will grossly overload Stevenson
 > Street - particularly during the multi-year construction process.
 > It could even pose a life and safety risk. Such a situation could
 > occur during emergencies involving ambulances or fire trucks. Many
 > of the residents are older and have health and mobility issues

C.18.1

C.18.2

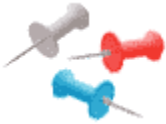
C.18.3

C.18.4

C.18.5



> making them dependent on vehicles and more at risk than the average
> demographic. | C.18.5
> | cont'd.
> |
> We respectfully request some and ideally all of the following | C.18.6
> mitigating measures:
> |
> 1. Widen the Mission Street access to the Jesse Street garage and
> let traffic both enter and exit there from Mission Street. Keep
> this 2 way access open - including throughput to Stevenson - 24
> hours a day every day. This will divide the load somewhat and
> provide alternative ingress from Stevenson.
> 2. Prohibit the use of Stevenson for parking or commercial loading/
> unloading, and enforce these rules.
> 3. Control and limit the use of Stevenson for staging during
> construction allowing resident vehicle passage at all times.
> 4. Issue tickets when cars gridlock and block egress from Stevenson
> onto or across Third during a green light.
> 5. Do not allow the residential towers to exceed the standard
> planning code ratio of parking spaces to residences.
> |
> Thank you for your consideration.
> |
> Sincerely, Richard Laiderman and Jung-Wha Song
> |
> |



Bill Wycko/CTYPLN/SFGOV

08/09/2012 10:55 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: planned construction--comments

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/09/2012 10:55 AM -----



Zuckerman Eleanor

<elz@post.harvard.edu>

Sent by: Eleanor Zuckerman

<eleanor.zuckerman@gmail.com>

To bill.wycko@sfgov.org

cc

Subject planned construction--comments

08/09/2012 10:50 AM

Re EIR report for proposed 706 Mission St :
 such a large building would crowd even further the impossibly congested little
 alleyway
 (Stevenson Lane)making it even more impossible for residents,emergency
 equipment etc
 to get out. It is already completely jammed and to get out to third street a
 nightmare,
 since often drivers on 3rd don't leave a clear space and the time allotted for
 the light is
 tiny-plus garbage trucks for the Weston hotel and deliveries for the market st
 stores are
 also trying to use the same alley.
 Secondly, the mexican museum needs an entry from the street, not to be part of
 a
 large building. It is psychologically daunting and uninviting to have it in a
 big building. they
 deserve a suitable venue for their museum.
 Plus, pedestrians are trying to cross stevenson St. in the midst of the
 existing chaos
 on overcrowded third street; one can only shudder to think of making the
 situation
 worse, which a new large building with lots of extra cars would produce.
 Dr. Eleanor L. Zuckerman,
 4 seasons resident.

C.19.1

C.19.2

C.19.3



Laurel Hooper <laurelhcal@gmail.com>

08/10/2012 02:05 PM

To Debra.Dwyer@sfgov.org

cc

bcc

Subject Re: 706 Mission Street - 2008.1084E

--- On Fri, 8/10/12, Debra.Dwyer@sfgov.org <Debra.Dwyer@sfgov.org> wrote:

From: Debra.Dwyer@sfgov.org <Debra.Dwyer@sfgov.org>

Subject: 706 Mission Street - 2008.1084E

To: "Laurel Hooper" <laurelhcal@gmail.com>

Date: Friday, August 10, 2012, 9:57 AM

Dear Laurel,

The purpose of the Planning Commission hearing for this project on August 2nd was to receive oral public comment on the Draft EIR. In addition, the Planning Commissioners themselves provided comments on the Draft EIR. A court reporter transcribed the comments - so there is no result other than the record of the comments. An approval action was not before the Planning Commission at this hearing.

A hearing was also held before the Historic Preservation Commission on July 18th. The purpose of that hearing was to receive the comments of the HPC Commissioners on the draft EIR - public comment on the draft EIR was not recorded at that hearing. However, the HPC Commissioners listen to public comments, if made.

There was no action by either Commission as there was not item before them requiring an action.

Written comments on the information in the draft EIR are being accepted through 5 pm on Monday, August 13th. If you wish to make comments, you may send an email or provide a letter.

For your information, when an approval action on an item is heard at either Commission, you can find the results online by reviewing the minutes of the Commission you are interested in.

Best regards,

Debra

C.20.1

**Thank you for your reply. I would like to participate via this email per stating that it is my hope that the 706 Mission (Mercantile) is not demolished but rather implemented and maintained indefinitely.
I will appreciate your information per the August 13th meeting as well**

Sincerely,

Laurel Hooper

Debra Dwyer
Environmental Planner

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning



Laurel Hooper
<laurelhcal@gmail.com>
08/13/2012 02:28 PM

To Debra.Dwyer@sfgov.org
cc
bcc
Subject Re: 2008.1084E - 706 Mission Street

--- On Fri, 8/10/12, Debra.Dwyer@sfgov.org <Debra.Dwyer@sfgov.org> wrote:

From: Debra.Dwyer@sfgov.org <Debra.Dwyer@sfgov.org>
Subject: 2008.1084E - 706 Mission Street
To: "Laurel Hooper" <laurelhcal@gmail.com>
Date: Friday, August 10, 2012, 3:34 PM

Hi Laurel,

I wish to clarify that there is no meeting on August 13th. That date (on Monday) is the close of the public comment period for the draft EIR. Members of the public have until 5 pm on that date to submit a written comment about the information and analysis in the draft EIR for this project to the Planning Department.

Best regards,

Debra

—

Debra Dwyer
Environmental Planner

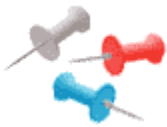
ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning

Thank you for the additional information. I will again confirm that I hope the 706 Mission building will not be demolished and that it will be preserved as much as possible.

Sincerely,

Laurel Hooper



Bill Wycko/CTYPLN/SFGOV
08/13/2012 12:17 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: Regarding the draft EIR report

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:17 PM -----



June Li
<juneli2011@comcast.net>
08/10/2012 11:30 AM

To bill.wycko@sfgov.org
cc Esty Lawrie <esty.lawrie@fourseasons.com>
Subject Regarding the draft EIR report

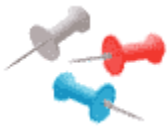
Dear Mr. Wycko,

We are very concerned about possible increasing on 3rd street traffic. Getting out of Stevenson Ln is currently very difficult, this is because when the green light on 3rd street is given to Stevenson Ln, vehicles on 3rd will take up all spaces, thus leaving virtually no room for vehicles from Stevenson Ln to turn onto 3rd street. This seemed already problems. Last time when we were trying to exit out of Stevenson Ln, it took about 5-6 green lights to do so even when there are only about 7 cars in front of us. Getting into Stevenson street is also difficult due to occasional car/truck parking on the Stevenson Ln, causing two-way traffic on the narrow street to yield to each other, which slows down all the in-bound and out-bound traffic of the Stevenson Ln. We are also very worried that the add traffic on the 3rd street and Stevenson Ln due to the proposed new construction will impact the accessibility of our building in case of emergency.

Thank you very much,

June Li
Owner of Four Season Residence

C.21.1



Bill Wycko/CTYPLN/SFGOV
08/13/2012 12:15 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: EIR report draft

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:15 PM -----



suzanne small
<suzannesmall@sbcglobal.net>
08/10/2012 10:28 AM

To bill.wycko@sfgov.org
cc esty.lawrie@fourseasons.com
Subject EIR report draft

Dear Mr.Wycko,

We are residents at the Four Seasons and have serious concerns regarding the impact of the 706 Mission

Project on egress and ingress at 3rd St. and Stevenson Lane. It has always been a challenge to enter and

leave the small alley that leads to the hotel and continues to be a problem even after traffic lights

were installed last year. Pedestrians and drivers on 3rd St.frequently don't stop at the red light

causing a very hazardous situation for those drivers trying to exit the alley to turn right onto 3rd. or

cross 3rd St. to the other side of Stevenson Lane

Lane will make it almost impossible to navigate in and out of the only entrance to our residences and

there will be serious accidents when trying to do so. Of particular concern is the access to our building

by emergency services such as ambulances and fire trucks when there is

C.22.1

C.22.2



gridlock on the 3rd St corridor

and Stevenson Lane. The Planning Dept. has an obligation to assume full responsibility for the safety of

residents and guests in our building.

C.22.2
cont'd.

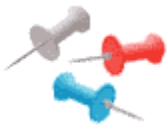
We respectfully request that the Planning Dept. undergo further traffic cumulative impact studies

regarding this problem as soon as possible before final approval of the Project.

Sincerely yours,

Laurence Spitters and Suzanne Small-Spitters

C.22.3



Bill Wycko/CTYPLN/SFGOV
08/13/2012 12:18 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: 706 Mission project

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:18 PM -----



"Larry Stupski"
<larry@stupski.com>
08/10/2012 09:35 AM

To <bill.wycko@sfgov.org>
cc "Esty Lawrie" <esty.lawrie@fourseasons.com>, "Joyce Stupski" <joyce@stupski.com>
Subject 706 Mission project

Dear Mr. Wycko:

I am a resident of the Four Seasons Residential Building (765 Market). As it pertains to the proposed Millennium project at the corner of Third and Mission, I strongly suggest you require the developer to modify the project and its plans.

C.23.1

In particular, I own and drive a vehicle. The congestion on Stevenson Lane is already impossible and dangerous. It is narrow and short. Delivery vehicles and private vehicles park on the street already, leaving one weaving lane, which is often backed up. Since that is the access for emergency vehicles, I think the current situation is dangerous and will get extremely dangerous during construction and thereafter as that building fills up with residents. And exiting on to Third Street from Stevenson Lane is already quite an adventure.

C.23.2

I think that Third Street and the dangerous corner at Third and Mission will become impossible with this project.

Many thanks for your consideration, Larry Stupski

RONALD C. WORNICK

◆ 765 Market St., #25A, San Francisco, CA 94103 ◆ Tel: 415-438-4845 ◆ Fax: 415-438-4859 ◆

August 10, 2012

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

RECEIVED

AUG 13 2012

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

Re: 706 Mission Street DEIR Comments and Corrections

Dear Bill,

As the founding and now retired president of the Four Seasons Home Owners Association I have had a long and intimate relationship with our neighborhood and its residents. The recently released EIR on the project proposed at 706 Mission raises a number of issues, calling into question the advisability of the proposed project. I would like to comment briefly on six issues and offer a few possible corrections to the SF Planning Department's Public Notice.

C.24.1a

C.24.1b

1 - The Mexican Museum

The possibility of adding another healthy and viable museum to the Yerba Buena neighborhood is a welcomed and attractive concept. Regrettably the Mexican Museum, in my opinion, has lost its credibility as a dependable participant. They and the vacant piece of land fronting on Mission that has been set aside for them has not made one centimeter of progress in over ten years. They were engaged with the City, using funds in the millions of dollars provided by the Redevelopment Agency and others...all to no avail. The Contemporary Jewish Museum began after them, on an adjacent lot, was offered no city "aid" and has been open and prospering for over three years. The Mexican Museum appear to not have a viable board, competent fundraising professionals or plans for how to support a significant operating budget should they ever build, and occupy a Museum.

C.24.2

Those who have asked for title to and or use permits for the Mexican Museum land, Block 3706, Lot 277, will and have for some time been asking for height and other enormous economic benefits and non-conformances in their proposed building, equivalent to thousands of times greater value to themselves than the museum will receive....if there really is a museum. A very close look may suggest this is a sham. My opinion. And a question.

2 - Safety & Traffic

As to Safety and Traffic the EIR and most of the conversation has been centered on Fourth and Mission. That intersection is already being used beyond its capacity. But may I suggest Stevenson at Third, and Third at Mission are both far more vulnerable and dangerous. No serious consideration of a 550 foot tall building should proceed without these most impacted intersections getting a very good study. Two hundred and fourteen residences and hundreds of hotel rooms depend upon Stevenson Lane for every kind of access, on a narrow lane that simply stops whenever trucks make deliveries, when a

C.24.3

truck parks on the Lane, or when traffic is unable to exit Stevenson due to the traffic on Third. Only a personal visit to the site will provide an understanding of the seriousness of the problem....and that's without a new behemoth at Third and Mission, never mind the mystery of how such a building can be staged and built will the streets remain open and accessible.

C.24.3
cont'd.

3 - Shadowing

The Yerba Buena Gardens and park lands are NY's Central Park in San Francisco. When the weather is pleasant (often) our city dwellers are drawn in large numbers to the open grass, the walkways, the fountains, the adjacent entertainments (Merry go Round to Museums), restaurants, and not infrequently music and other entertainment on the stage. One huge shadow blanketing both the park in the morning, and Union Square in the afternoon is too big a price to pay for more apartments....particularly when the height of the proposed building is non-conforming, and the Mexican Museum is offered as the excuse.

C.24.4

4 - Jesse Square Garage

The garage is currently public, and city owned. Conveying that property to the project sponsors will remove approximately 260 spaces from 442 currently existing, leaving St. Patrick's Church, The Contemporary Jewish Museum, The Mexican Museum (?), The LA Sports Club, both of the adjacent hotels, the new Target store, and visitors to Yerba Buena to "find a way". Can that be a good decision for anyone other than the project sponsors?

C.24.5

5 - Corrections

The Public Notice from the Planning Department says in part that "The Western portion of the project site (Lot 277) is vacant at the surface and this site has been chosen as the future permanent home of the Mexican Museum. I do not believe that is correct. The 550 foot tall building is going on that site and will also attach to and subsume the Aronson ten story building. The Mexican museum will be in both Aronson and the new building... reported as four floors, hmmm? Nearly all, or a very high percentage of the land from both lots will support the 550 foot building.

C.24.6

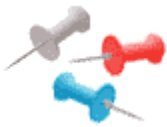
Thank you for considering my input.



Ron Wormick

Cc:

San Francisco Planning Commissioners: R. Fong, C. Wu, M. Antonini, G. Borden
 Four Seasons Homeowners Association Board
 Howard Wexler
 Nelson/Nygaard Consulting Associates
 Paul and Lynn Sedway
 Ted and Margaret Collins
 Anita Wormick



Bill Wycko/CTYPLN/SFGOV
08/13/2012 12:11 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: Environment Review regarding 706 Mission

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:11 PM -----



"Tim Kochis"
<kochis@kochisglobal.com>
08/11/2012 09:17 AM

To <bill.wycko@sfgov.org>
cc "''Penelope Wong''"
<penelopewongis@yahoo.com>, "Esty Lawrie"
<esty.lawrie@fourseasons.com>
Subject Environment Review regarding 706 Mission

Dear Mr. Wycko:

I'm writing to urge the San Francisco Planning Department to require significant modifications to the proposed project at 706 Mission and to suggest measures, within the City's power, to alleviate the burdens likely to be inflicted on the City by even a much scaled-down version.

C.25.1

We are residents of a condominium at 765 Market and thus have a significant interest in the quality and size of buildings in our immediate neighborhood and a vital interest in our ability to access our home and to expect no deterioration in local safety features (fire and other emergency vehicle access). The proposed structure at 706 Mission, with its proposed single access and egress using the same narrow lane, Stevenson, as now serves as the sole vehicle access for the structure at 765 Market, would create a catastrophic burden on the traffic patterns in and out of the major 3rd St. thoroughfare.

C.25.2

These burdens will fall on not only the current users of the 765 Market St. structure (4 Seasons Hotel and 4 Seasons Residences) but on any users of the 706 Mission building itself. Among the beneficiaries of the new 706 Mission Building is supposed to be the Mexican Museum, to be housed within it and to be supported by a grant from the developer in exchange for a variance on existing height limits. We serve on several non-profit boards and can assure you that the proposed \$5million supporting grant is nowhere near adequate to even begin the process of building out the Mexican Museum interiors and to providing ongoing operating support. The Mexican Museum would be a wonderful addition to the stunning museum "campus" (MOMA, African Diaspora, Jewish Museum, and others) that has developed in the Yerba Buena neighborhood, but it will need much more financial support to even get started, much less succeed. The City should do what it can to facilitate that success, but a great deal more than the developer's variance token will be necessary and if actual access to the Museum is thwarted by the size of its housing and the traffic burdens on the neighborhood, it is very likely to fail.

C.25.3

Consequently, as concerned citizens of this City, as residents of a very nearby building who are likely to be severely burdened by the project as currently planned, and as persons eager to improve, not deteriorate, one of the City's most attractive neighborhoods, we urge the Planning Department to take action as follows.

C.25.4

- Require the building to be much smaller (and thus much lower in height, complying with existing height restrictions in the area) so that whatever burden it imposes on traffic patterns is lessened and so that the effects of shadowing on the public spaces of Jessie Square and even Union Square are lessened.

C.25.4
cont'd.

- Require ingress/egress to be located on Mission Street. This would require a cut in the existing island centering Mission Street in the block between 3rd and 4th Streets and the installation of a traffic signal to permit right *and* left turns into the site. If only right turns into or out of the site were permitted, it wouldn't even be necessary to cut the island or even install the signal since egress would be facilitated by the existing signal at the 3rd and Mission intersection. That "right turn only" (from or into Mission St.) would resemble the "left turn only" situation that now exists for the 3rd and Stevenson intersection. While perhaps not ideal, it would be vastly better than the current proposal of forcing all traffic...current and new...private and commercial...Museum visitors, hotel guests, residents, emergency vehicles...everyone...to use the left turn only ingress and egress opportunity at 3rd and Stevenson and forcing a much increased burden of right turns (across a heavily used pedestrian walkway) from Mission into 3rd St.

C.25.5

We understand the many competing factors that the Planning Department must consider in its decision, but we trust that it will be open to new thinking and to effective compromise in reaching its decisions.

C.25.6

Respectfully,

Penelope Wong and Tim Kochis

Tim Kochis

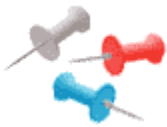
Chief Executive Officer

T +1 415.828.1269

E kochis@kochisglobal.com

www.kochisglobal.com

765 Market St. #29F, San Francisco, CA, 94103, USA



Bill Wycko/CTYPLN/SFGOV
08/13/2012 12:10 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: 706 Mission project

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:10 PM -----



"diane winokur"
<dianewinokur@comcast.net>
08/11/2012 11:21 AM

To <bill.wycko@sfgov.org>
cc
Subject 706 Mission project

I attended the Planning Commission meeting on Thursday and was a little disappointed at the relatively lack of discussion from many of the commissioners.

C.26.1

I have lived at 3rd and Market for 10 years. I have seen the vehicle and the pedestrian traffic in my neighborhood grow by great amounts. I have to use Stevenson St. several times a day to enter and exit my home. The combination of the Westin Hotel and the Market St. stores and businesses receiving truck deliveries and pickups as well as the addition of the Jessie St. Garage customers has made access difficult and, many times, truly dangerous. How can the Commission agree to increasing that danger by adding parking for 706 Mission?

I will leave it to others to comment on the Third St. problems—the loss of a lane to Westin Hotel taxis, buses, vans, etc., the increasing Moscone Center traffic, the additional buildings already approved, etc.

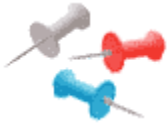
I do, however, want to comment on the Mexican Museum. The Museum has always been part of the plan for Jessie Square. There has always been space reserved for it. As a neighbor I have always expected it to be the final jewel in that development. I resent the implication in some of the testimony and in the press release that my neighbors and I object to having the Mexican Museum in our neighborhood. What I do feel is outrage that the Mexican Museum leaders have been “persuaded” to give up their beautiful site and accept an inappropriate and far less visible space on an upper floor in an old building. It is an unfair and an unequal trade-off and, frankly, seems to reek of corporate and political maneuvering of the worst sort.

C.26.2

Thank you for your consideration,

Diane Winokur

(See responses to Comments C.27.1 -
C.27.7)



Bill Wycko/CTYPLN/SFGOV

08/13/2012 12:08 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: EIR Report Comments for 706 Mission Street

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:08 PM -----



Ed Dowd

<edowd.ms@att.net>

08/12/2012 06:30 PM

To bill.wycko@sfgov.org

cc Terri Eckert <terriekert@me.com>

Subject RE: EIR Report Comments for 706 Mission Street

Attn: Bill Wycko



2012_08_12_EIR-COMMENTS.pdf

Ed Dowd

edowd.ms@att.net

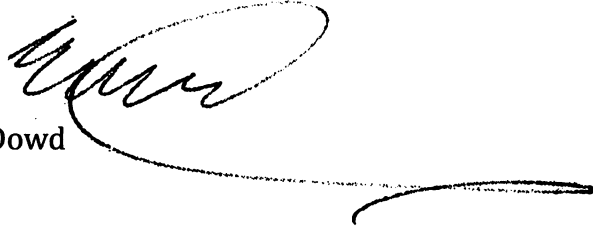
are against the building of the Mexican Museum. In fact we are in full support and would prefer it to be located where it will get more traffic than where Millennium currently wants to hide it. It would be an indignity if Millennium Partners uses the Mexican Museum as blackmail to get a taller building and the increased parking spaces. I realize they are a business that needs to make money but when is enough enough? I am sure that if the building were built within the code restrictions they would still make a large profit and at the same time be able to support the Mexican Museum.

C.27.6
cont'd.

I urge you to follow your instincts regarding what is best for the people of San Francisco by staying true to the city's program to reduce vehicular traffic and minimizing the shadowing effects for our open spaces. Code variances should not be allowed for these reasons.

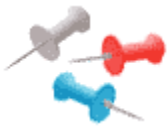
C.27.7

Sincerely,



Ed Dowd

(See responses to Comments C.28.1 - C.28.6.)



Bill Wycko/CTYPLN/SFGOV

08/13/2012 12:09 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: 706 Mission Street DEIR

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:09 PM -----



G KING

<gking7416@gmail.com>

08/12/2012 12:11 AM

To bill.wycko@sfgov.org

cc

Subject 706 Mission Street DEIR

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

From: Pam Fong

Four Seasons Residence

765 Market Street

San Francisco, CA 94103

Date: August 11, 2012

Subject: 706 Mission Street DEIR

Dear Commissioners,

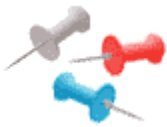
I am a resident of the Four Seasons Residence San Francisco. I submit the following comments regarding the proposed neighboring Residential Tower and Mexican Museum Project at 706 Mission Street (“the Project”). I have major areas of concern about the Project Draft Environmental Impact Report (“DEIR”) presented for public hearing on August 2, 2012: C.28.1

1. The DEIR fails to properly measure the increased AM and PM traffic at the intersections of Fourth and Market Streets and Fourth and Mission Streets. There will be significant and unavoidable traffic impacts at Stevenson Lane adding to the existing chaotic condition. C.28.1
2. The proposed resident parking in the Jessie Square Garage will definitely worsen area traffic adding to city’s congestion. C.28.2
3. The DEIR fails to properly analyze the shadow impacts. The proposed building is well above the existing 400-foot limit in the Yerba Buena area. This height would cause shadow problems on Jessie Square and Union Square. C.28.3
4. The DEIR does not address vehicle delays caused by increased pedestrian volumes. C.28.4
5. I fully support the effort to find a permanent home for the Mexican Museum. But I believe that the Mexican Museum will gain more visibility as a stand-alone museum such as the nearby Jewish Museum. C.28.5

In conclusion any benefit the project may deliver is overridden by increased traffic gridlock and shadow impacts. C.28.6

Sincerely,

Pam Fong



Bill Wycko/CTYPLN/SFGOV

08/13/2012 12:08 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: 706 Mission project

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:09 PM -----



Elizabeth M. Marcus

<betsymarcus@webtv.net>

08/12/2012 03:23 PM

To bill.wycko@sfgov.org

cc

Subject 706 Mission project

Dear Mr. Wycko,

As a person who has lived at the Four Seasons Residences since it opened approximately ten years ago, I am extremely concerned about the changes which may occur if the DEIR is accepted in its current form. In the years since the report was made, significant changes in the neighborhood are enough to render that report invalid. Specifically, Target and the SFMOMA expansion and the expansion of the convention center will create a pedestrian and traffic and parking nightmare along with Millennium's building exceeding established neighborhood height limits, bringing even more people and cars to this small, already congested corner of the city, and casting shadows where the sun once shown.

C.29.1

As for The Mexican Museum, it was in the plan from the beginning of the development of the area, and I would like to see it in its original spot on Jesse Square, visible, not underground, along with the other nearby museums.

C.29.2

Thank you for attention to my concerns.

Sincerely,
Elizabeth M Marcus
765 Market St., #33F
San Francisco, CA 94103

SUE C. HESTOR

Attorney at Law

870 Market Street, Suite 1128 • San Francisco, CA 94102
(415) 362-2778 • FAX (415) 362-8048

(415) 846 1021

hestor@earthlink.net

August 13, 2012

Debra Dwyer
Planning Department
1650 Mission Street
San Francisco CA 94102

RE: 706 Mission EIR

Dear Ms. Dwyer:

As an individual and on behalf of San Franciscans for Reasonable Growth - one of the groups that called for passage of the San Francisco proposition which BANNED additional shadow on Union Square and other public parks, I join with those who called for the inclusion as a REAL ALTERNATIVE in the EIR, one which casts no additional shadows on Union Square. C.30.1

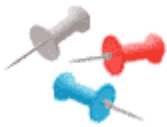
When the Macy's addition was before the Planning Commission, soon after the passage of the shadow ban, the Commission had before it all of the billboards that would cast Shadow, and Piero Patri - Macy's architect - and the Commission ensured that the cumulative shadow from all those features would NOT increase shadows on Union Square. C.30.2

The square has been carefully rebuilt to expand seating areas IN THE SUN. 706 Mission must NOT increase shadows and diminish public enjoyment of sunlight in Union Square.

Sincerely,

Sue C. Hestor

(This comment letter includes a copy of Comment Letter 33.
See responses to Comments C.33.1 - C.33.10)



Bill Wycko/CTYPLN/SFGOV
08/13/2012 12:37 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: Comments on Draft EIR and related issues

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:37 PM -----



Margaret Liu
<mliucollins@sbcglobal.net>
08/13/2012 12:32 PM

To "psedway@sedway.com" <psedway@sedway.com>
cc "bill.wycko@sfgov.org" <bill.wycko@sfgov.org>, Joe Fang1
<jkfang@pacbell.net>, "Saul Feldman
(saulfeldman@lycos.com)" <saulfeldman@lycos.com>,
Howard Wexler <hwexler46@gmail.com>
Subject Re: Comments on Draft EIR and related issues

Great Job! How brilliant !

God bless,Margaret
Please excuse the typo errors, sent from iPad

C.31.1

On Aug 13, 2012, at 11:48 AM, "psedway@sedway.com" <psedway@sedway.com> wrote:

765 Market Street, 26G
San Francisco, CA 94103

August 13, 2012

Mr. Bill Wycko
San Francisco Planning Department
1660 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko:

The following are my comments on the Draft EIR for the so-called Mexican Museum, located at 706 Mission Street. Howard Wexler, our representative counsel, is submitting a largely consistent set of comments more aligned with CEQA requirements. To the extent that some of my comments may depart from the legally defined limits of comments for a Draft EIR, please ignore them.

MAJOR COMMENT:

1. I concur with the explicit statement of the Draft EIR, at page VII.119, that the

Existing Zoning Alternative would be the environmentally superior alternative. Hence, reduction should be sought in the height of the building from 550' to that alternative's 196', so that there is no net new shadowing on Union Square, its scale is consistent with the policies of the Master Plan, Downtown Plan and zoning ordinance, and that of the other buildings on the block, and it meets existing applicable regulations. I can conceive of no overriding consideration, and certainly not the allowance of a new facility, that would override this.

2. Reduction should be sought in the size of the Mexican Museum, thereby reducing its cost such that dedication of the space and possible endowment become more reasonable in cost. The museum is proposed to be 52,285 square feet, slightly less than the Contemporary Jewish Museum, whose size is more than adequate for its function and has great visibility. However, given that the Mexican Museum would be totally incorporated into structures devoted to residential, office and retail uses, if the current size were found to be unsustainable, the result likely could be a change in use and an increase in the density of residential uses, resulting in far greater traffic, parking and pedestrian impacts. Hence, the patronage projections for the Mexican Museum should be made publicly available in the EIR and become part of the EIR. In any case, the museum space should be irrevocably deeded in fee simple to the City, whose permission would be required for any change of use.

3. Reduction in floor-area ratio should be sought to meet existing zoning requirements, resulting in a 9:1 FAR rather than the proposed 11:1 ratio. This would reduce parking needs, pedestrian movement and traffic movement to a feasible level. There is no reason why existing policy and corresponding regulations should be exceeded. Such "spot zoning" calls into question the conscientious work of responsible planners.

4. Setting back the building by 40 feet to the east, to prevent blockage of sunlight on Jessie Square, and fostering clear identity of a Mexican Museum marquee and façade, thereby allowing it to be a compatible part of the assemblage of lower height neighboring buildings (CJM and St. Patrick's Church) and fostering a distinctive and harmonious multi-cultural complex surrounding a pleasant open plaza. In contrast, a tower jutting vertically from and above the Square, would be totally incompatible with its relatively confined space and given the scale of the tower, would essentially convert the entire Square into a residential tower courtyard.

5. The implications of having four auto accessways (with five different lanes) in a distance of approximately 30 yards off Third Street should be assessed and conveyed. This would include: 1) a newly activated porte-cochere with a one-way driveway under and at the side of Aronson off Third Street, based on unproven auto elevators at its western end; 2) the porte-cochere for the Westin Hotel with its entry and, after a curve, egress about 30 feet beyond; and 3) two-way Stevenson Street with its notoriously dangerous "mashup" with Third Street. Add to this the elimination of the so-called "parking" (actually "double-parking" or

during the construction period “nonparking” lane, due to construction over a three to five year period), and the resulting chaos likely would bring three towers to a functional halt.

6. The obvious confusion or obfuscation in the Draft EIR relating to abandonment of the original design of the tower should be reconciled, where in one EIR location it is stated that the original design was rejected because of the aesthetic disfavor of the elliptical design and concern for Aronson by staff and in a totally separate section, that it had been rejected and shifted westward because of its shadowing of Union Square, strongly suggesting that the latter was indeed the central concern.

7. There should be no rigid specification of tower materials and detailed design. It is largely subjective for there to be objections to the elliptical shape of the original proposal by an esteemed Mexican architect. Moreover, the predominant glass “skin” of the current proposal should not be cause for concern. If the Planning Department and current architect agree on shape and materials, a rectilinear shape is certainly acceptable. However, we should keep in mind that given the need to protect the Aronson Building, such a shape could likely mean a similarly rectilinear setback from the roofline of Aronson, so that the cantilevered portion is not readily visible from the street.

8. Auto movement for 706 Mission building occupants into the existing garage should be limited to Mission Street for both ingress and egress of all vehicles (Variant 7). There is no obvious reason why that would be more problematic than the many ingress-egress alleys off and onto eastern Mission Street, which seem to work well and do not interfere with this Transit Preferential street. This is especially true in an area where there is already an auto pull-out from the garage at a public square -- there is currently an auto egress onto Mission Street from the garage which does not seem to cause problems for the #14 bus; ingress should be no more difficult.

9. A specific portion of the EIR or perhaps in each of the pertinent sections, should be devoted to short-term and cumulative impacts. This would address construction impacts, including staging areas, as well as the implications of construction of other facilities, e.g. the Central Subway, which is scheduled for construction over a period of at least 5 years, and the advent of new attractions including Metreon’s CityTarget, etc. At the same time, the cumulative impact of other new facilities such as the Convention Center expansion, with its great increase in pedestrian movement impacting the Stevenson Street intersections and the other three auto accessways, existing and proposed, should be considered.

10. The City should provide newly relocated “Don’t Walk” signs nearer the Stevenson curbs with an audible alert when the “Don’t Walk” signs are lit, as well as a longer light interval for Stevenson ingress and egress onto Third Street. Similar attention should be given to the eastern intersection. Night-only delivery

hours should be enforced.

Sincerely,

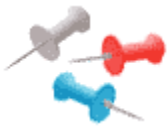
Paul H. Sedway FAICP
SEDWAY CONSULTING
Urban Planning Consulting

765 Market Street #26G
San Francisco CA 94103
415 344-0544 T
415 495-4441 F
415 265-7526 C
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415 265-7526 C
psedway@sedway.com

(See responses to Comments C.32.1 - C.32.9)



Bill Wycko/CTYPLN/SFGOV

08/13/2012 05:23 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: 706 Mission

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 05:23 PM -----



"lседway@sedway.com"
<lседway@sedway.com>

08/13/2012 05:01 PM

To "Bill.Wycko@sfgov.org" <Bill.Wycko@sfgov.org>

cc

Subject 706 Mission

Hi Bill,
Attached please find my written comments on the EIR.
Please call with any questions.
Best,
Lynn

Lynn M Sedway CRE

Sedway Consulting
44 Montgomery Street Suite 3705
San Francisco CA 94104
415 399 1119 T
415 515 5321 C
LSedway@Sedway.com

SEDWAYCONSULTING
real estate & urban economics



706 Mission EIR 08-13-2012 Ltr.pdf

Sedway Consulting
44 Montgomery Street Suite 3705
San Francisco CA 94104

SEDWAYCONSULTING
real estate & urban economics

August 13, 2012

Mr. Bill Wycko
San Francisco Planning Department
1660 Mission Street, Suite 400
San Francisco, California 94103

Dear Mr. Wycko:

There are several interrelated areas of concern regarding the environmental impacts of the proposed 706 Mission Project which are not adequately addressed in the EIR. These fall into the general areas of traffic and safety, the impact of shadows on Jessie Square and Union Square, and the Mexican Museum. Some of the impacts I and others addressed to the Planning Commission, and I trust you have those in the record and that you will make sure they are addressed.

C.32.1

The following are additional items of concern plus some that bear repeating:

C.32.2

The Mexican Museum is a long-awaited addition to the Jessie Square museum complex. The Mexican Museum has long been planned to be at ground level to provide good visibility and access. Even so, it has been a challenge to raise the necessary funds and establish long-term financial feasibility. Yet the plan under consideration buries the Mexican Museum, negatively impacting its viability. Further, the Museum is planned to be quite large, with no stated rationale in the EIR.

The stated logic of the developer is that the extraordinary height of the 706 building is necessary to achieve financial feasibility and provide support for the Mexican Museum, yet no details or analysis is set forth in the EIR. I would like to see studies that were done prior to coming up with this 550' scheme which demonstrate the Museum's feasibility with entrances at street level and feasibility at different sizes.

C.32.3

The traffic study was not only inadequate in its analysis of Stevenson and Third Streets, but it also failed to assess the impact of the construction of this major facility and the cumulative impacts of the project on the area. Specifically, no allowance is made for the traffic and parking needs of the new Metreon facility, including Target. It is beyond reasonableness to think nobody is going to drive to Target!

C.32.4,
C.32.5,
C.32.6

Cumulative impacts which need to be analyzed include the new Metreon, the expanded SFMOMA, the expanded Moscone Convention Center, and various residential and office developments.

In addition, the EIR fails to address the current unsafe conditions on Third Street and various cross streets, notably Stevenson Street, which anyone who lives, walks, or drives in the area knows is an accident waiting to happen. Pedestrians and vehicles alike ignore the light and the pedestrian crosswalk on Stevenson and Third. This includes buses. Delivery

C.32.7

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trucks ignore the no parking signs on Stevenson. Stevenson itself is so narrow many visitors think it is one-way.

C.32.7
cont'd.

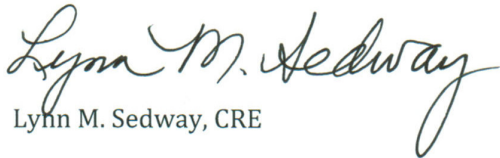
The proposed development impacts include increased shadowing on Jessie Square and a 22 percent increase in the shadow of one of our most highly utilized parks, Union Square, which also is the centerpiece of the City's greatest retail area. The impact jeopardizes the success of Union Square and may well impact sales and accompanying sales tax revenues to the City.

C.32.8

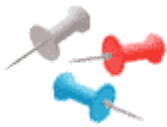
I look forward to seeing the additional EIR analysis plus necessary revisions to this presently unacceptable plan.

C.32.9

Sincerely,



Lynn M. Sedway, CRE



Bill Wycko/CTYPLN/SFGOV
08/13/2012 12:05 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: Comments on Draft EIR and related issues

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:05 PM -----



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08/13/2012 11:48 AM

To "bill.wycko@sfgov.org" <bill.wycko@sfgov.org>
cc 'Joe Fang1' <jkfang@pacbell.net>, "Saul Feldman
(saulfeldman@lycos.com)" <saulfeldman@lycos.com>,
Howard Wexler <hwexler46@gmail.com>
Subject Comments on Draft EIR and related issues

765 Market Street, 26G
San Francisco, CA 94103

August 13, 2012

Mr. Bill Wycko
San Francisco Planning Department
1660 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko:

The following are my comments on the Draft EIR for the so-called Mexican Museum, located at 706 Mission Street. Howard Wexler, our representative counsel, is submitting a largely consistent set of comments more aligned with CEQA requirements. To the extent that some of my comments may depart from the legally defined limits of comments for a Draft EIR, please ignore them.

MAJOR COMMENT:

1. I concur with the explicit statement of the Draft EIR, at page VII.119, that the Existing Zoning Alternative would be the environmentally superior alternative. Hence, reduction should be sought in the height of the building from 550' to that alternative's 196', so that there is no net new shadowing on Union Square, its scale is consistent with the policies of the Master Plan, Downtown Plan and zoning ordinance, and that of the other buildings on the block, and it meets existing applicable regulations. I can conceive of no overriding consideration, and certainly not the allowance of a new facility, that would override this.

2. Reduction should be sought in the size of the Mexican Museum, thereby reducing its

C.33.1

C.33.2

cost such that dedication of the space and possible endowment become more reasonable in cost. The museum is proposed to be 52,285 square feet, slightly less than the Contemporary Jewish Museum, whose size is more than adequate for its function and has great visibility. However, given that the Mexican Museum would be totally incorporated into structures devoted to residential, office and retail uses, if the current size were found to be unsustainable, the result likely could be a change in use and an increase in the density of residential uses, resulting in far greater traffic, parking and pedestrian impacts. Hence, the patronage projections for the Mexican Museum should be made publicly available in the EIR and become part of the EIR. In any case, the museum space should be irrevocably deeded in fee simple to the City, whose permission would be required for any change of use.

C.33.2
cont'd.

3. Reduction in floor-area ratio should be sought to meet existing zoning requirements, resulting in a 9:1 FAR rather than the proposed 11:1 ratio. This would reduce parking needs, pedestrian movement and traffic movement to a feasible level. There is no reason why existing policy and corresponding regulations should be exceeded. Such “spot zoning” calls into question the conscientious work of responsible planners.

C.33.3

4. Setting back the building by 40 feet to the east, to prevent blockage of sunlight on Jessie Square, and fostering clear identity of a Mexican Museum marquee and façade, thereby allowing it to be a compatible part of the assemblage of lower height neighboring buildings (CJM and St. Patrick’s Church) and fostering a distinctive and harmonious multi-cultural complex surrounding a pleasant open plaza. In contrast, a tower jutting vertically from and above the Square, would be totally incompatible with its relatively confined space and given the scale of the tower, would essentially convert the entire Square into a residential tower courtyard.

C.33.4

5. The implications of having four auto accessways (with five different lanes) in a distance of approximately 30 yards off Third Street should be assessed and conveyed. This would include: 1) a newly activated porte-cochere with a one-way driveway under and at the side of Aronson off Third Street, based on unproven auto elevators at its western end; 2) the porte-cochere for the Westin Hotel with its entry and, after a curve, egress about 30 feet beyond; and 3) two-way Stevenson Street with its notoriously dangerous “mashup” with Third Street. Add to this the elimination of the so-called “parking” (actually “double-parking” or during the construction period “nonparking” lane, due to construction over a three to five year period), and the resulting chaos likely would bring three towers to a functional halt.

C.33.5

6. The obvious confusion or obfuscation in the Draft EIR relating to abandonment of the original design of the tower should be reconciled, where in one EIR location it is stated that the original design was rejected because of the aesthetic disfavor of the elliptical design and concern for Aronson by staff and in a totally separate section, that it had been rejected and shifted westward because of its shadowing of Union Square, strongly suggesting that the latter was indeed the central concern.

C.33.6

7. There should be no rigid specification of tower materials and detailed design. It is largely subjective for there to be objections to the elliptical shape of the original proposal

C.33.7



by an esteemed Mexican architect. Moreover, the predominant glass "skin" of the current proposal should not be cause for concern. If the Planning Department and current architect agree on shape and materials, a rectilinear shape is certainly acceptable. However, we should keep in mind that given the need to protect the Aronson Building, such a shape could likely mean a similarly rectilinear setback from the roofline of Aronson, so that the cantilevered portion is not readily visible from the street.

C.33.7
cont'd.

8. Auto movement for 706 Mission building occupants into the existing garage should be limited to Mission Street for both ingress and egress of all vehicles (Variant 7). There is no obvious reason why that would be more problematic than the many ingress-egress alleys off and onto eastern Mission Street, which seem to work well and do not interfere with this Transit Preferential street. This is especially true in an area where there is already an auto pull-out from the garage at a public square -- there is currently an auto egress onto Mission Street from the garage which does not seem to cause problems for the #14 bus; ingress should be no more difficult.

C.33.8

9. A specific portion of the EIR or perhaps in each of the pertinent sections, should be devoted to short-term and cumulative impacts. This would address construction impacts, including staging areas, as well as the implications of construction of other facilities, e.g. the Central Subway, which is scheduled for construction over a period of at least 5 years, and the advent of new attractions including Metreon's CityTarget, etc. At the same time, the cumulative impact of other new facilities such as the Convention Center expansion, with its great increase in pedestrian movement impacting the Stevenson Street intersections and the other three auto accessways, existing and proposed, should be considered.

C.33.9,
C.33.10

10. The City should provide newly relocated "Don't Walk" signs nearer the Stevenson curbs with an audible alert when the "Don't Walk" signs are lit, as well as a longer light interval for Stevenson ingress and egress onto Third Street. Similar attention should be given to the eastern intersection. Night-only delivery hours should be enforced.

C.33.11

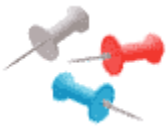
Sincerely,

Paul H. Sedway FAICP
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Bill Wycko/CTYPLN/SFGOV

08/13/2012 04:19 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: comment on 2008.1084E_DEIR 706 Mission St. project

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 04:19 PM -----



Rick Smith

<rick@rbsmith.com>

08/13/2012 03:39 PM

To bill.wycko@sfgov.org

cc

Subject comment on 2008.1084E_DEIR 706 Mission St. project

Rick Smith
680 Mission St., Apt 8H
San Francisco, CA 94105
rick.smith@rbsmith.com

Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
bill.wycko@sfgov.org

Dear Mr. Wycko,

My comments relating to the 2008.1084E_DEIR 706 Mission St. project.

I'm thrilled with and support the project. Tt fits with the neighborhood wonderfully: more residents, museums and business.

Comments:

Sun reflection - I couldn't find anything about reflection, which as I've experienced the city is important impact on open space. For example, in the afternoon, the SF MOMA sculpture garden and the gallery next to it gets light reflected off the 140 New Montgomery PacBell building. Different exteriors on the building may alter the light in Jesse Square as the sun hits the west face of the building. Does the reflectivity to aid lighting a space have a name? Is it covered in the DEIR?

What are the daylighting plans for the office areas? Any plans for daylighting like the David Brower Center in Berkeley and the new CCSF Chinatown / North Beach campus.

Transit first - Any specific plans for cab pick up and drop off or deliveries like UPS, or Safeway? For me, part of transit first living in the city is using all forms of transit that is not driving a car owned by you. I think that includes making use of home delivery, and easy and plentiful access to cabs, and more car share rental.

I'd like to see an alternative proposal which was 0.25 cars per unit

C.34.1

C.34.2

C.34.3

C.34.4

C.34.5

with the other spaces used to support car share, cabs, and easy deliveries. Make it compelling for an urban car free dweller to live. | C.34.5
| cont'd.

Parking - any plans to accommodate electric car recharging? | C.34.6

Sidewalks - keep the sidewalks wide - the 6 foot setback is nice. | C.34.7

Crosswalks - connect the cultural institutions - include a crosswalk to Yerba Buena Center for the Arts (YBCA). | C.34.8

Urban gardens - rooftop gardens - I understand from touring sites in the city that rooftop gardens can add a significant type of load to a roof. Any requirements for that? | C.34.9

Construction - any conversations with the Yerba Buena Community Benefit District (YBCBD.org) to contract for added cleaning services around the region of construction? | C.34.10

Can the building include public restrooms to be maintained by the Yerba Buena Garden staff? There is a public restroom in Yerba Buena Gardens but none in Jesse Square. | C.34.11

Library - adding residents does increase the number of people that can make use of library services in the neighborhood. As pointed out in the EIR, the closest branches are more than a mile away. We did get some support from the Library to bring a bookmobile to the neighborhood once a month. What would serve the residents well is a mini library / kiosk - to be able to drop off and pick up books. | C.34.12

--

I'll continue to read through the EIR. I have learned much of both the history and considerations of bring a new building to our neighborhood. It's a fabulous document. Thanks to everyone involved. | C.34.13

Sincerely,
Rick Smith

(See responses to Comments C.35.1 - C.35.19.)



"Howard Wexler"
<hwexler46@gmail.com>
08/13/2012 03:13 PM

To "Bill Wycko" <Bill.Wycko@sfgov.org>
cc <Debra.Dwyer@sfgov.org>, "Linda D. Avery"
<linda.avery@sfgov.org>, "Barbara Sahn"
<bsahm@consultturnstone.com>, "Nancy Cunningham"
bcc
Subject 706 Mission Street DEIR, Case No. 2011042035
Supplemental Comment Letter

Dear Bill

Attached above is my supplemental comment letter on behalf of the 765 Market Street Residential Owners Association concerning the 706 Mission Street DEIR. Thank you in advance for your consideration.

Howard

Howard M. Wexler
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706 Mission Street DEIR Suppl. Comment Letter.docx

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

August 13, 2012

Re 706 Mission Street DEIR, Case No. 2011042035

Dear Bill

As you know, I represent the 765 Market Street Residential Owners Association (“765 Market Street Owners”) in regard to the proposed Residential Tower and Mexican Museum Project at 706 Mission Street (“the Project”). In this capacity I submit the following additional written comments concerning the 706 Mission Street Project Draft Environmental Impact Report (“DEIR”) that was published on June 27, 2012. These additional written comments supplement my earlier Comment Letter dated July 26, 2012 and the oral comments that I and other representatives of the 765 Market Street Owners made at the Planning Commission Hearing held on August 2, 2012.

C.35.1

These supplemental written comments involve the following seven areas:

1. The DEIR fails to properly analyze the construction impacts of the Project and it fails to properly mitigate those impacts.
2. The DEIR fails to environmentally analyze as an alternative the residential tower that was originally presented by the Project sponsor which was set back by 40 feet from Jessie Square and had both its vehicular entrance and exit on Mission Street.
3. The DEIR fails to properly analyze the shadow impacts on Union Square because despite Proposition K and Planning Code Section 295 the DEIR appears to take the position that no amount of new shadow can have a significant impact on Union Square unless that shadow occurs between 10:00 A.M. and 3 P.M. The DEIR also improperly analyzes the shadow impacts on Jessie Square.

C.35.2

C.35.3

- 4. The DEIR fails to properly analyze the impacts of the proposed reduction in public parking spaces in the Jessie Square Garage from 372/442 to 210/470. C.35.4
- 5. The DEIR fails to provide any substantive information concerning the Mexican Museum’s (a) actual needed square footage (b) their organization and capacity to move forward or (c) what use will occupy their space if the Museum fails? C.35.5
- 6. The DEIR fails to properly analyze the impacts of the Projects proposed changes to the San Francisco Planning Code that would be necessary before the Project could be approved. C.35.6
- 7. The DEIR fails to analyze all of the traffic and pedestrian impacts of the Project or develop any mitigation measures for Stevenson Street. C.35.7

A Construction Impacts

The DEIR summarily states on page IV.E.51 that “Construction-related impacts of the proposed project would not be considered significant due to their temporary and limited duration.” The DEIR then informs us that the construction will take approximately 36 months (three years) but then lists a total of six phases that together total 60 months or five years (see page IV.E.52). As part of the construction plan the “parking lane” on the west side of Third Street would be removed during the construction period. However, the “parking lane” is in actuality a fully used vital traffic lane Monday through Friday during both the AM (7-9 AM) and PM (3-7 PM) peak periods. Yet no analysis of the traffic impacts that will be produced by this new traffic bottleneck that will be created on Third Street between Mission and Market due to the removal of this vital lane for traffic has been undertaken nor have any measures been developed to help mitigate its impacts. The DRIR finds that all of the construction impacts to be insignificant. This finding is based solely on the fact that the construction activities will be for a temporary and limited duration (three years) and therefore no mitigation measures are proposed. The DEIR reaches a similar conclusion in regard to the projects construction impacts on Mission Street are treated in a similar dismissive manner due to the “temporary and limited nature”

In addition, the DEIR fails to look at the cumulative impacts of the various pending construction projects and how they will extend the traffic bottlenecks for many additional years. In this regard the pending construction of major new addition to SFMOMA is just mentioned but none of its construction related impacts are identified by either time or location. Yet, it should be obvious that these will both increase the amount of traffic and other related construction impacts along Third Street as well as extending those impacts significantly beyond the three to five year period the DEIR dismisses as being just

C.35.8

C.35.9

C.35.10

C.35.11



temporary and thus not deserving of any mitigation measures let alone being considered significant impacts. While CEQA may exempt construction impacts from being considered “significant”, it does require an adequate construction management plan to deal with these impacts. In this case no adequate plan can be developed without first analyzing what will be 3-5 year traffic impacts from the construction of this Project and other neighboring projects.

C.35.11
cont'd.

B. Original Submittal by the Project Sponsor

While the original submittal by the Project Sponsor was far too tall at 650 feet and should like Alternatives B and E be reduced to a height that would not generate new shadow on Union Square (351 feet or less), it seems highly unusual that this original approach that had all traffic entering and exiting on Mission Street and was set back 40 feet from Jessie Square would not only be rejected outright by Planning Staff before any environmental evaluation had been done (see page VII.118), but that a reduced height alternative between 196-351 feet would not have been considered as a potential alternative. My letter of July 26, 2012 points out why that design would not only significantly reduce shadows on Jessie Square but also tie in better aesthetically with the Contemporary Jewish Community Museum (“CJM”) and St. Patrick’s Church. This letter shows (as demonstrated in Memorandum from Nelson Nygaard dated July 24, 2012 and attached as an exhibit to my letter of July 26, 2012) that having all vehicular ingress and egress from Mission Street would be superior to Variants 1-5 proposed by City Planning.

C.35.12

C. Shadow Impacts

The DEIR improperly concludes that the new shadows created by the proposed Project would be less than significant even on Union Square despite the fact that the shadow study in the DEIR reveals that the Project would generate more net new shadow on Union Square (337,744 square feet) than either the Planning Commission or the Recreation and Park Commission have the authority to currently allow pursuant to Proposition K, Planning Code Section 295 and the long standing Regulations adopted by City Planning and Recreation and Parks to carry out Proposition K and Planning Code Section 295. How does the DEIR reach should an erroneous result? The DEIR essentially concludes that only new shadows that strike Union Square between 10:00 AM and 3:00 PM can be significant despite the fact that both Proposition K and Planning Code Section 295 are set up to limit any new shadow on a park under the jurisdiction of Recreation and Parks from one hour after sunrise to one hour before sunset. These are the hours that have been deemed significant by the voters in passing Proposition K in 1984, the City in establishing Section 295 and the long standing regulations adopted there under.

C.35.13

As for Jessie Square, the main text of the DEIR fails to even list the quantity of new shadow the Project would generate. One has to go the letters from Turnstone Consulting buried in the Shadow Appendix to learn that the Project will add **8,031,176** square feet of new shadow to Jessie Square – yes that is more than **eight million** new square feet of shadow. But somehow the DEIR finds this is not to be significant. Instead the DEIR states on page IV.I.47 that in the spring the Project new shadowing of Jessie Square and CJM’s outdoor seating area would end by 11:00 AM and in the summer the new shadows on the outdoor seating area of the CJM would end by noon and the Project would no longer shadow Jessie Square by 12:30 PM. These are not insignificant impacts at insignificant times of the day or year. At a minimum mitigation measures including the set back alternative in B above should be employed.

C.35.14

D. Significant Loss of Public Parking Spaces at the Jessie Square Garage

The DEIR reveals that the Jessie Square Garage currently has 442 parking spaces of which 372 are now available to the general public while 70 are reserved for and leased by nearby Sports Club/LA (although nothing is stated about the length of this lease or whether or when the Jessie Street Garage, now owned by the City, could terminate that lease, see page 91 of the Transportation Study in the Appendix). The Project proposes to increase the size of the garage by 28 spaces to a total of 470 but at the same time to reduce down to only 210 the number of spaces available to the public. The DEIR also shows that public parking use of the Jessie Street Garage during mid day has significantly exceeded 210 spaces over the past few years. The Transportation Study lists the average public parking demand for the Garage in 2008 and 2009 at 259 spaces and estimates that the Project’s office, retail/restaurant and museum uses will add a demand of 44 more spaces bringing the total demand to 303 spaces while only 210 instead of 372 would be available under the proposed Project (see page 94 of the Transportation Study). When one adds in potential new demand that can be anticipated from just the expansion of SFMOMA and the opening of Target it is likely that the demand for public parking at the Jessie Street Garage will rise substantially above 303. So why is this reduction to only 210 spaces of public parking not a significant impact? Because CEQA no longer considers parking an environmental issue (see page 90 of the Transportation Study). However, while public parking is not directly covered by CEQA, no justifiable reason has been given for the conversion of more than 160 public parking spaces to private use by the Project Sponsor as part of his purchase of the Jessie Street Garage from the City. While, the DEIR provides a list of additional public parking resources (see page IV.E.21), that list reveals that basically only the 55 Hawthorne Garage and the Fifth and Mission Garage currently have any significant number of unused spaces and neither is in easy walking distance of Jessie Square. Moreover, there are no projections for what additional public short term parking will be needed in this area due to both the approved and pending major projects. In short,

C.35.15

there is nothing in the DEIR that justifies the Project Sponsor proposing to have only 210 out of the 470 parking spaces in the Jessie Square Garage available for short term public parking other than the fact that the City wants to sell the garage to the Project Sponsor and the Project Sponsor wants to keep 260 out of the 470 parking spaces for its private, non public uses including providing parking for its new residents at four times as high a level as required by the San Francisco Planning Code.

C.35.15
cont'd.

E. The Mexican Museum

The DEIR fails to provide any information concerning (1) the actual square footage needs of the Mexican Museum – rather the DEIR at page II.3 only lists where the Museum has had temporary space without listing the square feet used at any of these locations, (2) the actual organizational and financial capacity of the Museum and (3) what will happen to the Museum space (to be owned by the Successor Agency but leased to the Museum) and how will it be used if the Museum fails?

C.35.16

F. Land Use and Planning

The DEIR has an entire section, IV A on Land Use and Planning. In that section the DEIR points out some of the ways in which the Project doesn't and can't comply with the City's existing land use and planning laws. However, rather than listing any of these as potential significant impacts, the DEIR seems to reach the circular conclusion on page IV.A.11 that if the Project Sponsor is able to get the current City laws changed so that its Project would no longer exceed, the base FAR, the maximum FAR, the height limit and the maximum allowed new shadow on Union Square, then there would not be any significant environmental impacts from exceeding all of these current planning and zoning laws. This is done without any regard to either the environmental impacts from this Project not complying with the existing zoning or what those necessary zoning changes will allow other future projects in the same zoning area to develop in the way of larger, denser and taller projects with greater traffic and shadow impacts since I don't presume the DEIR is advocating spot zoning that would only allow just this Project, but no others, not to comply with current zoning laws.

C.35.17

G. Traffic & Pedestrian Impacts and the Lack of Stevenson Mitigation Measures

The Nelson Nygaard Memorandum dated July 24, 2012 which was submitted with my initial Comment Letter of July 26, 2012 sets forth the reasons why Variants 6 & 7 are better than Variants 1-5 even using only PM peak trip information even although they demonstrated why AM peak traffic numbers were likely to make the impacts from Variants 1-5 much greater than either Variants 6 or 7. One additional area impacting both traffic and pedestrian activities on Third Street if Variant 6 or 7 isn't used, is the fact that under Variants 1-5 you would now have four vehicle access ways (instead of just

C.35.18

three) within less than 100 feet along Third Street. These would include (1) a newly activated porte-cochere one-way driveway under and at the side of the Aronson Building off Third Street; (2) the porte-cochere for the Westin Hotel with first its entry, and then after a curve, its egress about 30 feet beyond; and (3) the two-way Stevenson Street intersecting Third Street. Under Variants 1-5 both the porte-cochere driveway would be a new impact and the traffic both in and out of Stevenson Street would be increased. Yet no adequate analysis of either the traffic or pedestrian impacts of these increase interactions between the Project and Third Street have been made.

C.35.18
cont'd.

Finally, the following four measures should be considered to improve the already bad traffic situation on Stevenson Street at and west of Third Street:

C.35.19

1. The pedestrian signal facing south is too far from the Stevenson intersection to be clearly seen by people on foot. The signal should be moved closer to the intersection. In addition, both pedestrian signals should be audible.
2. In order to reduce vehicles queuing on Stevenson Street, the City may wish to consider adjusting the signal. The Manual on Uniform Traffic Control Devices, which governs standards for signs, signals, and pavement markings in the United States, states that a flashing left-turn yellow arrow is permitted along with a solid red (page 452). By having this configuration from Stevenson, traffic would be able to turn left when traffic on Third Street is not present or is stopped after the intersection (essentially, it would be a yielding left-turn). Traffic from Stevenson would not be able to cross straight across Third Street and would still have to yield to pedestrians.
3. The City should consider photo enforcement of the Third and Stevenson intersection to prevent motorists from blocking the intersection. Appropriate signage should notify motorists that photo enforcement is in effect.
4. To highlight that the curb space on Stevenson is a no parking zone, the curb should be striped red.

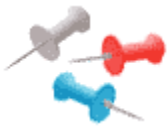
Thank you in advance for your consideration of these comments.

Howard M. Wexler

On behalf of the 765 Market Street Owners Residential Association

cc: Joe Fang, President of the 765 Market Street Owners Residential Association

(See responses to Comments C.36.1 - C.36.6.)



Bill Wycko/CTYPLN/SFGOV

08/13/2012 12:06 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: Comments on draft EIR for 706 Mission Street

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/13/2012 12:06 PM -----



Des Whitchurch

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cc

08/13/2012 11:24 AM

Subject Comments on draft EIR for 706 Mission Street

Please respond to
Des Whitchurch
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Mr. Wycko-

Attached please find comments on the draft EIR for 706 Mission Street.

Please do not hesitate to contact me if you have any questions or require any further information.

Sincerely,

Des Whitchurch

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Fax: (415)777-1145 Comments on Draft EIR.pdf

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August 13, 2012

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1650 Mission Street, Suite 400
San Francisco, CA 94103

Sent via email to: bill.wycko@SFgov.org

Re: 706 Mission Street Draft EIR

Dear Mr. Wycko:

We were out of town and unable to attend the recent hearing on the 706 Mission Street Draft EIR to provide our comments at that time, so are submitting these written comments. We concur fully in the letter submitted by Howard Wexler on behalf of the 765 Market Street Residential Owners Association and the study prepared by Nelson Nygaard on the inadequacy of the Draft EIR in regard to the traffic issues. By this reference we incorporate both of these into our comments as if fully set forth herein.

C.36.1

We are most concerned about the traffic impacts of the proposed project. As full time permanent residents of 765 Market Street, our only vehicle access to our home and parking lot is via Third Street and Stevenson Lane. We are extremely concerned about the traffic effects that the proposed construction will have on both Third Street and Stevenson Lane and do not believe that they have been addressed adequately in the draft EIR.

C.36.2

Allowing the addition of another large building and the traffic that it will generate on Third Street and on Stevenson Lane, based on an inadequate DEIR, must be reconsidered. Third Street is at times impassible and Stevenson Lane is severely inadequate to handle its current traffic load. There is no option for the current traffic to use a different access route for the buildings which Stevenson Lane currently serves. Not only will added traffic be generated by the new residents of the proposed tower, but also by those providing services to the building and its residents, and also by the staff and patrons of the Mexican Museum which it will house.

Had anyone seriously or properly analyzed the current traffic situation in the immediate area of the proposed project, you would know that it is already a nightmare and creates safety hazards. Stevenson Lane is the only vehicular access to 765 Market Street, the parking garage at that location, the LA Sports Club, and the main entry to the Four Seasons Hotel. It also serves as the loading zone for the CVS pharmacy and the other shops and eateries on Market Street between the Four Seasons Hotel and the corner of Third Street. In addition, Stevenson Lane provides the access to the loading dock for the Westin Hotel. Because of the trucks loading and unloading on Stevenson Lane, there is often only one lane available for cars to pass through. In addition, cars park illegally on Stevenson Lane which further blocks the traffic flow.

Frequently we see the traffic backed up into Third Street waiting to enter Stevenson Lane. We have even seen truck drivers parked on Stevenson Lane go out to Third Street to direct traffic due to the traffic jam caused by the line of trucks parked on Stevenson Lane.



Mr. Bill Wycko
 August 13, 2012
 Page 2

Moreover, the pedestrian traffic at the corner of Third Street and Stevenson Lane routinely ignores or is oblivious to the Stevenson Lane traffic signals and the pedestrians block the traffic in both directions coming into and leaving Stevenson Lane and also on Third Street. This also raises concerns about safety.

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As you should know, the traffic on Third Street is often impassable, even on the best of days when there is no convention at the convention center, when there is no ball game (creating large number of pedestrians), and when there is no construction or lanes blocked on Third Street. Just this past week in the early afternoon, when there was no convention, no ball game, and no lanes blocked, it took us 12 minutes to get from Folsom to Stevenson Lane—a distance of only two and one half blocks. Another day last week, also in the afternoon, we were able to speed up Third going from Folsom to Stevenson Lane in a mere 9 minutes. This amount of time to go between Folsom and Stevenson Lane on Third Street is not unusual and will be significantly increased if the proposed construction is allowed. When there is a convention or a ball game, the pedestrian traffic tends to block left and right turn lanes at Mission and at Stevenson Lane, as well as all along Third Street, so that the traffic becomes even slower.

Both automobile and pedestrian traffic in the area will also be increased when the Target store opens in the Metreon Center, when the Museum of Modern Art expands, when the Convention Center expands, and when the Mexican Museum opens. This has not been adequately addressed and needs to be factored into the traffic considerations for Third Street.

C.36.3

Similarly, taking the Jesse Car Park out of public use will be detrimental to residents and visitors to the area. We and other neighbors have routinely used this garage because there is not sufficient parking available at 765 Market Street. Without this garage, we will be unable to park our cars near our residences. Many of us are senior citizens and this will create substantial hardship for us. So, too, is the problem that will be created for guests that may come to visit us.

C.36.4

All of this traffic congestion will also create health and safety issues for those in our building. The gridlock on Third Street and Stevenson Lane will make it be impossible for Fire Engines and Ambulances to access our building. Should there be a major emergency such as an earthquake, access could become impossible, as would egress from Stevenson Lane.

C.36.5

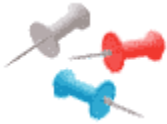
In addition, we are concerned about the shadow impacts of the proposed project both on Jesse Square and on Union Square. There are few places in the downtown of the City in which people can sit and enjoy sunshine on a warm day. If the shadow is allowed to take much of the sun and light way from these two venues, it will have a significant impact and be a serious loss to the City residents and visitors. We believe that the shadow will affect the outdoor café in Union Square in violation of Proposition K. Further it will impact the use of Union Square by patrons and thus harm the City's sales tax revenues.

C.36.6

Thank you for your consideration of these comments.

Sincerely yours,


 Des Whitchurch



Bill Wycko/CTYPLN/SFGOV

08/14/2012 09:12 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV

cc

bcc

Subject Fw: 706 Mission Street DEIR case Number
2008.1084E/State Clearinghouse No. 2011042035

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 08/14/2012 09:12 AM -----



Wa Huong

<Wa@morling.com>

08/14/2012 12:50 AM

To 'linda.avery' <linda.avery@sfgov.org>, 'bill.wycko'

<bill.wycko@sfgov.org>

cc

Subject 706 Mission Street DEIR case Number 2008.1084E/State
Clearinghouse No. 2011042035

Dear Members of the Planning Commission,

I work in SF Monday to Friday and consider it my second home. The last few times I was down by the 706 Mission Street area it was extremely congested and impossible to navigate much less park any where in the vicinity. I have always been a big supporter of new developmental projects and the possibilities it may bring, but I am concerned about all the potential down falls that I am seeing in traffic congestion and gridlock. I hope the planning commission will review all the cause and effects of this project before making it's final decision.

C.37.1

Wa Huong, CFP®, ChFC

RECEIVED

AUG 15 2012

CITY & COUNTY OF SEATTLE
PLANNING DEPARTMENT

Dear Mr. Wacko,

I am writing you with regard to the proposal to build a mixed use building at 706 Mission Street. I am very concerned that the project's size and scope will do irreparable harm to the neighborhood I have called home for almost a decade.

I am particularly concerned about the impact the increased traffic will have on Third Street and on Mission Street. The Third Street Corridor is already a nightmare at certain times of day. It often takes 10 minutes to go from Tolson across Mission (2 blocks). With the intermittent use of the far left lane by the Nestin, it is often almost impossible to make the left turn to go home to my condo at the Four Seasons.

The loss of parking spots at the underground garage is also very troublesome. Public parking is already at a premium. With the opening of the Target Store at the Metreon, there will already be increased demand on those existing spots.

Please consider a much more modest approach in terms of footprint and number of units, one which

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C.38.2

C.38.3

C.38.4

does not put pressure on the existing parking and traffic resources. Resources that are already being used at capacity.

C.38.4
cont'd.

Thank you,

Jen Hernandez
Four Seasons Residences, #28B